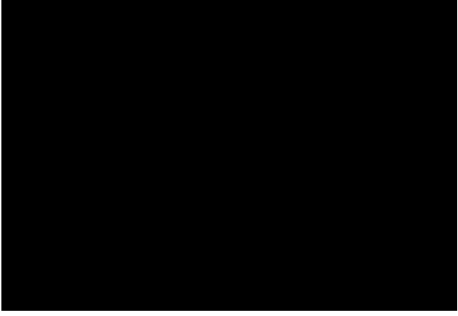
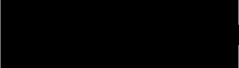




Havant Borough Council
Planning Services
Public Service Plaza
Civic Centre Road
Havant, Hants
Po9 2AX

Dear Mr J Toole:

As the owner of number  have the following objections regarding the proposed amendments to The Grove Plot 1, Billett Avenue.

1. The proposal is significantly different from the home approval previously given. The approximate GIA of plots 2, 3 & 4 is 240m² each, while the new proposal for plot 1 has a GIA of approximately 394m². This grossly changes the design, appearance and significantly affects visual amenity. We believe this is contrary to Havant Borough Councils core strategy CS16.1 & CS16.2.
2. The houses at the end of Billet Avenue are large, however so are the plots, this provides a feeling of space, light and visual amenity. To quantify this, the two adjacent properties on Billett Avenue, No.17 & No.15 have a plot area to ground floor area ratio of between 8.8 to 9.8. The new plot 1 development is significantly different and is estimated at 5.5, meaning the plot has 60% to 78% less outside space to the property's footprint. This would provide housing that is disproportionate to the rest of Billett Avenue and therefore objection is made against the plans based on visual amenity and overshadowing. We believe this is contrary to Havant Borough Councils core strategy CS16.1.
3. While the property is stated as increasing to a 5 bedroom house, in effect it is actually a 7 double bedroom house, with 5 bathrooms and a downstairs WC to support such a use. Given that the house could be used in this format, it is stated that there is insufficient parking to support this and therefore objection is raised against the increase in size on these grounds. We believe this is contrary to Havant Borough Councils core strategy CS19.9 (Emergency services access) & development management policy DM13.
The plan also includes 2 studies that could be used as single rooms creating a total housing capacity of 9 bedrooms, while losing the associated parking of the previously approved double garage.
4. The new design proposed includes multiple Juliette Balconies and a large central balcony to the rear of the property. This is not in keeping with Billet Avenue, where there is no precedence for balcony use. In conjunction with this there are serious privacy concerns, with direct line of sight into No.17's kitchen, bathroom and garden. Objection is raised to this modification to the original plans based on loss of privacy. In addition to No.17's loss of

privacy, several properties along Round Way (road at the rear of the development) are significantly affected by this. This coupled with the felling of trees along the border between Plot 1 & No.17 has created clear line of sight, this is compounded by the difference in GL not advised on the planning applications.

5. The new proposal is a significant deviation in visual style to the other properties within the Grove. All feature sash windows with multiple muntin's colonial in design, with shutters, providing visual amenity across the development. The new proposal for plot 1 however deviates from this style with significantly larger windows, loss of garage, increase in footprint and roof height. Objection is raised on the grounds of Design, appearance, and visual amenity. This is contrary to Havant Borough Councils core strategy CS16.1(c) & CS16.1(e). Note CS16 has previously been identified as a constraint under the original planning application APP/18/00109.
6. Objection is raised to the increase in roof line of the new proposal, this deviates from the agreed roof line. This affects visual amenity and creates feeling of overshadowing for adjacent properties.
7. I object to the statement within the flooding assessment, it is not acceptable for overflow from the plot onto No.17 and subsequently No.19. As suggested a retaining wall should be erected to prevent flow across the boundary. No.17 & No.19 are part of a Tree preservation area, a majority of these trees are on a significant gradient. Flooding of this area is likely to destabilise a number of trees due to ground saturation. As these are mature trees of significant size, should they fall, they would cause damage to surrounding properties. We believe this is contrary to Havant Borough Councils core strategy CS13.3.
8. What is missing from the flooding statement is a comprehensive review of surface flood water coming from the avenue and main road. Since most of the road is privately owned there is no mains drainage. Because of this and the slope of the road, flood water under heavy rain runs directly down to the houses at the base of the avenue, including plot 1. Flooding has already occurred in this area during the culvert modification, where the civils team had significantly underestimated the streams flow and despite being warned did not provide sufficient pumps or large enough bore pipes to manage the flow. This resulted in site flooding and flood damages to properties on Highfield Avenue. In addition to the flow from Billet Avenue, an additional phenomenon adds to surface water flow. London road slopes from Queens enclosure to Billett Avenue. Due to the array of trees along the border of Queens enclosure, when it rains significant debris is dropped onto London Road and covers the road drains. Large volumes of water then flow down London Road and a moderate portion enters Billett Avenue and adds to the already large surface water flow. I have estimated Billett Avenues surface water flow in [1]. This assessment includes factors for global warming but takes no account of the additional water from London Rd or the adopted part of Billett Avenue. I have included photos of water flow heading to No.19 taken recently under average rain conditions [2]. This needs to be rectified as part of the development of plot 1 by including drainage at the top of the road and then piped back to the culvert. By utilizing this undeveloped site, existing infrastructure can remain unaffected. Due to the reports conducted so far not incorporating all water flow and under estimating what is physically seen at the site, objection is raised on the basis of increased flood risk. We also believe as it stands, without the suggested surface waterflow back to the culvert, this is contrary to Havant Borough Councils core strategy CS15.

