

DELEGATED OFFICER REPORT

PROPOSAL	Proposed new screening to existing 2no new jet wash bays (previously approved by APP/24/00502) with lights fixed to screen; and lances above to support hoses. Associated landscaping.
LOCATION:	Petrol Filling Station, 97 Park Lane, Bedhampton, Havant, PO9 3HQ
REFERENCE NO:	APP/25/00950
APPLICANT:	Mr Subu Nanthakumar
APPLICATION TYPE:	Full planning permission
CONSULTATION EXPIRY DATE:	21/05/2026
APPLICATION EXPIRY DATE:	12/01/2026
WARD:	Bedhampton
SUMMARY RECOMMENDATION:	Approve with Conditions

1. Site Description

The existing petrol station is located south of the Purbrook Way roundabout on the western side of Park Lane. It is located in a mixed area, with residential dwellings abutting its western and southern boundaries, a small shopping parade directly opposite the site on the north western corner of the roundabout, and Barncroft Primary School to the south-east. The site lies within the identified Middle Park Way Local Centre by policy CS4 of the HBLP (Core Strategy).

The site consists of a forecourt which includes four pump islands beneath a canopy; a detached enclosed car wash at the south-western side of the site (which has a permission to be enlarged APP/25/005120); an enclosed double jet wash bay adjacent the southern boundary (subject of this application); a tyre air pump bay also adjacent the southern boundary; and a shop. The shop is a flat roofed brick building, with side extension, located in the north-east corner of the site, such that its rear elevation faces to the roundabout where there are a couple of small trees. More recently an InPost Parcel Locker has been erected against the southern wall of the shop (approved retrospectively by APP/25/00878); and a Wash.me launderette against the northern side of the shop which is subject to separate enforcement enquiries.

There are numerous large mature trees behind the car wash building, at the southern end of the site, of which 3 x London Plane trees have recently been protected by a Tree Preservation Order (TPO number 2153).

Vehicular access to the site is via two points - one on Park Lane and one on Purbrook Way. Overall the site is located in a prominent position and is highly visible in street scene terms.

The hours of use of the various functions at the site were originally controlled on planning permission 98/51870/10 as follows:

Forecourt - 0600 hrs to 2400 hrs 7 days a week

Shop - 0600 hrs to 2300 hrs 7 days a week

Car Wash - 0800 hrs to 2200 hrs Monday to Saturday and 0830 hrs to 2100 hrs Sundays and Bank Holidays

Planning permission was subsequently granted in 2017 (APP/17/00915) to allow 24-hour use, 7 days a week, of the forecourt, with a payment hatch such that there remains no customer access to the shop between 2300hrs and 0600hrs. That permission also limits no deliveries of fuel and/or groceries between 2300hrs and 0600hrs, as well as some management measures including switching off some of the lighting over night; 2 fuel pumps nearest car wash switched off over night; coning off the Park Lane entrance with all access and egress being via Purbrook Way overnight; and signage requesting patrons to keep noise to a minimum.

This application relates to the enclosed double jet wash bay adjacent the southern boundary which was permitted by APP/24/00502 but not built in accordance with approved plans. The screen should have met the ground and be 2.4m high. But the installed screen does not meet the ground and has an additional steel top beam measuring 4.085m high, which supports the hose lances and a bank of lights, which were not part of the approved plans. Following neighbour complaints about noise and lighting in particular, enforcement enquiries were made and this application has been submitted to revise the details of the screening, lighting and lance support, to try to overcome objections.

2. Planning History

98/51870/10 - Redevelopment of site to provide new petrol filling station with canopy, sales building, pumps, car wash, plant room & associated parking and landscaping - pp 8/10/1998 conditions include limiting hours to: Forecourt - 0600 to 2400 7 days a week; Shop 0600 to 2300 7 days a week; car wash 0800 to 2200 Mon-Sat and 0830 to 2100 Sundays & bank holidays

APP/11/00892 - Display of lighting strip to canopy on north west and south east elevations Grant Adv Consent 3/8/11

APP/10/01032 - Replacement underground fuel tanks and associated works
Permission 9/8/11

