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CABINET AGENDA

Membership: Councillor Wilson (Chairman)

Councillors Bains, Bowerman, Pike, Turner and Hughes

Meeting: Cabinet

Date: Wednesday 11 September 2019

Time: 2.00 pm

Venue: Hollybank Room, Public Service Plaza, Civic Centre Road,
Havant, Hants PO9 2AX

The business to be transacted is set out below:

David Brown
Monitoring Officer

3 September 2019

Contact Officer: Penny Milne 02392446234
Email: penny.milne@havant.gov.uk

Page

PART 1 (Items open for public attendance)

1 Apologies for Absence

To receive and record any apologies for absence.

2 Minutes

1 - 2

To confirm the minutes of the last meeting held on 29 July 2019.

3 Declarations of Interests

To receive and record any declarations of interest.

4 Chairman's Report

To receive any reports that the Chairman wishes to make.

5 Cabinet Lead Delegated Decisions, Minutes from Meetings etc. 3 - 24

RECOMMENDED that the following Delegated Decisions and Minutes of Meetings be noted:

- (1) Proposed Traffic Regulation Order – Charlesworth Drive;
- (2) Proposed Traffic Regulation Order – Middle Park Way;
- (3) Proposed Traffic Regulation Order – Oakshott Drive;
- (4) Proposed Traffic Regulation Order – Thruxton Road; and
- (5) Minutes of the meeting of the Portchester Crematorium Joint Committee held on 24 June 2019.

Deputy Leader and Cabinet Lead for Planning, Regeneration and Communities

6 Parking Supplementary Planning Document: Targeted Review Regarding Parking Associated with New Development in Havant and Waterlooville Town Centres 25 - 42

7 Old Bedhampton Conservation Area Appraisal 43 - 238

Cabinet Lead for Finance and Coastal Communities

8 2018/19 Provisional Revenue and Capital Outturn 239 - 260

PART 2 (Confidential items - closed to the public)

None.

GENERAL INFORMATION

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Havant

BOROUGH COUNCIL

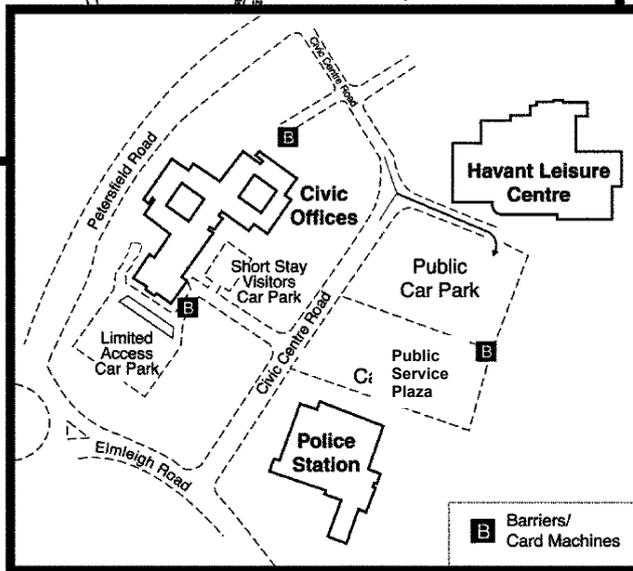
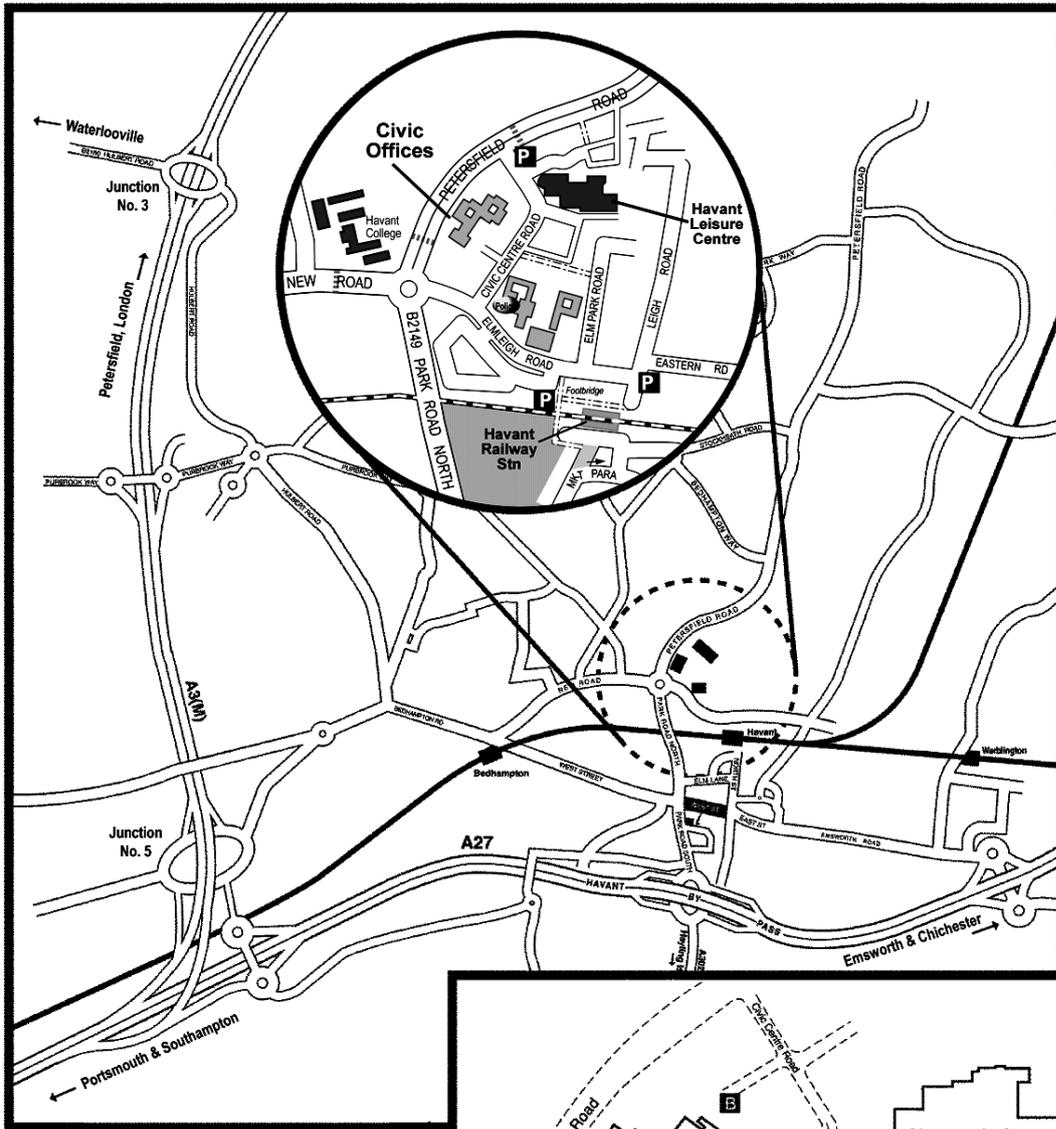
PROTOCOL AT MEETINGS – RULES OF DEBATE

Rules of Debate

- Councillors must always address each other as “Councillor ...” and must always address the meeting through the Chairman;
- A motion must relate to the business included on the agenda or accepted by the meeting as urgent business
- A motion must be proposed and seconded before it is debated until it is either accepted or rejected by a vote;
- An amendment can be proposed to the original motion and this must be seconded before it is debated;
- An amendment cannot be considered if it is inconsistent with an amendment previously adopted or repeats an amendment previously rejected;
- The mover of an original motion may, with the consent of the mover of an amendment, incorporate an amendment into the motion;
- Only one amendment may be moved at a time. No further amendments can be moved until the previous amendment has been dealt with;
- Each amendment must be voted on separately;
- If an amendment is carried, the amended motion becomes the substantive motion to which further amendments may be moved;
- If an amendment is lost, other amendments may be moved to the original motion.
- The mover may withdraw an amendment at any time
- After an amendment has been carried, the Chairman will read out the amended (substantive) motion, before accepting any further amendment, or if there are none, put it to the vote.