9. The new proposal includes a large central skylight, with the house open on all floors to access light from the skylight. This new design will significantly affect the thermal performance of the building and negatively impact buildings required energy use. Heat will rise freely unimpeded from the G.L to the least thermally resistant surface of the building. As heating energy requirements are substantially higher than light, we believe this is contrary to Havant Borough Councils core strategy CS16.6.

In summary valid objections are raised in accordance with the following material planning considerations:

- Adequacy of parking/loading/turning
- Conflict with planning policies
- Design, appearance and materials
- Loss of light/overshadowing
- Loss of privacy
- Layout and density of building
- Noise and disturbance resulting from use
- Previous planning decisions (including appeal decisions)
- Proposals/policies in the development plan
- Road access
- Traffic generation
- Visual amenity

We also have the following observations & suggestions:

The road to the development is shared ownership between the properties on Billet Avenue, who are responsible for all repairs and maintenance. The previous plot developments have caused damage to the road, any further construction will further damage the road. It is suggested that there is some form of contribution made to the roads repair associated with plot 1 construction, this can be captured in the form of a bond, like the ones already paid to the council.

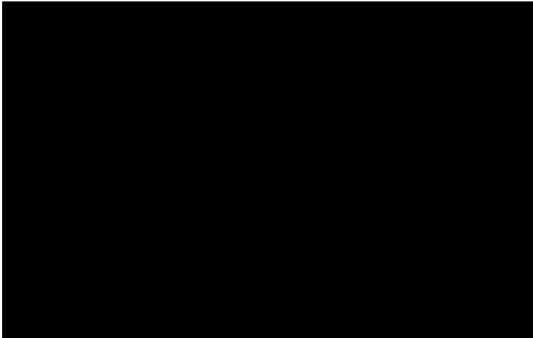
Construction on the Groove plots 2, 3 & 4 is nearly complete. The construction caused moderate disruption down the road, with the road blocked many times with construction vehicles. On multiple occasions existing residents were in unable to leave for work, some of which were NHS and defence staff. There has also been damage to grass verges and damage to a car due to reduced access. Because of this it is imperative that a construction plan is submitted and approved that clearly shows where heavy vehicles will park, unload and turn and also where the associated trades persons vehicles will park. It is not acceptable to park on the avenue and restrict access for existing residences, particularly as we have many elderly residents.

The Environment Agency will require access to the Culvert Manholes, previous plans highlighted this access requirement. The culvert will require annual access to review and potentially maintain, this access should be reestablished on the plans. Provision in emergency flooding should also be made in that the access previously defined should not be used for permanent vehicle parking.

Plans should also be updated to show the sewer line, the previous construction team onsite collapsed the sewer line, which required multiple HGV to extract the sewage for 36hours

continuously while repairs were made. This may have been adverted if the plans were suitably detailed.

While adequate screening has been included for 15 Billett Avenue, sufficient screening should be deployed to maintain the avenues aesthetics for all properties. See [3] for additional screening proposal for No.17. There was existing hedging on Viewpoint 2, however this has died, we have been advised that this is due to the plot 1 site waste pile draining directly to the hedge. We are taking legal advice as to our rights for compensation to repair the hedge. However, we have been advised that due to existing driveway proximity, this will be the most costly option and therefore recommend that the plans are updated to include the screening proposed.



Attachments on following pages.

