
Site Address:	2 New Road, Havant, PO9 1DE		
Proposal:	Proposed new two storey office block and car parking.		
Application No:	APP/14/01004	Expiry Date:	28/11/2014
Applicant:	Mr Robinson	Team:	Team 1
Agent:	Mr Curnow	Case Officer:	Heather Lealan
	Thorns-Young Ltd		
Ward:	Bedhampton		

Recommendation: **GRANT PERMISSION**

1 Site Description

- 1.1 2 New Road is currently a vacant site situated between the railway line and New Lane. It is triangular in shape and approximately 0.03 hectares in area. The boundaries to the site currently consist of 2m high close boarded fence to the northern side, 1.8m high wire mesh fence to the south, and part of the eastern boundary with no. 2 New Road is treated with 2m high close boarded fence with the remainder left open. There is an electricity sub-station to the west side of the site and some trees stand in a small parcel of land beyond that.
- 1.2 The area to the north of the site is characterised by a mix of terrace and semi detached residential properties. To the immediate south there is an active railway line and beyond this the land use is more mixed consisting partly of commercial uses and partly residential. The Bedhampton crossing and Bedhampton train station is situated approximately 60m and 80m west of the site respectively.

2 Planning History

01/60233/006

Two storey building to provide offices for Building and Decorating Contractors at first floor with store below (Re-submission).

This application was refused on the following grounds:

a) The proposed building will by reason of its size, siting and design and the level of activity associated with its use as a builder's office and store be an intrusive and damaging form of development in this part of New Road detrimental to the character and appearance of the area.

b) The proposed building would by reason of its size, siting and design have an overbearing and oppressive impact upon the amenities of 2 New Road and the likely level of activity resulting from its use as a builder's store and office will be detrimental to the occupiers of this neighbouring residential property.

c) Increased use of the existing access onto New Road (82149) combined with the provision of inadequate on site parking would be likely to cause undue interference with the safety and convenience of the users of this highway.

The application was then dismissed at appeal. The Inspector concluded that the first reason for refusal was unsubstantiated and that the building had been designed

accordingly to take account of its location in a residential area. In relation to reason for refusal no. 2 the Inspector stated that the size of the building, which would be have been 8.6m in width and 8.4m to the ridge, was consistent with a form of residential development for which the site may be acceptable. This coupled with the separation distance from this neighbour ensured, in the opinion of the Inspector that the proposed building would not be overpowering in respect of outlook from that property. The Inspector added to this stating that the level of activity from the proposed building would not significantly add to the existing level of disturbance caused by the sites position between the busy New Road and the railway line.

The third reason for refusal however was upheld by the Inspector; he concluded that the combination of limited provision of car parking on the site and the fact that the site was set lower than the adjoining highway, which would lead to difficult manoeuvring and limited turning area which could lead to the possibility of vehicles either reversing out of the site into New Road or parking on the adjoining highway, was unacceptable. In considering the potential impacts the Inspector was mindful of the complex vehicle movements on roads adjoining the site due to highway junctions, volume of traffic on New Road and the curvature of the road adjacent to the site.

02/60233/007

Erection of a new building providing 4 no. 1 bedroom flats with associated parking with access to New Road.

This application was withdrawn prior to determination.

03/60233/008

Erection of a two storey office block with associated car parking utilising the existing access to New Road and new boundary treatment to north western boundary .

Permission was granted for this proposal however was not implemented.

The permission expired October 2008.

04/60233/009

Erection of 6 no. 1 and 2 bed flats, refuse and cycle store and landscaping provision.