APP/15/00067 - Single storey extensions to north and south elevations; installation of a jet wash bay and additional parking. Permitted 27/05/15

APP/15/00400 - Variation of Condition 8 of Planning Permission 98/51870/10 to allow operation of the forecourt and shop 24 hours a day, 7 days a week Withdrawn 3/6/15

APP/15/00633 - Variation of Condition 8 of Planning Permission 98/51870/10 to allow 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs., Permitted for 1 year temporary 24/07/2015

APP/15/00937 - Application for non-material changes to Planning Permission
APP/15/00067 relating to variation of extensions; reduce height of extension to 3.1m and alteration in materials from brick to block and render, PERM,23/09/2015

APP/15/01362 - Display of 1No. internally illuminated fascia sign to main building; 3No. non-illuminated fascia signs; 12No. non-illuminated flat dibond panels; 4No. non-illuminated dibond panels to existing totem BP sign., PERM,28/01/2016

APP/16/00686 - Variation of Condition No.1 of Planning Permission APP/15/00633 to extend temporary permission to allow 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs., Temporary Permission granted 23/08/2016, expiring 1 September 2017.

APP/17/00915 - Removal of Condition 1 of Planning Permission APP/16/00686 to allow permanent 24 hour use, 7 days a week, of the forecourt with payment of petrol and shop goods between 2300hrs and 0600hrs via a proposed new night-hatch on the west elevation; no customer access to the shop between 2300hrs and 0600hrs. Permitted 16/10/2017

APP/20/01213 - Part change of use from E(a) (A1) to 'Sui Generis' (A5), hot food take away. Permitted 16/02/2021

APP/24/00162 - Installation of 2No. prefabricated enclosed jet wash bays. Withdrawn 22/05/2024 - *these were proposed to be sited in the parking bays to the north of the shop but considered overly prominent and potentially harmful to passers by.*

APP/24/00502 – Installation of 2 No. jet wash facilities and the removal of 1No existing jet wash facility. Minor amendments to parking on site. Permitted 16 December 2024

APP/25/00512 – New extension to existing building to form 2nd car wash bay and new plant room. Permitted 03/02/2026

APP/25/00878 – Retrospective application for siting of an InPost Parcel Locker . Permitted 17 March 2026

3. Proposal

Proposed new screening to existing 2no new jet wash bays (previously approved by APP/24/00502) with lights fixed to screen; and lances above to support hoses. Associated landscaping.

4. Policy Considerations

National Planning Policy Framework
Havant Borough Council Borough Design Guide SPD December 2011
Havant Borough Council Parking SPD July 2016

Havant Borough Local Plan (Core Strategy) March 2011

CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough)

CS16 (High Quality Design)

CS4 (Town, District and Local Centres)

DM10 (Pollution)

DM14 (Car and Cycle Parking on Development (excluding residential))

DM8 (Conservation, Protection and Enhancement of Existing Natural Features)

Havant Borough Local Plan (Allocations) July 2014

AL1 (Presumption in Favour of Sustainable Development)

AL3 (Town, District and Local Centres)

AL2 (Urban Area Boundaries and Undeveloped Gaps between Settlements)

Listed Building Grade: Not applicable.

Conservation Area: Not applicable.

5. Statutory and Non Statutory Consultations

Environmental Health

Noise

Having reviewed the document entitled 'Park Lane Service Station, Bedhampton Car Wash Noise Impact Assessment Ref: 24019-R01E-SW' (dated 27/10/2025) [prepared by dBx Acoustics] I am satisfied that the report has considered appropriate guidance and the methodology is compliant, the resultant predicted noise levels at the identified receptors are expected to be reliable.

It is recommended that sound validation testing is carried out within 3 months of permission being granted to confirm that predicted noise levels at the receptor (or representative location) are achieved.

Light

The following documents have been reviewed:

- Bever Innovations 'CProject Ltd - Park Lane service Station EV - EXTERNAL - V2 - ISC20251023' (dated 31st October 2025)
- Bever Innovations 'Area Illumination CubiQ Wall Mount' [data sheet]

I am satisfied that the Bever Lighting report demonstrates that the proposed lighting should not result in glare or light spill to residential premises.

3 conditions recommended - *see file for details*.