Voting

- Voting may be by a show of hands or by a ballot at the discretion of the Chairman;
- Councillors may not vote unless they are present for the full duration of the item;
- Where there is an equality of votes, the Chairman may exercise a second (casting) vote;
- Two Councillors may request, before a vote is taken, that the names of those voting be recorded in the minutes
- A recorded vote will always be taken in respect of approval of the Annual Budget
- Councillors may not vote unless they are in the meeting for the full debate on any particular item
- A Councillor may request that his/her vote be recorded in the minutes



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HAVANT BOROUGH COUNCIL

At a meeting of the Cabinet held on 29 July 2019

Present

Councillor Wilson (Chairman)

Councillors Bains, Bowerman, Pike, Turner and Hughes

12 Apologies for Absence

There were no apologies for absence.

13 Minutes

The minutes of the meeting of the Cabinet held on 26 June 2019 were approved as a correct record.

14 Declarations of Interests

There were no declarations of interest from any of the members present.

15 Chairman's Report

There were no matters the Chairman wished to report.

16 Exclusion of the Press and Public

RESOLVED that the press and public be excluded from the meeting during consideration of the following item of business as:

- (a) It was likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present during that item there would be disclosure to them of exempt information of the descriptions specified in paragraphs of Part 1 of Schedule 12A (as amended) of the Local Government Act 1972; and
- (b) In all the circumstances of the case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

17 Mobilisation of EHDC Environmental Services

(This item was taken in camera.)

Councillor Hughes presented an exempt report and recommendation to Cabinet detailing the proposed mobilisation of East Hampshire District Council's Environmental Services.

Councillor Ken Smith, representing the Governance Audit and Finance Scrutiny (GAF) Board, and Councillor Gary Robinson, Chairman of the Business and Commercial Services Scrutiny (BACS) Board, were both invited to address the Cabinet, both Boards having been given an opportunity to scrutinise report.

The Cabinet's resolution is set out in the attached Restricted Minute.

18 Investment in Additional Car Parking

This item had been withdrawn from the agenda prior to the meeting.

The meeting commenced at 2.00 pm and concluded at 3.10 pm

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Chairman

HAVANT BOROUGH COUNCIL

Decision by Narinder Bains

Proposed TRO in Charlesworth Drive Havant:

Report by: Kevin Chappell

Key Decision: No

1.0 Delegated Decision Category

1.1 An executive decision in accordance with section B of part 3 of the council's constitution.

2.0 Decision

2.1 This report requests that a decision be made in line with the recommendation that:

2.1.1 officers can proceed with the process of implementing a Traffic Regulation Order (TRO) in Charlesworth Drive and undertake the public consultation regarding the proposed changes; and

2.1.2 officers can bring the proposed TRO into force except where:

- a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
- b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

3.0 Issue

3.1 **Charlesworth Drive**– Complaints have been received from residents regarding concerns of parking on junctions and bends, blocking sight lines with vehicles in some locations parking on grass verges and footpaths this is reported to be happening mainly at night and on weekends.

3.2 Charlesworth Drive is made up mainly of, semi-detached and detached bungalows with off street parking There are various junctions that lead to more residential streets of similar property types.

- 3.3 Results from several surveys carried out at different times of the day, and days of the week confirm the issues highlighted, especially in the evening and weekends. The surveys appear to show that the vehicles that are parked on these junctions and bends tend to be residents of Charlesworth Drive or the nearby residents. The effect of this has caused access and exit issues on to the main Hambledon Road and neighbouring residential side roads.
- 3.4 It is proposed to install a section of no waiting at any time on both sides of the junction with Hambledon Road and small sections of double yellow lines at the junctions along the road. This is where concerns have been raised and surveys have shown there is an issue with vehicles parking too close to junctions, on footways or grass verges, potentially causing obstruction and damage.

In addition to the Hambledon Road junction, restrictions are proposed at the following junctions:

- Esher Grove
- Lugano Close
- Armstrong Close
- Andrew Crescent
- Windsor Road
- Haslar Crescent
- Sunnymead Drive

Plan Numbers: 2019WAT001 & 2019HP001
show the lengths of roads subject to the proposals.

4.0 Implications

- 4.1 **Resources:** Funding for the TRO and the associated works will be sourced from Hampshire County Councils aids to movement budget.
- 4.2 **Legal:** The Order will be made under the provisions of the Road Traffic Regulation Act 1984.
- 4.3 **Strategy:** The regulation of traffic and on-street parking meets the Council's safer vision.
- 4.4. **Risks:** Should the proposals not be implemented the risk is that safety, visibility and accessibility problems will remain which may increase the risk of accidents occurring.
- 4.5 **Communications:** Interested parties will be notified of the proposals by means of notices, information on the Council's website and in the local press as per the Council's statutory duties.
- 4.6 **For the Community:** Interested parties will be notified of the proposals by means of notices, information on the Council's website and in the local press as per the Council's statutory duties.

4.7 **Consultation:** The County Councillor, Ward Councillors and the Police are being consulted on the scheme.

Appendices: Plan of proposed restrictions Plan Numbers:
2019WAT001 & 2019HP001

Background Papers: None

Date of Decision by Cabinet Lead: 14 June 2019

Agreed and signed off by:
Team Leader: 12 June 2019

Reviewed by
Legal Services: 17 May 2019

Contact Officer: Kevin Chappell
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HAVANT BOROUGH COUNCIL

Decision by Narinder Bains

Proposed TRO in Middle Park Way Havant

Report by: Kevin Chappell

Key Decision: No

1.0 Delegated Decision Category

1.1 An executive decision in accordance with section B of part 3 of the council's constitution.

2.0 Decision

2.1 This report requests that a decision be made in line with the recommendation that:

2.1.1 officers can proceed with the process of implementing a Traffic Regulation Order (TRO) in Middle Park Way and undertake the public consultation regarding the proposed changes; and

2.1.2 officers can bring the proposed TRO into force except where:

- a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
- b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

3.0 Issue

3.1 **Middle Park Way** – Complaints have been received from residents regarding concerns of parking on junctions and bends, obstructing sight lines. Vehicles in some locations are parking on grass verges and footpaths this is reported to be happening mainly at night and on weekends.

3.2 Middle Park Way is made up mainly of terraced housing with some houses having had their gardens adapted to allow for off street parking. There are also many areas that have had grass verges removed with laybys put in their place to allow for residential parking. There are many smaller residential roads that lead off Middle Park Way that accommodate the same type of housing.

3.3 Results from several surveys carried out at different times of the day, and days of the week confirm the issues highlighted, especially in the evening and

weekends. The surveys appear to show that the vehicles that are parked on these junctions tend to be residents or regular visitors to the nearby houses. The effect of this has caused access and exit issues on and off the main road.

3.4 Surveys show that there are issues with vehicles parking too close to junctions and or on footways and grass verges, causing obstruction and damage. It is proposed to install sections of “No waiting at any time” on the junctions of all roads along Middle Park Way that have no current restrictions as named below.

- Finchdean Road
- Keyhaven Drive
- Selborne Avenue
- Yateley Close
- Sunwood Road
- Locksheath Close
- Botley Drive
- Swaythling Road
- Dunsbury Way
- Winterslow Drive
- Crondall Avenue
- Bondfields Crescent
- Silkstead Avenue
- Bitterne Close

3.5 There is also a small off-street parking area opposite Park Community School that has space for several vehicles. This presently has a courtesy disabled bay marked and Keep Clear legend and the area gives vehicular access to properties numbers 12 and 14 via un adopted private driveways. It is proposed to remove the Keep Clear marking and replace with a small amount of “No waiting at any time” to make the area enforceable by Civil Enforcement Officers.

3.6 Additionally, Concerns have been raised regarding the safety and manoeuvrability of vehicles parked in Middle Park Way car park outside of the shops at its junction with Purbrook Way. Vehicles regularly park on the access road from Purbrook Way, causing obstruction and damage to the verge with vehicles parking for long periods of time in a car park that is highly used, thus restricting the turnover of vehicles. Therefore, it is proposed to make the bays time limited, time bays restricting the length of stay to 1 hour with no return within 2 hours, and make the current single courtesy disabled bay enforceable by Civil Enforcement Officers.