Permission for this proposal was refused for the following reasons:

a) The erection of a 3 storey building would, by reason of its size, siting and design, constitute an over-intensive and incongruous form of development seriously detrimental to the visual amenities of the area.

b) The site is located in close proximity to the Portsmouth to London (Waterloo) railway line and to the 82149 (New Road) and the levels of noise recorded on the site indicate that it falls with Noise Exposure Category (NEC) C of Planning Policy Guidance Note 24, Planning and Noise and as such, planning permission for housing should not normally be granted. The levels of noise, dust and vibration affecting the site in association with the design of the flats proposed would result in an unacceptably poor living environment for the occupiers of the proposed residential units.

c) The proposed building would, by reason of its height, mass and siting relative to the sites north east boundary, have an overbearing and oppressive impact upon the garden of the neighbouring property at 2 New Road.

d) Based on the information available, the Local Planning Authority is not satisfied that the omission of any on-site vehicle parking would be satisfactory in this location and would not therefore result in additional on-street parking, Additional on-street parking would be likely to be detrimental to the amenities of nearby residential properties and

prejudicial to highway safety,

08/60233/010

Erection of 4 no.1 bed flats with associated parking, cycle store and bin store and new access to New Road

The building was proposed to be situated to the east side of the site and would be approximately 14m wide fronting onto New Road, and 10m in depth, Cycle storage would be to the south east corner of the site and provide parking for 8 cycles. Permission for this proposal was refused for the following reasons:

a) By reason of its design, bulk, mass and proposed schedule of materials, the proposal is considered to be an incongruous development that would be out of keeping with the character of the streetscene and the surrounding area. As such the proposal is contrary to policies H2 and D1 of the Havant Borough District Wide Local Plan 1996-2011.

b) The proposal does not incorporate adequate facilities to enable a vehicle to turn on the site and so to enter the highway in a forward gear which is considered essential in the interests of road safety. As such the proposal is contrary to policies T5 of the Hampshire County Structure Plan 1996-2011 (Review) and T7 and T9 of the D1 of the Havant Borough District Wide Local Plan 1996-2011.

c) The site is located in close proximity to the Portsmouth to London (Waterloo) railway line and to the B2149 (New Road) and the levels of noise recorded on the site indicate that it falls with Noise Exposure Category (NEC) C of Planning Policy Guidance Note 24, Planning and Noise and as such, planning permission for housing should not normally be granted. In addition the levels of noise, dust and vibration affecting the site in association with the design of the flats proposed, which are limited in terms of both internal and external amenity space, would result in an unacceptably poor living environment for the occupiers of the proposed residential units. As such, the proposal would be contrary to PPG24 (Planning and Noise), and policies H2, D1 and PC2 of the of the Havant Borough District Wide Local Plan 1996-2011.

08/60233/011

Renewal of Planning Permission 03/60233/008 - erection of 2 storey office block with associated car parking utilising the existing access to New Road and new boundary treatment to north western boundary.

Permitted 21/11/2008 implemented through the completion of foundations but not constructed.

APP/10/00890

Construction of building comprising 1No.2 bed dwelling and 2No.1 bed dwelling flats with new access to New Road, associated car parking, bin storage and cycle storage. Refuse for the following reasons;

(a) The site is located in close proximity to the Portsmouth to London (Waterloo) railway line and to the B2149 (New Road) and the levels of noise recorded on the site indicate that it falls with Noise Exposure Category (NEC) C of Planning Policy Guidance Note 24, Planning and Noise and as such, planning permission for housing should not normally be granted. In addition the levels of noise, dust and vibration affecting the site in association with the design of the flats proposed, which are limited in terms of both internal and external amenity space, would result in an unacceptably

poor living environment for the occupiers of the proposed residential units. As such, the proposal would be contrary to Planning Policy Guidance 24 (Planning and Noise), Policy CC1 and CC6 of the South East Plan and saved policy D1 of the Havant Borough District Wide Local Plan 1996-2011, which forms part of the Havant Borough Local Development Framework.

(b) The proposed development by reason of its poor quality design and prominent location would be an incongruous feature within the streetscene to the detriment of the visual amenities of the area. As such the proposal is contrary to , Policy CC6 and H5 of the South East Plan and saved policy D1 of the Havant Borough District Wide Local Plan 1996-2011, which forms part of the Havant Borough Local Development Framework and Planning Policy Statement 1.