[1] Road Surface Water Calculation

Reference No:
105602

ENGINEERING ASSESSMENT

Issue No:
01
Issue Date:
13/01/2023

Prepared By: Kieren Schneider
Checked By:
Authorised By:

0.1

PSI ENGINEERING LTD

ENGINEERING ASSESSMENT
BILLETT AVENUE

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Reference No:
105602

ENGINEERING ASSESSMENT

Issue No:
01
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13/01/2023

Prepared By: Kieren Schneider
Checked By:
Authorised By:

Document Approval

	Name	Title	Signature	Date
Originator	Kieren Schneider	CEng MiMechE		
Engineering Review / Approval	Riz Khan	CEng MiMechE		

Document Issue Record

Issue	Description Of Amendment	Date	Originator	Checked	Approved
01	Initial Draft	13/01/2023	KS	RK	

Previous issues of this document are to be destroyed or marked **Superseded**

Distribution / Notification

Name	Company / Location	Method (email, hard copy, notification)
Mr J Toole	Havant BC	Email
Andrew and Andrew Solicitors LTD	Portsmouth	Email

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Reference No:
105802

ENGINEERING ASSESSMENT

Issue No:
01
Issue Date:
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Prepared By: Kieren Schneider
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1.0 BACKGROUND

This calculation is to determine the flood risk from surface water runoff on Billett Avenue, Waterloooville. Flooding has occurred multiple times, during which the flow of water is greater than the current drainage provisions can handle. This results in flooding and occurs during high rain fall intensity. The calculation uses the British standards [1] & [2] to determine the required drainage capacity to meet regulation under standard design life.

2.0 SCOPE

This calculation shall assess the applicable surface run off of the road only. Any additional hard standing without drainage shall increase surface water flow, therefore these calculations are considered non-conservative.

3.0 LOAD CASE DESCRIPTIONS

The following loads are considered:

1. Applicable road surface area loading (up to last public drainage)
2. Applicable road surface area loading (high probability flow)

Against the following probabilities of flooding:

1. 1/1 year likelihood of flood damage
2. 1/5 year likelihood of flood damage
3. 1/50 year likelihood of flood damage
4. No likelihood of flood damage design criteria

4.0 ASSUMPTIONS

The following assumptions are used within this calculation:

- Pipe surface roughness of 1mm
- Fluid viscosity of 1.31×10^{-6}

5.0 INPUT DATA

5.1 ROAD SURFACE AREAS

AutoCAD is used to determine the road dimensions used for the two road surface area load cases. The image has been scaled to replicate the 1:1 environment in AutoCAD. This provides measurement of suitable accuracy for this purpose. Figure 1 details the scaled map.

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Figure 1 - Billett Avenue Scaled Map (units=m)

In addition to this a topology map (Figure 2) is used to determine the applicable road surface area that will contribute to flooding. Surface water will run from high to low areas with the greatest flow associated with the greatest gradient.

As shown there is a continued gradient from the entrance to Billett avenue all the way to the bottom.

$$Rd_L := \begin{pmatrix} 182 \\ 59 \end{pmatrix} m$$

Road Width
(conservatively taken at
thinnest road section)
Road Length
(Figure 1)

$$Rd_W := 3.5m$$

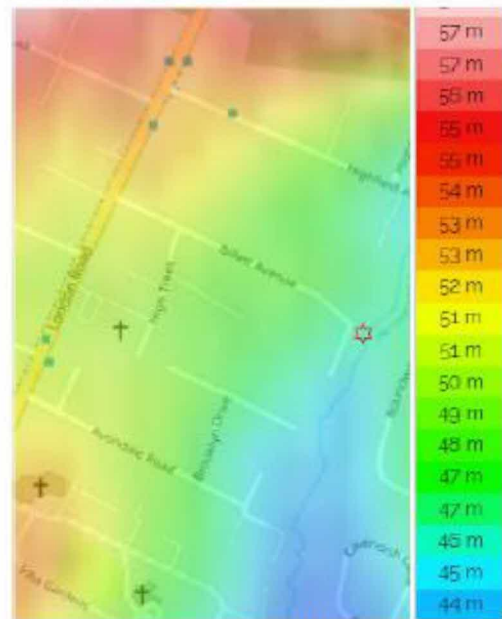


Figure 2 - Billett Avenue Topology Map (units=m)

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5.3 OTHER PARAMETERS

Global Warming Factor $C_E := 1.4$

Runoff coefficient $C := 1$

5.4 RAIN FALL INTENSITY

Rainfall Intensity Waterloo Area

$$\text{Rain}_{\text{Fall}} := \begin{pmatrix} 0.018 \\ 0.028 \\ 0.048 \\ 0.144 \end{pmatrix} \frac{\text{L}}{\text{s}} \frac{1}{\text{m}^2} \begin{pmatrix} 1 \\ 5 \\ 50 \\ \text{LIFE} \end{pmatrix} \text{YEAR}$$

[1 NB.1 - 5]

5.5 PIPE CAPACITY

Pipe maximum flow capacity is taken from [2]-Table C.1) and shown in Figure 4 below. The table has been reduced in size to show pipe sizes 8" and below for clarity.