3.7 Plan Nmbers:
2019BAR002
2019BAR003
2019BAR004
2019WAR001
2019BAT001
2019BAT002 show the lengths of roads subject to the proposals.

4.0 Implications

- 4.1 **Resources:** Funding for the TRO and the associated works will be sourced from Hampshire County Councils aids to movement budget.
- 4.2 **Legal:** The Order will be made under the provisions of the Road Traffic Regulation Act 1984.
- 4.3 **Strategy:** The regulation of traffic and on-street parking meets the Council's safer vision.
- 4.4. **Risks:** Should the proposals not be implemented the risk is that safety, visibility and accessibility problems will remain which may increase the risk of accidents occurring.
- 4.5 **Communications:** Interested parties will be notified of the proposals by means of notices, information on the Council's website and in the local press as per the Council's statutory duties.
- 4.6 **For the Community:** Interested parties will be notified of the proposals by means of notices, information on the Council's website and in the local press as per the Council's statutory duties.
- 4.7 **Consultation:** The County Councillor, Ward Councillors and the Police are being consulted on the scheme.

Appendices: Plan of proposed restrictions Plan No's:
2019BAR002
2019BAR003
2019BAR004
2019WAR001
2019BAT001
2019BAT002

Background Papers: None

Date of Decision by Cabinet Lead: 14 June 2019

Agreed and signed off by:
Team Leader: 7 June 2019

Reviewed by
Legal Services: 17 May 2019

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HAVANT BOROUGH COUNCIL

Decision by Narinder Bains

Proposed TRO in Oakshott Drive Havant: Oakshott Drive

Report by: Kevin Chappell

Key Decision: No

1.0 Delegated Decision Category

1.1 An executive decision in accordance with section B of part 3 of the council's constitution.

2.0 Decision

2.1 This report requests that a decision be made in line with the recommendation that:

2.1.1 officers can proceed with the process of implementing a Traffic Regulation Order (TRO) in Oakshott Drive and undertake the public consultation regarding the proposed changes; and

2.1.2 officers can bring the proposed TRO into force except where:

- a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
- b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

3.0 Issue

3.1 **Oakshott Drive**– Complaints have been received from residents and the local bus company regarding vehicles parking on the footpath, and road blocking access to the bus stop. This occurs at various times of the day, including night and weekends.

3.2 Oakshott Drive is made up of mainly terraced housing and includes some 3 storey high flats and a local convenience shop sited at its junction with Forestside Avenue.

3.3 Results from several surveys carried out at different times of the day, and days of the week confirm the issues highlighted throughout the day, and especially in

the evening and at weekends. The surveys appear to show that the vehicles that are parked at this junction tend to be visitors to the convenience store. The effect of this has caused access and exit issues into and out of Forestside Avenue.

- 3.4 It is proposed to install a section of no waiting at any time around the junction of Forestside Avenue and Oakshott Drive to allow for the free flow of all traffic including buses and large vehicles.
- 3.5 It is also proposed to install two small sections of limited wait bays, restricting the stay to 30 minutes, with a no return time of 30 minutes to increase turnover of vehicles.

Plan No 2019BON001 shows the length of road subject to the proposals.

4.0 Implications

- 4.1 **Resources:** Funding for the TRO and the associated works will be sourced from Hampshire County Councils aids to movement budget.
- 4.2 **Legal:** The Order will be made under the provisions of the Road Traffic Regulation Act 1984.
- 4.3 **Strategy:** The regulation of traffic and on-street parking meets the Council's safer vision.
- 4.4. **Risks:** Should the proposals not be implemented the risk is that safety, visibility and accessibility problems will remain which may increase the risk of accidents occurring.
- 4.5 **Communications:** Interested parties will be notified of the proposals by means of notices, information on the Council's website and in the local press as per the Council's statutory duties.
- 4.6 **For the Community:** Interested parties will be notified of the proposals by means of notices, information on the Council's website and in the local press as per the Council's statutory duties.
- 4.7 **Consultation:** The County Councillor, Ward Councillors and the Police are being consulted on the scheme.

Appendices: Plan of proposed restrictions Plan No 2019BON001

Background Papers: None

Date of Decision by Cabinet Lead: 14 June 2019

Agreed and signed off by:
Team Leader: 7 June 2019

Reviewed by
Legal Services: 17 May 2019

Contact Officer: Kevin Chappell
Job Title: Traffic Management Engineer
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Decision by Narinder Bains

Thrupton Road Proposed TRO Havant: Thrupton Road

Report by: Kevin Chappell

Key Decision: No

1.0 Delegated Decision Category

1.1 An executive decision in accordance with section B of part 3 of the council's constitution.

2.0 Decision

2.1 This report requests that a decision be made in line with the recommendation that:

2.1.1 officers can proceed with the process of implementing a Traffic Regulation Order (TRO) in Thrupton Road and undertake the public consultation regarding the proposed changes; and

2.1.2 officers can bring the proposed TRO into force except where:

- a) a ward councillor registers a request that the matter be dealt with by Cabinet; or
- b) ten or more representations from separate addresses are received (and not withdrawn) which are in objection to the officer recommendation.

3.0 Issue

3.1 **Thrupton Road** – Complaints have been received from Park Community School regarding vehicles parking on the footpath and access road blocking access from Thrupton Road to the school entrance. This occurs at all times of the day, night and weekend.

3.2 Thrupton Road is made up of mainly terraced housing with some off-street parking and adopted layby parking. There is a small narrow access road that runs in between two properties with a footpath that provides access to the local school that caters for 900+ pupils and 260+ staff. The school also runs many after school activities for the wider population until 10pm, including weekend and holiday activities.

3.3 Results from several surveys carried out at different times of the day, and days of the week confirm the issues highlighted, especially in the evening and weekends.

The surveys appear to show that the vehicles that are parked in this location tend to be residents of Thruxton Road. The effect of this has caused access and exit issues to and from the school and has raised concerns over any emergency access that maybe required.

- 3.4 It is proposed to install a section of “No waiting at any time” on the Southern side of Thruxton Road in the vicinity of the access road and entrance to Park Community School. This would allow access for large vehicles and alleviate the issue of vehicles parking partially on the footway, potentially causing obstruction and damage.

Plan No 2019BAR001 shows the length of road subject to the proposals.

4.0 Implications

- 4.1 **Resources:** Funding for the TRO and the associated works will be sourced from Hampshire County Councils aids to movement budget.
- 4.2 **Legal:** The Order will be made under the provisions of the Road Traffic Regulation Act 1984.
- 4.3 **Strategy:** The regulation of traffic and on-street parking meets the Council’s safer vision.
- 4.4. **Risks:** Should the proposals not be implemented the risk is that safety, visibility and accessibility problems will remain which may increase the risk of accidents occurring.
- 4.5 **Communications:** Interested parties will be notified of the proposals by means of notices, information on the Council’s website and in the local press as per the Council’s statutory duties.
- 4.6 **For the Community:** Interested parties will be notified of the proposals by means of notices, information on the Council’s website and in the local press as per the Council’s statutory duties.
- 4.7 **Consultation:** The County Councillor, Ward Councillors and the Police are being consulted on the scheme.

Appendices: Plan of proposed restrictions Plan No 2019BAR001

Background Papers: None

Date of Decision by Cabinet Lead: 14 June 109

Agreed and signed off by:

Team Leader: 6 June 2019

Reviewed by

Legal Services: 13 May 2019

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PORTCHESTER CREMATORIUM JOINT COMMITTEE

MINUTES OF THE MEETING of the Joint Committee held in the North Chapel, Portchester Crematorium on Monday 24 June 2019 at 2.00 pm.

Present

Fareham Borough Council

Councillor Keith Evans
Councillor Simon Martin

Gosport Borough Council

(Apologies received for non-attendance)

Havant Borough Council

Councillor Tim Pike
Councillor Leah Turner

Portsmouth City Council

Councillor Jeanette Smith

Joint Committee Membership & Introductions

The new membership for the 2019/20 municipal year was noted.