(c) Having regard to the size and shape of the plots, the proposed development would result in a cramped and contrived layout that would have an adverse impact on the amenities of the future occupiers of the proposed dwellings. As such the proposal is contrary to , Policy CC6 and H5 of the South East Plan and saved policy D1 of the Havant Borough District Wide Local Plan 1996-2011, which forms part of the Havant Borough Local Development Framework and Planning Policy Statement 1

(d) The proposal, without completion of the appropriate binding arrangements, is contrary to the Council's approved Green Transport Infrastructure policy which, in accordance with Planning Policy Guidance 13, seeks to secure an appropriate balance between the individual use of the motor car and a more sustainable transportation system. The development proposed would continue to place unfettered reliance upon the use of the private motor vehicle without contributing to local improvements, which will promote alternative modes of travel. The proposal is therefore contrary to saved Policy T11 of the Havant Borough District-Wide Local Plan 1996-2011, which forms part of the Havant Borough Local Development Framework.

The application was then dismissed at appeal. On grounds of noise from (zone C, not normally suitable for housing, design of the proposal to be harmful to the area and it would not provide adequate, usable , amenity space or adequate internal living accommodation. The Inspector also stated that he took account of the then draft NPPF but that it did not effect his conclusions as to the harm caused by the proposal.

APP/12/00736

Construction of 1No. two storey building containing 2No. 2 bed flats with associated car parking, bin and cycle stores, landscaping and 2m acoustic fence, with access to New Road. - Refused for the following reasons;

(a) The site is located in close proximity to the Portsmouth to London (Waterloo) railway line and to the B2149 (New Road) and due to this the levels of noise recorded on the site are not acceptable for a housing development when there are alternative sites more suitable for housing within the Borough. In addition the levels of noise, dust and vibration affecting the site in association with the use of the external amenity space, would result in an unacceptably poor living environment for the occupiers of the proposed residential units. As such, the proposal would be contrary to Policy CS16 and DM10 of the Core Strategy, which forms part of the Havant Borough Local Development Framework and The National Planning Policy Framework, March 2012.

(b) The proposal, without completion of the appropriate binding arrangements to secure a contribution towards the Hampshire County Council Transport Policy, is

contrary to the Council's Policy on contributions towards transport infrastructure which, in accordance with Planning Policy Guidance 13, seeks to ensure that the provision is made from new development towards improvements to the transport infrastructure. It is therefore contrary to policies CS21 and DM12 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and Planning Policy Guidance 13.

3 Proposal

Proposed new two storey office block and car parking

4 Policy Considerations

National Planning Policy Framework

Havant Borough Local Plan (Core Strategy) March 2011

CS14	(Efficient Use of Resources)
CS16	(High Quality Design)
CS17	(Concentration and Distribution of Development within the Urban Areas)
CS2	(Employment)
CS20	(Transport and Access Strategy)
CS21	(Developer Requirements)
DM10	(Pollution)
DM10	(Pollution)
DM14	(Car and Cycle Parking on Development (excluding residential))

Havant Borough Local Plan (Allocations) July 2014

AL1	(Presumption in Favour of Sustainable Development)
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Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5 Statutory and Non Statutory Consultations

Network Rail

Demolition

Any demolition or refurbishment works must not be carried out on the development site that may endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures.

Construction and Maintenance

The development proposal must ensure that any construction and future maintenance can be conducted solely on the applicants land. The applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rails adjacent land and air-space, and therefore all/any building should be situated at least 2 metres (3m for overhead lines and third rail) from Network Rails boundary.

It would therefore be requested that the proposed offices and parking spaces are at least 2 metres away from the boundary of the operational railway. This will allow construction and future maintenance to be carried out from the applicant's land, thus

avoiding provision and costs of; Network Rail Asset Protection Engineer Approval (requiring 20 weeks notice), railway look-out protection, supervision, and other facilities necessary when working from or on railway land. Glare assessment should be carried out to ensure that building façade would not reflect sun light that may affect train driver.