Building Control

This work will not need to benefit from Building Regulations consent so no comment

County Highways Team

APP/24/00502 permitted two separate jet wash bay with a central drain within each bay. This application seeks a 3m fence screening the permitted jet wash bays and the Highway Authority consider this will not have any impact on the highway network.

Having regards to the above the Highway Authority would recommend –
No objection (no conditions)

Southern Water

None received

Landscape Team - initial

The proposed planting are all deciduous and as such will not provide any screening during the winter months. We require a planting plan with a minimum 50% evergreen planting to ensure the proposed has some screening throughout the year. This is more applicable to the taller plants as this will offer vertical screening of the proposal.

On amended landscape scheme

Having reviewed the amended soft landscaping we are satisfied with the proposed planting and have no further comments.

6. Publicity and Community Involvement

This application was publicised in accordance with the Council's Local Code of Corporate Governance and the Statement of Community Involvement, as a result of which the following publicity was undertaken:

Statutory advertisement: n/a

Number of site notices: 2

Number of neighbour notification letters sent: 53

Number of representations received: 2

Grounds for Objection

1. Adverse Impact on Visual Amenity and Character of the Area

The proposed 3m high screening will appear visually intrusive or bulky, harming the street scene and local character. Petrol stations are functional sites, adding tall structures creates a cluttered or industrial appearance which is not a sensitive design and does not work well in (REDACTED) residential area, the current jet washes have an ugly appearance to them and had I known that it would look as aggressive as it does I would of objected to the original planning application Conflicts with Core Strategy Policy CS16 (High Quality Design), which requires developments to respect local character, scale, and materials. This new 3m screen and overhead lances will dominate the area, it already looks out of place with what work has been done

2. Light Pollution and Harm to Residential Amenity

Lights fixed to the 3m screen could cause glare, light spillage, or sky glow, particularly if they're bright LED types operating during evening hours. This will disturb nearby residents (e.g., homes along Park Lane and Purbrook Way) and will affect wildlife in the area. The petrol station already has very bright spotlights on the site (REDACTED), there is already excessive lighting on site which is deemed a nuisance to the surrounding houses (REDACTED).

This Contravenes Development Management Policy DM10 (Pollution), which addresses light pollution and requires mitigation to protect amenities. Also links to CS11 (Protecting and Enhancing the Natural and Built Environment), emphasizing minimal disturbance. There is potential for increased illumination beyond the site boundaries

3. Inadequate Noise Mitigation and Impact on Neighbouring Properties

While the screening aims to reduce noise from the jet washes, a 3m height might not fully contain sounds (e.g., high-pressure water jets or customer activity), leading to ongoing disturbance for adjacent homes. Construction of the screening could also generate temporary noise.

Reason for objection DM10 (Pollution) on noise impacts and CS9 (Housing), which protects residential amenities from unacceptable harm. The previous approval for the bays (APP/24/00502) may have assumed better mitigation, but now we know that the noise produced is significantly higher than what initially we were led to believe it would be, as the current installation exceeds the permitted noise limits based on measurements taken by our local authority.

4. Highway and Pedestrian Safety Concerns

Adding structures near a busy petrol station entrance/exit affects visibility for drivers and pedestrians, the screening obstructs sight lines. Park Lane is a main road and I have concerns around the traffic flow in and out of the BP petrol station, there is no entrance and exit to the site meaning its a free for all with vehicle users, as a pedestrian I do at times struggle to cross the entrance/exit as vehicle users are not pedestrian friendly, although the BP petrol station is not personally responsible for the vehicle users that visit the site, they are responsible for making their premises safe for all to use, there is no traffic signage on the floor to indicate where vehicle users need to be, so users enter and exit the site on either side of the road onto Park Lane (and Purbrook Way) this is very dangerous, we have had 2 crashes recently that I personally know of involving vehicles either entering or exiting the BP site, clear marked lines on forecourt entrance/exit would help immensely and reduce risk, also having pedestrian crossing painted across the entrance/exit would help give pedestrians a chance to cross the road safely to.

Breaches CS5 (Transport and Access), requiring safe access and no adverse highway impacts, and DM13 (Car and Cycle Parking), it affects on-site circulation.