Apologies for Absence (AI 1)

Councillor Steve Pitt (Portsmouth CC) on other council business, Councillor June Cully (Gosport BC), and Councillor Kathleen Jones (Gosport BC)

821 Appointment of Chairman (AI 2)

RESOLVED that Councillor Tim Pike (Havant Borough Council) be appointed Chairman for the 2019/20 municipal year.

(Councillor Tim Pike in the Chair)

822 Appointment of Vice-Chairman (AI 3)

RESOLVED that the appointment of a Gosport Borough Council representative as vice-chairman be considered at the next meeting.

823 Declarations of Members' Interests (AI 4) – None

824 Minutes of the Meeting held on 25 March 2019 (AI 5)

RESOLVED that the minutes of the meeting held on the 25 March 2019 be signed as a correct record.

825 Matters Arising from the Minutes not specifically referred to on the Agenda (AI 6)

(a) Minute 815 – Recycling of Metals Charitable Scheme

Members noted that a cheque for £8,000 was recently presented by Councillor Simon Martin (chairman 2018/19) to the Rowans Hospice, which had been received from the Recycling of Metals Charitable scheme operated by the Institute of Cemetery and Crematorium Management.

826 Clerk's Items (AI 7)

The Clerk to the Joint Committee reported on the following matters –

(a) New Government Measures to Update Crematoria Provision

On the 8th April the government set out a package of measures to update crematoria to reflect the needs of different cultures and faiths in Britain. The announcement followed a review of crematoria provision and facilities where the government received around 150 responses from many faith and belief groups. A copy of the government's proposals was circulated to members at the time of the announcement.

In summary the full package of measures to ensure crematoria are fit for purpose is –

- To revise national guidance on the siting and design of crematoria, subject to further consultation;
- Offer support to community groups interested in operating their own crematoria or associated facilities;
- To ask authorities to take all reasonable steps to allow the needs of those with different faiths to be met in public buildings, encourage providers to be more transparent about their services, and have appropriate staff training to understand different faith requirements.

(b) Competition and Markets Authority Funeral Directors and Crematoria Services Market Investigation

Members were advised that as part of the CMA's market investigation the officers had responded to a request for a range of statistical and financial information relating to funeral services and the costs involved in operating and maintaining Portchester Crematorium. Full details of the CMA investigation and its timetable were set out in the Summer issue of the Resurgam magazine, circulated to members. It appeared that the CMA's final report would be published in the latter part of 2020.

Arising from the government report on crematoria provision and the CMA investigation, the Manager & Registrar explained that Portchester Crematorium always fitted in with the specific religious requirements of families, for example Sikhs and Hindus.

Members agreed that the Joint Committee should await the outcome of the CMA investigation and review at that time whether there were any specific actions the Joint Committee should be taking.

(c) Presentation to Fareham BC's Policy and Resources Scrutiny Board

The Clerk, and the Manager and Registrar, would be making a presentation, at Fareham BC's request, to its Policy and Resources Scrutiny Board on 24 June 2019, on the functions and operation of the Crematorium and the Joint Committee.

NOTED

827 Annual Return for the Financial Year Ended 31 March 2019 (AI 8)

(TAKE IN REPORT OF THE TREASURER)

The Treasurer and Deputy Treasurer presented the report and in doing so drew specific attention to and highlighted various sections of the Annual Return, and answered questions from members.

RESOLVED that the Annual Return for the financial year ending 31 March 2019 be approved and signed as appropriate, as follows -

- (a) Section 1 - Accounting Statements for Portchester Crematorium Joint Committee be approved and signed;**
- (b) Section 2 - Annual Governance Statement be approved and signed;**
- (c) That the Income and Expenditure Statement for the Year ended 31 March 2019 and Balance Sheet as at 31 March 2019 be noted.**

828 Portchester Crematorium Joint Committee – Annual Report - 2018/19 (AI 9)

(TAKE IN REPORT OF THE CLERK TO THE JOINT COMMITTEE)

RESOLVED that the annual report for the 2018/19 financial year be noted and received and it be sent for information to each constituent authority.

829 Building Works Programme (AI 10)

(TAKE IN REPORT OF THE PROPERTY MANAGER)

In presenting his report the Property Manager mentioned specifically the completion of the snagging and final account for the North Chapel project, and the progress with refurbishment works that were currently being undertaken to the office and reception area.

The Property Manager also referred to the feasibility study that would be required for the present Area of Contemplation & water feature.

The Chairman mentioned a project in which Havant BC had involved the University of Portsmouth school of architecture, and he said he would put the school to touch with the Property Manager to see if it could assist.

RESOLVED that the contents of the report be noted.

830 Manager and Registrar's Report (AI 11)

(a) General Statistical Report

(TAKE IN REPORT OF THE MANAGER AND REGISTRAR)

Arising from his report and questions, the Manager and Registrar commented generally on the statistical information and the number of cremations to date, indicating that Portchester was still in the top 5 busiest crematoria in the country, whilst maintaining a fee level that recognised the contribution that the Crematorium played to the wider community.

RESOLVED that the report be received and noted.

(b) Any other items of topical interest – public comments register

(TAKE IN REPORT OF THE MANAGER AND REGISTRAR)

RESOLVED that the report be noted with interest.

(c) Any other matters – Grounds clearance

Arising from a question, the Manager and Registrar explained that arrangements would be made, probably during August, for a clearance of objects left in the grounds.

831 Horticultural Consultant's Report (AI 12)

(TAKE IN REPORT OF THE HORTICULTURAL CONSULTANT)

In submitting his report the Horticultural Consultant said that the In Bloom judging would be taking place on Friday 28 June.

RESOLVED that the report be received and approved.

(Following the meeting members were invited to a tour of the grounds by the Horticultural Consultant, and the Crematorium facilities generally by the Manager and Registrar).

832 Dates of Future Meetings (AI 13)

RESOLVED that the Joint Committee meets at 2pm on the following dates in 2019/20, at Portchester Crematorium –

Monday 23 September 2019

Monday 9 December 2019

Monday 23 March 2020

Monday 22 June 2020

The meeting concluded at 2.40pm

Chairman

JH/me
25 June 2019
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NON-EXEMPT

HAVANT BOROUGH COUNCIL

CABINET

11 SEPTEMBER
2019

PARKING SUPPLEMENTARY PLANNING DOCUMENT: TARGETED REVIEW REGARDING PARKING ASSOCIATED WITH NEW DEVELOPMENT IN HAVANT AND WATERLOOVILLE TOWN CENTRES
David Hayward (Planning Policy Manager)

FOR DECISION

Portfolio: Cabinet Lead for Planning, Regeneration and Communities

Executive Director: Director of Regeneration and Place (Simon Jenkins)

Key Decision: Yes

1 Purpose of Report

- 1.1. This report is to give the Cabinet and Full Council an update on the targeted review of the Parking Supplementary Planning Document (SPD) and the consultation responses received. The SPD is now recommended for adoption.

2 Recommendations

- 2.1 That the Cabinet recommends to Full Council that it:
- a) Notes the responses received to the recent consultation on the Parking Supplementary Planning Document (Appendix A);
 - b) Notes the need for a wider review of the Parking Supplementary Planning Document following the Examination of the Havant Borough Local Plan 2036;
 - c) Recommends that the Parking Supplementary Planning Document (at appendix C) be adopted; and
 - d) Delegates authority to the Planning Policy Manager¹, in consultation with the Cabinet Lead for Planning, Regeneration and Communities¹, to make any necessary amendments to the documents listed above. These shall be limited to the inclusion of a contents page and page numbers, factual updates, correction of minor errors, typographical

¹ Or successors in similar or equivalent role.