Plant & Materials

All operations, including the use of cranes or other mechanical plant working adjacent to Network Rail's property, must at all times be carried out in a "fail safe" manner such that in the event of mishandling, collapse or failure, no plant or materials are capable of falling within 3.0m of the boundary with Network Rail.

Scaffolding

Any scaffold which is to be constructed within 10 metres of the railway boundary fence must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffold must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffold / access for working at height within the footprint of their property boundary.

Lighting

Any lighting associated with the development (including vehicle lights) must not interfere with the sighting of signalling apparatus and/or train drivers vision on approaching trains. The location and colour of lights must not give rise to the potential for confusion with the signalling arrangements on the railway. The developers should obtain Network Rail's Asset Protection Engineer's approval of their detailed proposals regarding lighting.

Landscaping

Any hedge planted adjacent to Network Rail's boundary fencing for screening purposes should be so placed that when fully grown it does not damage the fencing or provide a means of scaling it. No hedge should prevent Network Rail from maintaining its boundary fencing. Lists of trees that are permitted and those that are not permitted are provided below and these should be added to any tree planting conditions:

- Permitted:

Birch (*Betula*), Crab Apple (*Malus Sylvestris*), Field Maple (*Acer Campestre*), Bird Cherry (*Prunus Padus*), Wild Pear (*Pyrus Communis*), Fir Trees – Pines (*Pinus*), Hawthorne (*Crataegus*), Mountain Ash – Whitebeams (*Sorbus*), False Acacia (*Robinia*), Willow Shrubs (Shrubby *Salix*), Thuja Plicata "Zebrina."

- Not Permitted:

Alder (*Alnus Glutinosa*), Aspen – Popular (*Populus*), Beech (*Fagus Sylvatica*), Wild Cherry (*Prunus Avium*), Hornbeam (*Carpinus Betulus*), Small-leaved Lime (*Tilia Cordata*), Oak (*Quercus*), Willows (*Salix Willow*), Sycamore – Norway Maple (*Acer*), Horse Chestnut (*Aesculus Hippocastanum*), Sweet Chestnut (*Castanea Sativa*), London Plane (*Platanus Hispanica*).

A comprehensive list of permitted tree species is available upon request.

Drainage

No storm/surface water or effluent should be discharged from the site or operations on the site into Network Rail's property or into Network Rail's culverts or drains except by agreement with Network Rail. Suitable drainage or other works must be provided and maintained by the Developer to prevent surface water flows or run-off onto Network Rail's property. Suitable foul drainage must be provided separate from Network Rail's existing drainage. After the completion and occupation of the development, any new or exacerbated problems attributable to the new development shall be investigated and remedied at the applicants expense.

Embankment

The proposed development, both during and after construction, should not affect the integrity and stability of the embankment on which the operational railway sits.

Roads and Parking

The Department of Transport recommends the provision of a safety barrier adjacent to the railway, alongside all roads, turning circles and parking areas, where the railway is situated at or below the level of the development. The safety barrier should be designed to cater for specific loadings dependent on the road traffic anticipated and in a position to stop vehicles driving into or rolling onto the railway or damage the line side fencing. Network Rail's existing fencing / wall must not be removed or damaged.

Fencing

In the interests of promoting public safety and reducing the risk of trespass and vandalism on the railway, the applicant should ensure that a suitable trespass resistant fence is located along the boundary to the railway. If such fencing does not exist we strongly recommend that new Network Rail approved fencing, which is trespass proof and at least 1.8 metres high with a concrete foundation, be installed. The fence must be constructed independently of any existing Network Rail fencing, and sufficient distance should also be allowed between fences to allow for future maintenance and renewal.

Party Wall Act

Where works are proposed between 2 and 6 metres away from the boundary to the operational railway it will be necessary to serve the appropriate notices on Network Rail Property and their tenants under the Party Wall etc Act 1996.