5. Overdevelopment and Cumulative Impact

This addition build on the recently approved jet wash bays, potentially leading to incremental overdevelopment of the site without holistic assessment. It might intensify commercial use, straining local infrastructure.

Challenges CS1 (Spatial Strategy), promoting balanced growth, and DM1 (Development in Built-Up Areas), requiring no over-intensification.

We have seen a lot of planning applications of late from the BP petrol station, all these applications although not done at the same time may appear like it is only a small change being done when really if all the work that has had planning permission put in for gets approved it will be major works that the site has had done all whilst it avoids scrutiny of the site's overall capacity, this is a petrol station, that now boasts a launderette, a package drop off centre, a mini mart, off license, 2 jet washes and currently one car wash.

I wish to appeal the application APP/25/00950 on the following grounds, of visual amenity, it will be bulky and not very nice for the area considering its a public area, it will also add light pollution to the area, the original Application APP/24/00502 wasn't even checked by the planning department nor by anyone in the council, which I still find absolutely disgusting that nothing is checked by your department, this new application wouldn't even be considered if they had built the jet wash to plans, so now it's an eye sore and going to be an even bigger eye sore, this Garage in the last year has had so many applications approved when is the site considered to be over developed to the detrimental effects of the people who live nearby, I've put in a complaint about the planning department not checking what they approve , please let me know this is shared in the proper means and departments thanks

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) Impact upon the character and appearance of the area
- (iii) Impact upon residential amenity
- (iv) Impact on Trees
- (v) Biodiversity Net Gain (BNG)

(i) Principle of development

7.2 The application site is situated within an urban area where further development is considered acceptable subject to the usual development control criteria. The site also forms part of the Middle Park Way Local Centre where Policy AL3 seeks to support the vitality and viability of Local Centres and Policy CS4 supports developments appropriate to the hierarchy of identified centres.

7.3 The site has been established as a petrol filling station site for many years. Its use, with associated car washes and retail functions, is an appropriate use for a Local Centre, supported by policy and not in debate. Notably the 2 jet wash bays have already been approved in principle by APP/24/00502, and this application would not result in any further intensification of use of the site.

7.4 Rather this application proposes alternative operational development to screen and light the 2 jet wash bays, and the consequences of these changes on the character of the area and neighbouring amenity must be considered as follows.

(ii) Impact upon the character and appearance of the area

7.5 It is acknowledged that as constructed the screen with 4m high metal cross bar supporting the hose lances and lights is an incongruous structure and when illuminated the light glare has an adverse impact on both residential amenity and the character of the area. As such, had a regularising application been submitted for the constructed development it would have been unlikely to be supported.

7.6 However, operationally some support for the hoses is required, and also some lighting for the winter months. Therefore negotiations took place which resulted in this application which now proposes replacing the existing 2.4m high clear screen with a 2.7m high solid screen with the lance support lowered from 4m to 3m, (sited to achieve an under clearance of 3m resulting in an overall height of 3.1m.) Lights would be erected at the top of the solid screen as downlighters only, such that there would be no upward or outward light glare.

7.7 The current proposal also includes a substantial landscaping scheme for the area in front of the jet wash screen adjacent Park Lane. This includes a mix of deciduous and evergreen shrubs with a line of cherry laurel at the back which could grow up to between 4m and 8m high.

7.8 It is proposed that the screen be a cream colour to match the other corporate cream structures and trim on the site, which would provide some visual cohesion across the site. Whilst it is accepted that this would be a large structure and inevitably visible in the street scene, it is considered that it would be a neater structure than existing with the lowering of the lance beam by 1m. The landscaping would also help to mitigate the visual appearance considerably from Park Lane.

- 7.9 Overall, it is considered that the current proposal for a revised screen would represent a visual improvement over what has been constructed and be more sympathetic with the context of the site and its surroundings. Therefore, it is considered that it would meet the requirements of Policy CS16 of the HBLP (Core Strategy).