Slope	DN 100		DN 125		DN 150		DN 200	
i	Q _{max}	v	Q _{max}	v	Q _{max}	v	Q _{max}	v
cm/m	l/s	m/s	l/s	m/s	l/s	m/s	l/s	m/s
0,50	2,9	0,5	4,8	0,6	9,0	0,7	16,7	0,8
1,00	4,2	0,8	6,8	0,9	12,8	1,0	23,7	1,2
1,50	5,1	1,0	8,3	1,1	15,7	1,3	29,1	1,5
2,00	5,9	1,1	9,6	1,2	18,2	1,5	33,6	1,7
2,50	6,7	1,2	10,8	1,4	20,3	1,6	37,6	1,9
3,00	7,3	1,3	11,8	1,5	22,3	1,8	41,2	2,1
3,50	7,9	1,5	12,8	1,6	24,1	1,9	44,5	2,2
4,00	8,4	1,6	13,7	1,8	25,8	2,1	47,6	2,4
4,50	8,9	1,7	14,5	1,9	27,3	2,2	50,5	2,5
5,00	9,4	1,7	15,3	2,0	28,6	2,3	53,3	2,7

Figure 4 - Drain Pipe Capacity

Standard drain pipe diameter $D := 100\text{mm}$

Drain Slope $i := 3$

Maximum Pipe Flow $Q_{\text{pipeMAX}} := 7.3 \frac{\text{L}}{\text{s}}$

6.0 CALCULATIONS

6.1 ROAD SURFACE AREAS

Road Area $A_{\text{Road}} := R_{dW} \cdot R_{dL}$

$$A_{\text{Road}} = \left(\frac{637}{206.5} \right) \text{m}^2$$

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6.3 RALL FALL QUANTITY

The total quantity of rain is calculated in accordance with [1] & [2].

Quantity of rainwater runoff from applicable road areas, represent the road area where no drain is present.

$$Q_{road} := Rain_{Fall} \cdot A_{road0} \cdot C \quad Q_{roadS} := Rain_{Fall} \cdot A_{road1} \cdot C$$

$$Q_{road} = \begin{pmatrix} 11.466 \\ 17.836 \\ 30.576 \\ 91.728 \end{pmatrix} \cdot \frac{1}{s} \quad Q_{roadS} = \begin{pmatrix} 3.717 \\ 5.782 \\ 9.912 \\ 29.736 \end{pmatrix} \cdot \frac{1}{s}$$

Total surface water flow, with applicable factors included.

$$Q_{total} := (Q_{road}) \cdot C_E$$

$$Q_{total} = \begin{pmatrix} 16.052 \\ 24.97 \\ 42.806 \\ 128.419 \end{pmatrix} \cdot \frac{1}{s}$$

6.3 CURRENT DRAIN PERFORMANCE

Minimum Factor of safety against
loading
(SAFETY > 1)

$$FOS_{currentMIN} := \frac{Q_{pipeMAX}}{Q_{total}}$$

$$FOS_{currentMIN} = \begin{pmatrix} 0.455 \\ 0.292 \\ 0.171 \\ 0.057 \end{pmatrix} \cdot \begin{pmatrix} 1 \\ 5 \\ 50 \\ LIFE \end{pmatrix} \text{ YEAR}$$

6.4 FUTURE DRAIN PIPE RECOMMENDATIONS

To meet a 1 in 50 year flood risk for the properties using the site entrance loading only, an 8" / DN200 drain should be used at the entrance to the development. Consideration should be used to factor reduction in pipe capacity where pipe obstructions occur such as silt traps. This takes no consideration of global warming factors, the avenues unmitigated surface flow or flow from London road.

7.0 CONCLUSION

Industry standard calculations have been performed to access the unmitigated surface water flow on Bilett Avenue. It is shown that there is a very high likelihood of flooding in any period greater than 1 year for minimal loading and any period less than 1 year for high loading. Considerable surface water drainage should be incorporated to limit damage to properties on lower Bilett Avenue and The Grove development.