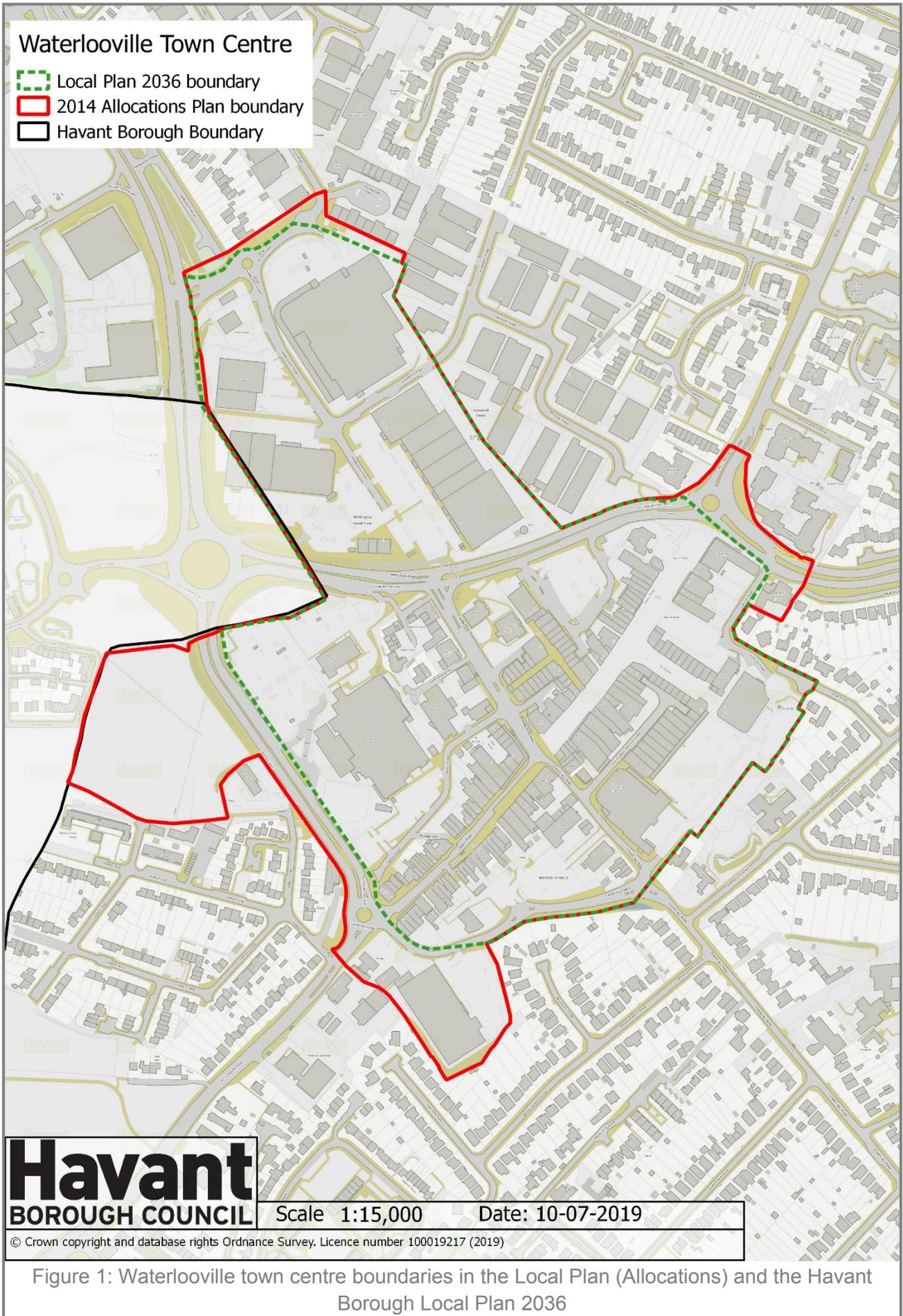
errors and other minor changes that do not change the meaning of the material.

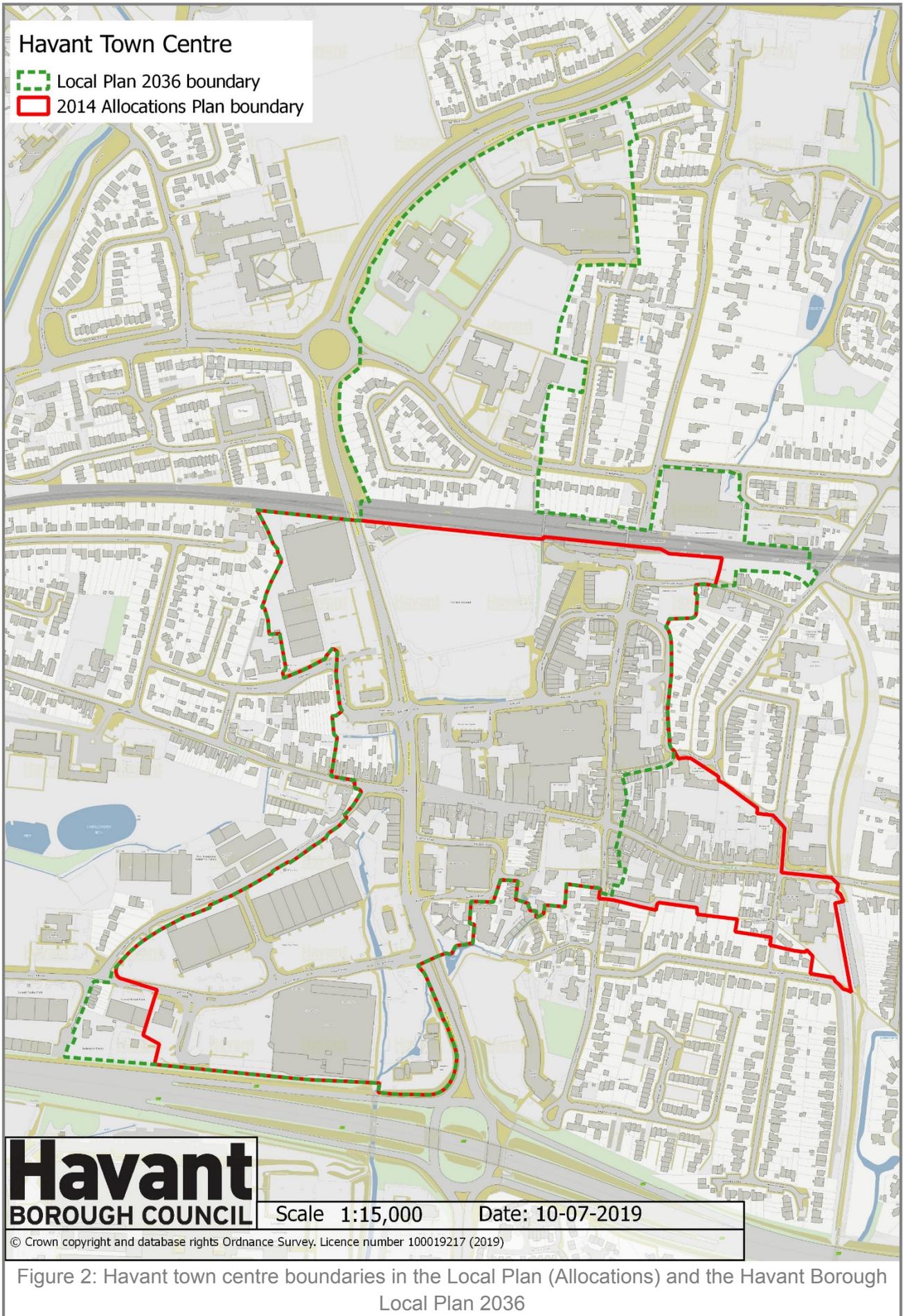
3 Summary

- 3.1 The Parking Supplementary Planning Document (SPD) was adopted in July 2016 and is on the Council's website at www.havant.gov.uk/supplementary-planning-documents/parking-supplementary-planning-document. Given this timeframe, there have not yet been any sizeable development schemes that have been built using the revised SPD.
- 3.2 The Council has a significant development and regeneration agenda. This has been already subject to debate and approval through the unanimous approvals at Full Council of both the Havant Borough Regeneration Strategy and the Havant Borough Local Plan 2036 at Full Council.
- 3.3 It is necessary to make sure that the correct level of parking is being provided to support new development. This is part of making sure that it will be sustainable development that stands the test of time. This is a particularly nuanced decision in town centres, where this is not a straightforward decision but one where there are many inputs.