As the application site is adjacent to Network Rail's operational railway infrastructure, Network Rail strongly recommends that the applicant contacts its Asset Protection Wessex team at AssetProtectionWessex@networkrail.co.uk and signs up to an Asset Protection Agreement prior to any works commencing on site. More information can also be obtained from our website

Comment - The agent has been advised and invited to make comment or changes if required and following consultation with the applicant no changes have been made. An informative should be included on a planning consent drawing any future land owners attention to the requirements of Network Rail

Development Engineer

The travel plan as submitted is acceptable and must be conditioned to be adhered to along with provision of turning and car parking

Environmental Health Manager

These are offices to go on the patch of land by the Bedhampton railway gates that is too noisy etc for housing. Please would you add as an informative :-

This location, very close to the railway, has problems from noise and vibration. Windows will need acoustic double glazing (with associated acoustic ventilation) to reach acceptable levels for an office. In addition some sensitive equipment could be affected by the vibrations of the trains. Anti-vibration measures could be designed in at the construction stage.

Ground Contamination

This parcel of land has not previously been extensively developed, and has no recorded use in association with the railway (station / crossing, or related storage / sidings etc.). The land parcel was green field from the earliest mapping (1867), and was possibly incorporated in the curtilage of #2 New Road when it was constructed sometime between 1897 & 1909.

The degree of risk posed by the site to future site user, or the groundwater environment is unknown, as the use of the former structure on site is unknown.

The presence of a measurable degree of contamination on the site is considered

possible, but it is equally acknowledged that there is no specific or definitive information to suggest that the site is *likely* to be *significantly* contaminated.

A commercial development is less sensitive than a residential scheme, and with respect to groundwater, unless gross contamination were present on the site, migration distances of >50m are not considered to be likely.

In consideration of the degree of perceived risk, and both the nature & scale of the proposals, I would request that the following condition be applied to any consent granted in respect of this application:

Condition 1

If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has undertaken an appropriate assessment and submitted remediation method statement to the local planning authority detailing how this unsuspected contamination shall be dealt with. Written approval for the remediation method statement shall be obtained from the local planning authority prior to implementation, and the remediation shall be implemented as approved.

Reasons: *To ensure that no contamination sources exist or remain on the application site that may pose an unacceptable risk to future site users, offsite residential land uses, buildings, potable supplies or other services. This condition is in line with paragraphs 109 and 121 of NPPF, policies DM10 of the Havant Borough Adopted Core Strategy (2011) and DM17 of the Local Plan (Allocations) 2014.*

Comment - The informative and condition suggested should be included as part of a planning consent.

Economic Development

No comments

Southern Electric

No comments

6 Community Involvement

This application was publicised in accordance with the Council's Code of Practice for Publicity of Planning Applications approved at minute 207/6/92 (as amended), as a result of which the following publicity was undertaken:

Number of neighbour notification letters sent: 7

Number of site notices: One

Statutory advertisement: Not applicable.

Number of representations received: None

7 Planning Considerations

- 7.1 Having regard to the relevant policies of the development plan it is considered that the main issues arising from this application are:

- (i) Principle of development
- (ii) Effect on neighbours
- (iii) Highway implications
- (iv) Design and effect on the streetscene

(i) Principle of development

7.2 The proposed development is an office within the urban area and in principle, the proposals are acceptable subject to the usual Development Control criteria.

7.3 It should be conditioned that the office is not converted to living accommodation, (would be permissible under the prior notification regulations), as the site is located in close proximity to the Portsmouth to London (Waterloo) railway line and to the B2149 (New Road) and the levels of noise recorded on the site indicate that it falls with Noise Exposure Category (NEC) C , Planning and Noise and as such, planning permission for housing should not normally be granted.

(ii) Effect on neighbours

7.4 It is considered that the proposal would not be of any greater detriment to the amenities of the occupiers of the neighbouring dwellings than the previous planning permission for an office building at this site. The previous application is still extant by virtue of the footings being dug and signed off. As such, the nature of the permitted use of the site would not change. Furthermore, the adjacent neighbouring dwellings are all set sufficient distance from the site so as not to be detrimentally impacted by the proposals.