(iii) Impact upon residential amenity

Light Pollution

- 7.10 Policy DM10 seeks to prevent pollution, from amongst other things, light pollution. The proposal specifies the use of six CubiQ Wall Mount lights and three would be mounted in the rear half of each of the bays, at the top of the solid screen and point down. A Lighting Assessment has been submitted which demonstrates that the only light spill would be at the open front of each of the bays, over the petrol filling station site itself.
- 7.11 On this basis it is considered that there would be no additional light pollution that would have any detrimental effect on neighbouring amenity. It must be acknowledged that the site lies within a busy street lit area and there will always be some light pollution, but this proposal would not make that light pollution any more intrusive. This is therefore considered to meet policy DM10.

Noise

- 7.12 Policy DM10 also seeks to prevent noise pollution, and policy CS16 includes noise when seeking to prevent unacceptable harm to neighbours. A noise assessment has been submitted which took background readings on site and then modelled the jet wash bays based on 3m screening having a density of at least 10kg/m². For every time period during the conditioned operating hours of the jet washes (0800 hrs to 2200 hrs), the noise rating level of the jet washes was below the background noise level. This indicates that there would be no adverse impact on residential amenity from noise generated by the jet washes in use.
- 7.13 Environmental Health have reviewed the submitted noise assessment and raise no objection, requesting some conditions including a post installation validation survey.
- 7.14 As per previously approved under APP/24/00502, to adequately protect neighbouring amenity the hours of use of the jet washes should be conditioned to concur with other activities on the site. With these conditions it is considered that there would be no additional noise impacts arising from the proposal which would therefore accord with both policies CS16 and DM10.

(iv) Impact on Trees

- 7.15 Three London Plane trees have recently been protected by a Tree Preservation Order (TPO number 2153) and are sited on the southern boundary to the west of the jet washes, at the rear of the site. They are not directly impacted by the development but should be protected during construction to ensure no untoward storage, parking beneath etc. This can be conditioned.

(v) Biodiversity Net Gain (BNG)

- 7.16 Biodiversity net gain (BNG) is a legal requirement for planning permission introduced for small sites such as this on 2nd April 2024. In this case the applicants have claimed an exemption from the BNG requirements due to the development proposals falling below the applicable thresholds of 25sqm of on-site habitat or 5m of on-site linear habitats.
- 7.17 Having given due consideration to the nature of the proposals, it is clear that limited, and less than the threshold, habitat will be lost as a result of the works. On this basis it is agreed that the development is exempt from BNG requirements.

8 Conclusions

- 8.1 The proposed replacement screening with reduced overhead lance support and downlighting and associated landscaping for the existing 2 jet washes is considered acceptable in principle, appropriate in terms of design and its impact on the character of the area, and would have a limited and acceptable impact on the neighbouring properties. On this basis it is recommended for approval.
- 8.2 Given that the jet wash bays are already in situ with an unauthorised screen and lance support then it is not appropriate to impose the standard 3-year commencement condition. It is essential that the existing structure is replaced with the proposed structure within a reasonable time period to rectify an outstanding Enforcement situation. The agent has agreed to make the changes within 6 months and accept a condition that the works are completed by 30th November 2026.

9. RECOMMENDATION:

That the Interim Head of Planning be authorised to Approve with Conditions for application APP/25/00950

Conditions:

1. The hereby approved development shall be completed in full accordance with the approved plans by 30th November 2026 unless otherwise agreed in writing with the Local Planning Authority.

Reason: To secure the removal and replacement of the existing un-authorised structure in the interests of neighbouring amenity and character of area, having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

2	<p>The development hereby permitted shall be carried out in accordance with the following approved plans:</p> <p>1:1250 Location Plan – Drawing Number 2024 – P35-PLG-50</p> <p>Proposed Block Plan - Drawing Number 2024 – P35-PLG-51</p> <p>Jet Wash Plans & Elevations - Drawing Number 2024 – P35-PLG-54</p>
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	<p>Landscaping Plan - Drawing Number 2024 – P35-PLG-54 Rev B</p> <p>Landscape Details – by Bushy Business dated 27 April 2026</p> <p>Noise Impact Assessment by dBX Acoustics Ltd 24019-R01E-SW dated 27/10/2025</p> <p>Noise Impact Covering Letter dated 27/10/2025</p> <p>Lighting Assessment by Bever Innovations EV-External -V2 – ISC20251023</p> <p>CubiQ Wall Mount Light Specifications</p> <p>Reason: To ensure provision of a satisfactory development.</p>
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3. The external colour of the hereby approved screen shall be cream to match other cream development and trim on the site so far as practicable, unless otherwise agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

4. The hereby approved screen shall be constructed of a material that achieves a minimum mass of 10 kg/m² and shall be a minimum of 2.7m high. It shall be retained and maintained in good condition at all times the jet washes are in use.