The targeted review

- 3.4 In considering the Adopted SPD, it was noted that it is inaccurate in the way that it describes Havant and Waterlooville Town Centres, in particular their accessibility by public transport. It was determined that a targeted review of the Parking SPD should take place, focussed on the level of parking required to support new developments in the Borough's two main town centres: Havant and Waterlooville.
- 3.5 As such, the review of the SPD was focussed on only that section. This constitutes paragraphs 3.01-3.12. Maps showing the boundaries of the town centres, both as existing in the Havant Borough Local Plan (Allocations) (2014) and the Havant Borough Local Plan 2036 Pre-Submission Draft (January 2019) are in figures 1 (Waterlooville Town Centre) 2 (Havant Town centre) below.
- 3.6 It was recognised that the adopted SPD treats Havant and Waterlooville town centres in the same way (see appendix B). However the two town centres have a different level of public transport accessibility. Both town centres benefit from good quality bus infrastructure, though Havant Town Centre has a bus station whereas Waterlooville Town Centre does not. However Havant town centre benefits from a well connected train station with frequent, regular services to Portsmouth, Southampton, London and Brighton. In contrast, Waterlooville Town Centre does not have a rail connection. It is 7.08km from Waterlooville Town Centre to Bedhampton Railway Station, which is the closest rail connection. It is 8.69km to Havant Railway Station, which has more services and dedicated car parking provision.





- 3.7 A replacement for those sections were drafted for consultation. The replacement text highlighted the differences between the two town centres in terms of accessibility to public transport and shops and services. It highlighted that across both of the town centres, a lower level of parking was considered suitable in principle, subject to appropriate evidence. However it also highlighted that zero parking was unlikely to be supported (see Appendix B). It was highlighted that evidence would be required from applicants to inform the proposed parking strategy.

Consultation

- 3.8 The consultation on the proposed changes to the SPD was approved by the Cabinet Lead for Communities, Development and Housing under delegated authority. The consultation then took place alongside the Pre-Submission Local Plan consultation from February-March 2019.
- 3.9 Two responses to the consultation were received. Copies of the two representations are available at Appendix A with personal information redacted.
- 3.10 Both of the representations highlight what is essentially the same point. There is a criticism of the approach of 'banning' zero parking developments. It is also highlighted that the SPD sets out the same parking strategy for Havant and Waterlooville Town Centres. Both particularly emphasise Havant Town Centre as being suitable for zero parking development.

Proposed way forward

- 3.11 Officers have considered the consultation responses received and the matters that they raise.
- 3.12 It is considered that a valid point has been brought up. The reason for the targeted review in the first place is that the adopted SPD (Appendix B) suggests that Havant and Waterlooville are the same. However in public transport accessibility terms, they are clearly not the same.
- 3.13 The consultation draft highlighted the differences in accessibility. However the parking standard proposed is effectively then the same.
- 3.14 However whilst potentially the case within the lifetime of the development, at this point, it is only Havant Town Centre that offers a genuine ability to live car-free with long-distance and short distance public transport available and convenient together with shops and services close by.
- 3.15 As such, what is proposed for the new SPD in its final, adopted, form is that the description of the different accessibility of the two centres then follows through into a difference in the approach to parking.
- 3.16 For Waterlooville Town Centre, it is proposed that there would be no change compared to what is proposed in the consultation draft - that a lower level of

parking than in less accessible parts of the Borough is supported in principle but zero parking would not be considered acceptable.

- 3.17 For Havant Town Centre, it is proposed that a lower level of parking than in less accessible parts of the Borough is supported in principle. This could also include zero parking developments.
- 3.18 The one facet of the proposals which it is proposed would be common for both town centres is that the proposed level of parking must be supported by appropriate evidence highlighting why it is suitable for that location.
- 3.19 Nonetheless, officers also acknowledge that it will be necessary to review the Parking SPD more comprehensively following the adoption of the Havant Borough Local Plan 2036. This will make sure that there is up-to-date and relevant guidance to guide future development. There are a number of policies that will change with the adoption of the Local Plan that feed into parking provision. For example, as a result of the new approach to density, more innovative ways of providing parking will need to be explored whilst the integration and design of electric vehicle charging points would also need to be addressed.
- 3.20 This would need to be part of a wider review of planning guidance as a number of the Council's SPDs will be out of date and in need of updating.

Operations and Place Shaping Board

- 3.21 The review of the Parking SPD was considered by the Operations and Place Shaping Board. A project planning meeting took place on 9th July. A challenge session took place on 15th July.
- 3.22 The full detail, including the report that was submitted to the Board and the minutes of the meeting are [on the Council's website](#). This report included an overview of the project and the consultation responses. It also included all of the options considered and the reasons for the proposed way forward.
- 3.23 During the discussion, the Board questioned visitor and emergency service vehicle parking, to which it was explained that service areas would also be suitable for such uses. It was agreed that additional text be included that:
- Clarified the role of servicing areas; and
 - Required the size of servicing areas to be related to the scale of proposed development.
- 3.24 Following the debate, Cllr Lloyd proposed that the Operations and Place Shaping Board:
- a) Note the responses received to the recent consultation on the Parking Supplementary Planning Document (Appendix A);

b) Note the need for a wider review of the Parking Supplementary Planning Document following the Examination of the Havant Borough Local Plan 2036; and

c) Recommend to Cabinet that the Parking Supplementary Planning Document (at appendix D) be recommended to Full Council for adoption.

3.25 This motion was seconded by Cllr Howard and agreed unanimously.

SPD for adoption

3.26 Following Operations and Place Shaping Board challenge session, supplementary text has been drafted regarding servicing areas, which is included in the SPD for adoption.

3.27 As such, Appendix C sets out the text proposed for adoption.

3.28 It is recommended (recommendation C) that the revised text is adopted. This would replace paragraphs 3.01 – 3.12 in the Parking SPD. For the avoidance of any doubt, the rest of the SPD would remain unchanged.

4. Resource Implications

4.1 **Financial implications:** The costs of producing this document are covered within existing budgets. There are no additional resource requirements expected.

4.2 **Legal:** On adoption, the new Parking SPD will replace the current Parking SPD.

4.3 **Strategy:** The Council has an ambitious regeneration and development agenda moving forward. The proposals in the Parking SPD seek to support and not impinge on the delivery of these two important strategies.

4.4 **Risks:** please see main body of the report.

4.5 **Communications:** please see section on consultation (below).

4.6 **For the Community:** Parking can be an emotive issue. The purpose of this guidance is to ensure that new developments have appropriate levels of parking provision.

4.7 **Consultation:** the proposals were subject to consultation between February and March 2019. These have been fed into the considerations before the Operations and Place Shaping Scrutiny Board. The consultation was advertised alongside the Pre-Submission Local Plan, which is a higher level of marketing and promotion than would usually take place for an SPD.

Appendices and background papers

Appendix A: Consultation responses

Appendix B: Current SPD wording of sections 3.01-3.12

Appendix C: Proposed SPD overview and wording of sections 3.01-3.12

Background Papers: none.

Agreed and signed off by:

Monitoring Officer: David Brown (2 September 2019)

S151 Officer: Lydia Morrison (28 August 2019)

Head of Legal: Razana Begrum (29 August 2019)

Head of Service: Simon Jenkins (28 August 2019)

Cabinet Lead: Cllr Tim Pike (29 August 2019)

Contact Officer:	David Hayward
Job Title:	Planning Policy Manager
Telephone:	023 9244 6174
E-Mail:	david.hayward@havant.gov.uk

Appendix A - consultation responses

From: [REDACTED]
Sent: 06 March 2019 15:09
To: Planning Policy and Urban Design
Subject: Parking Supplementary Planning Document - Consultation document (Feb 2019)

Good afternoon. I am writing in response to the proposed changes to the SPD and in particular the presumption against zero parking developments. I believe there is a prejudice against zero parking residential developments because of some unfortunate past experiences with the interpretation of PPG13 (Transport) where residential developments were granted with low or nil parking and in practice parking demand was found to exceed on-site supply leading to overspill parking taking place in surrounding roads. However these poor experiences should not prevent developments with zero on-site parking being permitted in the future provided certain conditions are met. I believe these can be met in Havant Town Centre and potentially in Waterlooville Town Centre. The completely reject even limited opportunities for "zero car" developments would seem to be inconsistent with policies that seek to encourage more sustainable transport choices and encourage development in areas of high accessibility to public transport, goods and services.