(iii) Highway and Railway Implications

7.5 The site is in an accessible location and the Development Engineer has approved of the proposal so long as the submitted travel plan is conditioned to be adhered to along with the shown parking provision and turning area being retained.

7.6 The railway runs directly to the south of the site along with a level crossing. Network Rail were therefore consulted with regard to this proposal and they submitted a response that provides information for the applicant when building in proximity to the railway. The applicant was advised during the course of the application with regard to the Network Rail requirements and an informative should be included on a planning consent drawing any future land owners attention to these requirements.

(iv) Design and effect on the streetscene

7.7 This is a mixed streetscene already with both commercial and industrial buildings. The initial plans proposed a building of predominantly render which would have been incongruous in this section of the street within which red brick is the predominate construction material. It is considered that the revised plans incorporating brick sections within this two storey building will achieve a development that accords with and draws inspiration from the local streetscene character.

8 Conclusion

8.1 It is not considered proposed commercial use of this site will be detrimental to the

amenities of the occupiers of the adjacent dwellings, highway or negatively impact the visual amenities of the streetscene. Therefore it is recommended that permission be granted subject to planning conditions.

9 RECOMMENDATION:

That the Executive Head of Planning and Built Environment be authorised to **GRANT PERMISSION** for application APP/14/01004 subject to the following conditions

- 1 The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.
Reason: To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 Construction of the building hereby permitted shall not commence until samples and details of all external facing and roofing materials shall be submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.
Reason: To ensure the appearance of the development is satisfactory and having due regard to policies CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 3 The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan received 27 September 2014
Block Plan Layout drwg.no 7170:14:2 received 3 October 2014
Proposed Elevations and Roof Plan drwg.no 7170:14:1 received 13 November 2014
Details of cycle provision received 9 December 2014
Travel Plan, as amended, received 9 December 2014

Reason: - To ensure provision of a satisfactory development.
- 4 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, the building hereby permitted shall not be converted for residential occupation.
Reason: In the interests of the living conditions of any future occupants and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 5 The development shall not be brought into use until a minimum of 8 parking spaces have been provided within the curtilage of the site and thereafter all of those spaces kept available for such purposes.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the

National Planning Policy Framework 2012.

- 6 The development shall not be brought into use until a turning space is provided within the site to enable vehicles to enter and leave the site in forward gear in accordance with details to be agreed in writing by the Local Planning Authority. This space shall thereafter always be kept available for such use.
Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 7 If, during development, contamination not previously identified is found to be present at the site, then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until the developer has undertaken an appropriate assessment and submitted remediation method statement to the local planning authority detailing how this unsuspected contamination shall be dealt with. Written approval for the remediation method statement shall be obtained from the local planning authority prior to implementation, and the remediation shall be implemented as approved.
Reasons: To ensure that no contamination sources exist or remain on the application site that may pose an unacceptable risk to future site users, offsite residential land uses, buildings, potable supplies or other services. This condition is in line with paragraphs 109 and 121 of NPPF, policies DM10 of the Havant Borough Adopted Core Strategy (2011) and DM17 of the Local Plan (Allocations) 2014.
- 8 No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the finished levels (above ordnance datum) of both the ground floors of the proposed buildings and the surrounding ground levels in relation to existing ground levels have been submitted to and approved by the Local Planning Authority.
Reason: In the interests of the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 9 No development hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.
Reason: In the interests of the amenities of the locality and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.
- 10 No development hereby permitted nor any related site clearance shall commence until a plan and particulars specifying the provision to be made within the site and/or on other land nearby for the parking (throughout the clearance and construction period) of construction vehicles and of other vehicles delivering/removing materials and other items to/from the development site have been submitted to and approved in writing by the Local

Planning Authority. Thereafter, throughout such site clearance and implementation of the development hereby permitted, all such temporary parking provision shall be provided and used only as such.

Reason: To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16, DM10 and DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.