Reference No:
105602

ENGINEERING ASSESSMENT

Issue No:
01

Prepared By: Kieren Schneider
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Authorised By:

Issue Date:
13/01/2023

8.0 REFERENCES

Reference No.	Document Title	Reference	Issue
1	Drain and sewer systems outside buildings - Part 4 Hydraulic design and enviromental considerations	BS EN 12056-3	2000
2	Gravity drainage systems inside buildings - Part 3: roof drainage, layout and calculation	BS EN 752-4	1997
3			

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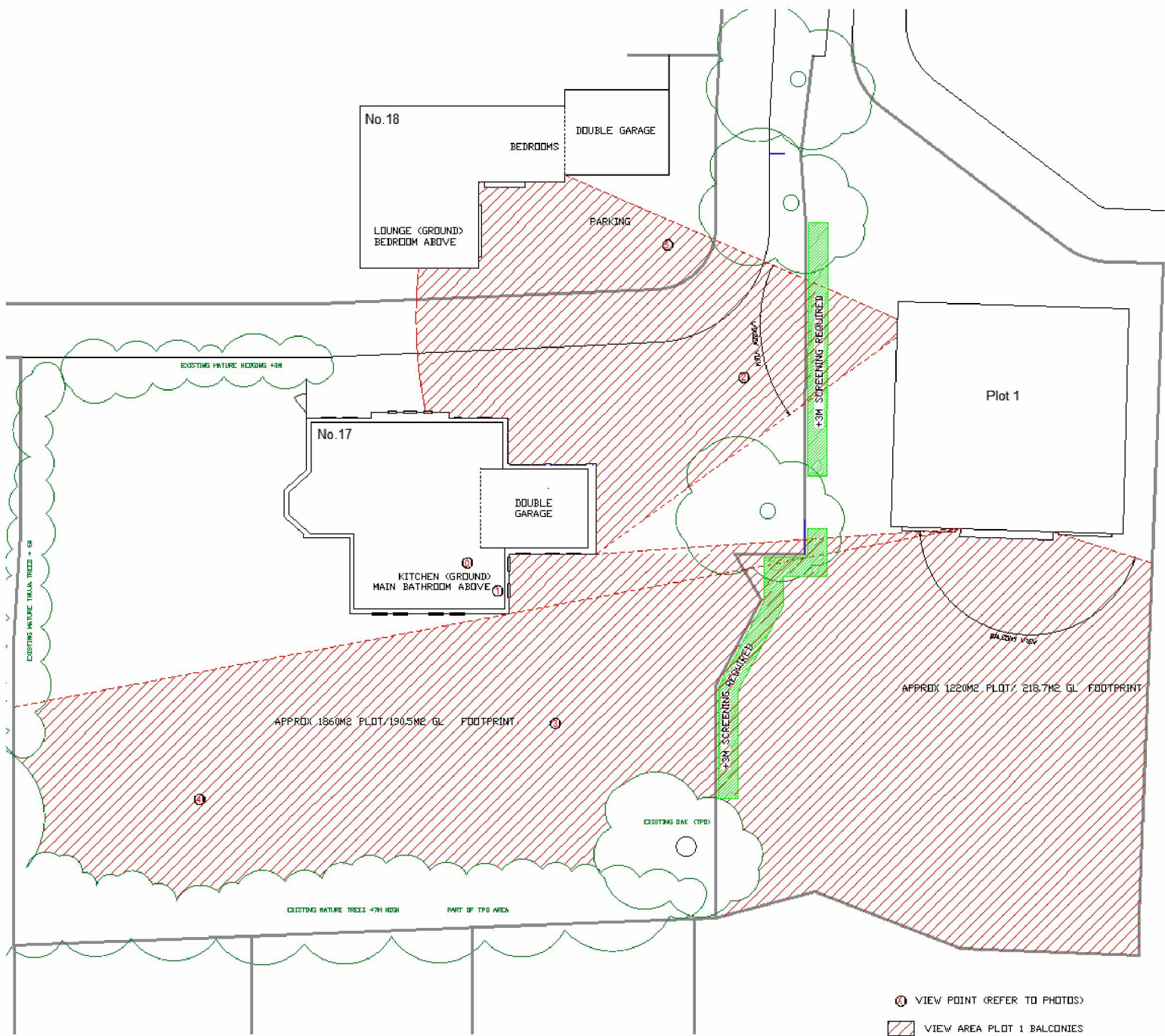
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[2] Water Flow to No.19 & No.20 Photos (Post low rain fall)





[3] Site Plan (with proposed additional screening)



[D1] LOSS OF PRIVACY SKETCH CAD 1:1 SCALE TO PAPER NTS

[4] Site Viewpoint Photos
(View 0)



(View 1)



(View 2)



(View 3)



(View 4)



(View 5)