Reason: To comply with the approved Noise Impact Assessment (Report Ref 24019-R01E-SW dated 27/10/2025) to protect neighbouring amenity having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

5. Within three months of the completion of the hereby approved screen, a BS 4142:2014 noise assessment shall be undertaken by a suitably qualified acoustic consultant to validate that the noise rating level from all operational noise sources associated with the jet wash bays (including but not limited to the jet wash plant, water cascading onto vehicles, and any ancillary equipment) does not exceed the following predicted levels at the identified receptors:

- 95 Park Lane: 49dB between 08:00hrs - 11:00hrs, 52dB between 11:00hrs - 19:00hrs, 49dB between 19:00hrs - 22:00hrs
- 116-118 Park Lane: 46dB between 08:00hrs - 11:00hrs, 49dB between 11:00hrs - 19:00hrs, 46dB between 19:00hrs - 22:00hrs

The assessment shall:

- Be carried out under representative operating conditions (both bays in use, typical wash cycles).
- Include measurement and calculation in accordance with BS 4142:2014.
- Be submitted to and approved in writing by the Local Planning Authority.

If the assessment identifies non-compliance, additional mitigation measures shall be submitted to and agreed with the LPA and subsequently implemented to an agreed timetable to ensure the predicted levels are achieved. All mitigation measures shall be retained thereafter.

Reason: to comply with the approved Noise Impact Assessment (Report Ref 24019-R01E-SW dated 27/10/2025) to protect neighbouring amenity having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

6. Only the 6 hereby approved CubiQ Wall Mount Downlighters shall be installed on the hereby approved development and these shall be installed, operated, and maintained in full accordance with the details and specifications set out in the submitted Lighting Assessment prepared by CProject Ltd (Park Lane Service Station EV – External – V2, dated 31/10/2025). No alterations to the approved lighting design, including luminaire type, positioning, orientation, and control settings, shall take place without the prior written approval of the Local Planning Authority. The lighting shall be designed and managed to ensure that light spill and glare are minimized and that illuminance levels do not exceed those demonstrated in the approved assessment.

Reason: To protect the amenity of neighbouring residents having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

7. The landscaping works shown on the approved plans, Drawing Number 2024 – P35-PLG-54 Rev B as supplemented by Landscape Details by Bushy Business dated 27 April 2026, shall be carried out in accordance with the approved details by 30th November 2026. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure the appearance of the development is satisfactory and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

8. The jet washes on site shall only be used between 0800 hrs to 2200 hrs Monday to Saturday and 0830 hrs to 2100 hrs Sundays and Bank Holidays.

Reason: To protect the amenities of adjacent residential properties and having due regard to policy CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

9. At all times during which the development hereby approved is being constructed, the 3 X Plane trees subject to TPO number 2153 shall be enclosed with temporary protective fencing in accordance with BS:5837:2012 'Trees in relation to design, demolition and construction. Recommendations'. The fencing shall be retained throughout the period of construction and no activity prohibited by BS:5837:2012 shall take place within such protective fencing during the construction period.

Reason: To safeguard the continued health and presence of the TPO'd trees and protect the amenities of the locality and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Informatives:

1	<p>In accordance with paragraphs 38-50 of the NPPF Havant Borough Council (HBC) takes a positive and proactive approach and works with applicants/agents on development proposals in a manner focused on solutions by:</p> <p>Offering a pre-application advice service, and</p> <p>Updating you of any issues that may arise in the processing of your application and where possible suggesting solutions, and,</p> <p>In this instance:</p> <p>You sought and were provided with pre-application advice;</p> <p>You were updated about issues and amended and additional information requested and forthcoming, making your proposal acceptable.</p>
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