There is a real risk that by rejecting "zero cars" in favour of "reduced levels of on-site parking" conditions are created where for residents the potential to park on site encourages unrealistic expectations of actually being able to do so leading to frustration, criticism of the council for allowing this to allow the development with "inadequate parking" and overspill parking to unsuitable areas, the thing the policy seeks to avoid.

The judgement must be whether future residents of such zero-parking developments are convinced that the absence of convenient parking is so onerous that the dwellings are unattractive to those for whom ownership of a car is considered necessary or desirable. Provided all the parking within a convenient walking distance of the development is controlled, whether on-street by duration or price or off-street by duration, price or private ownership then this is likely to be a substantial deterrent to car ownership. There may be a range of opinions as to what "a convenient walking distance" might be but the Lambeth Parking Beat Survey methodology is well respected across planning and highway authorities and the 200m referred to in that guidance may be appropriate.

yours sincerely

[REDACTED]

[REDACTED]
Bsc CEng DipTE
pdt(Hampshire)

[Redacted]

From: [Redacted]
Sent: 27 February 2019 12:37
To: [Redacted]
Cc: Planning Policy and Urban Design
Subject: Parking Supplementary Planning Document - Consultation document (Feb 2019) - Objection
Attachments: PTP Letter - HBC Parking SPD - 27 02 2019.pdf
Follow Up Flag: Follow up
Flag Status: Flagged

Dear [Redacted]

Please find attached my letter of objection to HBCs proposals to 'scrap' zero parking in Havant Town Centre.

I would be grateful if you could acknowledge receipt and also let me know what the timetable is for the revision of this SPD?

Many thanks.

Kind Regards,

[Redacted]
Chartered Town Planner

Pickup Town Planning

[Redacted]

[Redacted]

www.ptplan.co.uk

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Pickup Town Planning

[REDACTED]

Date: 27th February 2019
Our Ref:
Your Ref: Parking SPD - Consult

[REDACTED]
Planning Policy Team Leader
Havant Borough Council,
Planning Policy,
Public Service Plaza,
Civic Centre Road,
Havant PO9 2AX

Dear [REDACTED]

**Re: Parking Supplementary Planning Document
Consultation on Proposed replacement text for Sections 3.01 – 3.12**

I have recently become aware of the proposed revisions to the Borough Council's Parking Supplementary Planning Document and would like to object, most strongly, to the proposal to place a blanket ban on zero parking schemes within Havant Town Centre.

Havant Town Centre is what I would consider as being a highly sustainable and accessible location accommodating a wide range of shops and services as well as being served by both bus and train stations, which are only 250m apart.

Current national planning policy promotes the need for the provision of new housing in sustainable locations and recognises that the occupiers of dwellings in areas close to shops and services should not need to be reliant on a car for their everyday needs. Many people, particularly those living in 1- and 2-bedroom flats, purposefully make a "lifestyle" choice to not own a car. Some people do not want the costs associated with keeping a car; others chose not to own a car for ethical and environmental reasons (i.e. reducing carbon emissions); many chose to live close to where they work.

It is a fact that the occupiers of new dwellings in Havant Town Centre would have excellent access to public transport services and would be highly unlikely to travel to the town centre by car. These modes of public transport provide people with a credible and realistic alternative means of travel to the private motor car, allowing them to reach the south coasts other major towns and cities with relative ease.

To remove the option of allowing for the provision of zero parking in Havant Town Centre would, in my opinion, present a huge barrier to what otherwise might be financially viable and sustainable development sites. As such, it is possible that the need to provide vehicle parking with all new Town Centre developments would be likely blight some sites for many years to come.

Please could I ask what evidence the Borough Council is relying on to justify this change in planning policy? I am sure that you are aware that many other authorities have, in recent years, introduced 'car free homes policies' in order to help reduce traffic congestion and better manage the limited supply of on-

street parking spaces. These types of initiative also help to reduce the level of air pollution from motor vehicles and encourages more people to walk, cycle and go by public transport.

By requiring all developments within Havant Town Centre to provide vehicle parking would result in the area becoming more congested and polluted with increased levels of nitrogen oxide. This would be in conflict with the Council's emerging policies and strategies which encourage healthy living and would also have the potential to adversely affect highway and pedestrian safety.

Given the foregoing please could I suggest that the Borough Council reconsiders its position on zero parking schemes?

I trust that you will take these comments into account.

Yours faithfully,

A large black rectangular redaction box covering the signature area.A smaller black rectangular redaction box covering the name of the sender.

BSc(Hons), DMS., MRTPI

Appendix B

Currently adopted SPD text for sections 3.01-3.12 of Parking SPD

3 Additional Information relating to Parking Standards

Highly Accessible Areas

- 3.01 It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.
- 3.02 Within the Borough access to public transport and shops and services varies significantly. The town centres at Havant and Waterlooville provide the greatest range of alternative transport modes and also shops and services.

Table 3.1 Variable accessibility by non-car means

<p>Highly Accessible</p>  <p>Less Accessible</p>	<ul style="list-style-type: none"> • Havant Town Centre (train and bus stations) • Waterlooville Town Centre (bus station) • Bedhampton Train Station • Emsworth Train Station • Emsworth Town Centre (two bus routes and shops) • A3 Bus Corridor • District Centres • Warblington Halt • General bus route nearby • Lack of continuous cycle routes • Not easily accessible by public transport
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Havant and Waterlooville Town Centres

3.03 Havant Town Centre offers the widest choice in alternative transport with a mainline train station, serving a variety of locations and a bus station that provides services across the Borough and to Portsmouth, Chichester and beyond. Havant Town Centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the most accessible and sustainable part of the Borough.



Havant Bus Station

3.04 Waterlooville Town Centre provides a variety of bus routes across the Borough and beyond to Portsmouth. The town centre also provides a range of shops and services which lessen the need for individual travel. This is considered to be the second most accessible part of the Borough.

- 3.05 Proposals within the Havant and Waterlooville Town Centre boundaries will be expected to have a reduced or even zero standard of vehicle parking provision in order to maximise the use of land and discourage the use of private motor vehicles in accordance with the requirements of the NPPF. A reduced standard can also apply in instances where a site is located less than 800 metres from the centre of the town (when measured as an on the ground walking distance, not 'as the crow flies'). This should be demonstrated in the design and access statement accompanying an application. However, parking for people with disabilities should be provided.



Where else to look:

Maps showing Town Centre Boundaries:

<http://www.havant.gov.uk/sites/default/files/documents/3%20Adopted%20Allocations%20Plan%20July%202014%20Appendix%205.pdf>

(Please note that it is only Havant and Waterlooville Town Centres for which the proposals in Paragraphs 3.01-3.05 apply.)

Other Public Transport Availability

- 3.06 On brownfield sites outside the town centres, it may be possible to reduce the number of car parking spaces required where developments are within a reasonable distance of good public transport links e.g. The A3 Bus Corridor and local services or Emsworth Station and Emsworth District Centre. Planning applications will be considered on a case by case basis (see 3.07 below).

Demonstrating Accessibility

- 3.07 Planning applications for residential development should demonstrate where the site is located in relation to the highly accessible locations of Havant and Waterlooville Town Centres or to the availability of public transport. This is ideally suited to the design and access statement (if required) and the application should address how this has been considered in relation to the parking proposed for the development.
- 3.08 When distances are measured it should be the on the ground travel distance rather than 'as the crow flies' to ensure it is as realistic as possible.

Additional Information relating to Non-residential Parking and Cycle Standards

- 3.09 The standards for non-residential Car Parking were originally set out by Hampshire County Council in the Hampshire Parking Standards 2002. These were based on guidance set out in Planning Policy Guidance Note PPG13, which advised applying maximum standards. More emphasis in the current NPPF is placed on accommodating the car; in addition to public transport availability and accessibility, local car ownership levels should also be taken into consideration.
- 3.10 To test if the standards set in 2002 are still 'fit for purpose' a number of case studies have been examined to see if developments built since this date have sufficient car parking. Where a lesser amount of car parking has been provided within a site, within the limits set down by the Hampshire Parking Standards 2002, there have been ongoing local parking issues.

- 3.11 Where standards refer to staff numbers, this is based on full time equivalent numbers unless otherwise specified. Where standards refer to floorspace this relates to the gross external area unless otherwise specified.

Gross external area (GEA): The total external area of a property (including the thickness of the external wall)

- 3.12 Reductions in parking standards should be justified in the Transport Assessment or Design and Access Statement accompanying a planning application.

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Text for sections 3.01-3.12 of Parking SPD (proposed final draft for adoption)

3 Additional Information relating to Parking Standards

Highly Accessible Areas

3.01 It is appropriate that car parking requirements reflect the fact that some areas of the Borough, such as town centres, are closer to shops and services and more accessible by non-car means. In these areas, reliance on private vehicle use and ownership should be less.

3.02 Within the Borough access to shops, services and public transport varies significantly.

Table 3.1 Variable accessibility to public transport, shops and services

<p>More Accessible</p>  <p>Less Accessible</p>	<ul style="list-style-type: none"> • Havant Town Centre (shops and services, train and bus stations with shops and services) • Waterlooville Town Centre (shops and services, on a premium bus corridor) • Emsworth Town Centre (shops and services, train station, bus routes) • Bedhampton Train Station • A3 Premium Bus Corridor • District Centres • Warblington Train Station (less served than other stations) • General bus route nearby • Not easily accessible to shops, services, continuous cycle routes or public transport
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Havant Town Centre

3.03 Havant Town Centre is the most accessible part of the Borough with the widest choice of shops, services and public transport options. The town Centre provides a wide range of shops and services, including supermarkets, which lessen the need for individual travel. Havant train station serves the widest variety of routes in southeast Hampshire, linking to Portsmouth, Southampton, Brighton and London. Havant Bus Station is one of the most well-served bus stations in Hampshire, providing services across the Borough, to Portsmouth, Chichester and beyond.

Waterlooville Town Centre

3.04 Waterlooville Town Centre is considered to be the second most accessible part of the Borough in terms of access to shops, services and public transport. However there is less transport choice than there is at Havant Town Centre, most notably the absence of a train station. The town centre provides a range of shops and services, including supermarkets, which lessen the need for individual travel. It is located on the 'Zip' Premium Bus Corridor to Portsmouth. This is one of the early phases of the proposed Bus Rapid Transit network of routes around southeast Hampshire, the aim of which is to provide high quality bus infrastructure to make using the bus a realistic alternative to the car.

Reduced parking in town centres and other locations

3.05 Proposals within Havant and Waterlooville Town Centres, as defined in the Havant Borough Local Plan 2036, may be suitable for a lower level of car parking provision compared to the rest of the Borough. Given its comparatively higher level of accessibility, zero parking development schemes could be considered suitable in Havant Town Centre if supported by appropriate evidence (see paragraph 3.06). However zero parking development schemes would not be supported for major

development in Waterlooville Town Centre given its comparatively lower level of accessibility. The level of parking to be provided must be based on the nature and scale of development, access to shops and services together with public transport accessibility. A lower level of provision must not result in displacement of parking pressure into nearby residential areas. Utilising near-site parking in dedicated car parks (not on-street parking) should be considered together with demand based measures to reduce parking pressure.

- 3.06 On any site where a reduced level of parking provision is considered justified by the Local Planning Authority, the design and layout of the development must include a sufficient space for servicing, emergency services and medical personnel to park, loading and drop off, courier and supermarket deliveries. This should be provided as a single space, the size of which is related to the scale of the proposed development.
- 3.07 On any other site where a lower level of parking is proposed, this will be assessed on a case-by-case basis. A justification would need to be provided which should consider accessibility to shops and services, accessibility to public transport and the site's relation to the relative accessibility of different areas set out in figure 3.1.

Demonstrating Accessibility

- 3.08 Planning applications for residential development should demonstrate where the site is located in relation to nearby shops, services and public transport nodes (and the level of service). This is ideally suited to the design and access statement (if required) and/or the Transport Assessment and the application should address how this has been considered in relation to the parking proposed for the development.
- 3.09 When distances are measured it should be the on the ground travel distance rather than 'as the crow flies' to ensure it is as realistic as possible.

NON EXEMPT

HAVANT BOROUGH COUNCIL

CABINET

11th September 2019

OLD BEDHAMPTON CONSERVATION AREA APPRAISAL

JESSICA HILL (CONSERVATION OFFICER)

FOR DECISION

Cabinet Lead (HBC): Cabinet Lead for Planning, Regeneration and Communities

Key Decision: No

1.0 Purpose of Report

1.1 This report is to give the Cabinet an update on the review of the Old Bedhampton Conservation Area and the process that has been followed. It also proposes that the Cabinet approves the Character Appraisal and Management Plan for the Old Bedhampton Conservation Area for adoption.

2.0 Recommendations

2.1 That the Cabinet recommends to Full Council that it:

- a) Notes the responses to the recent consultation (included at Appendix 3 (summary) and Appendix 4 (redacted copies of original responses));
- b) Adopts the Old Bedhampton Conservation Area Character Appraisal (Appendix 1), including the boundary (Appendix 2);
- c) Notes that on adoption, the Old Bedhampton Conservation Area Character Appraisal (Appendix 1) becomes a material consideration in development management decision making alongside the development plan and emerging Havant Borough Local Plan 2036;
- d) Approves including the Manor Farm Buildings (located to the south of Lower Road) on the local list;
- e) Approves the implementation of an Article 4 (1) Direction and delegates authority to the Head of Planning, in consultation with the Cabinet Lead for Planning, Regeneration and Communities, to determine the draft form and

NON EXEMPT

content of the direction prior to this being publicised. (See sections 3.67-3.79 of the report). Officers to report back to Cabinet at a later date with the draft form and content.

- f) Delegate authority to the Head of Planning, in consultation with the Cabinet Lead for Planning, Regeneration and Communities, to make any necessary amendments to the documents listed above. These shall be limited to grammatical, typographical, formatting and graphic design changes and shall not change the meaning of the material.

3.0 Summary

Context – the Council’s responsibilities

- 3.1 The designation and review of Conservation Areas an important part of the Councils statutory duty to prepare and publish proposals to preserve and enhance the Borough’s heritage. It does so by defining the unique characteristics which make the area so special and by identifying positive or negative aspects, threats and opportunities to its preservation and enhancement. This provides the foundation for developing practical policies and proposals for the management of the conservation area which will enable it to play a positive role in shaping an economically and socially successful Borough.
- 3.2 This conservation area appraisal (CAA) has been prepared as part of a review of the Old Bedhampton Conservation Area first designated in 1980 and extended in 1994.
- 3.3 Under the Planning (Listed Building and Conservation Areas) Act 1990 section 69 sets out that *‘Every local planning authority shall from time to time determine which parts of their areas are **of special architectural or historic interest** the character or appearance of which it is desirable to preserve or enhance, and shall designate those as conservation areas’* (officer emphasis).
- 3.4 It goes on to say: ‘It shall be the duty of a local planning authority from time to time to review the past exercise of function under this section and to determine whether any parts or any further parts of their area should be designated as conservation areas.’
- 3.5 The NPPF further expands this in paragraph 186 to highlight that: *“When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that **the concept of conservation is not devalued through the designation of areas that lack special interest**”* (officer emphasis).

NON EXEMPT

3.6 Conservation Area designation seeks to preserve and enhance those areas through special controls provided by the Act. Those are outlined below:

- Control of demolition;
- Notification of works to trees;
- Permitted development rights¹ are reduced in respect to some works including the size and position of extensions; addition of cladding or render.

The Background to this appraisal

- 3.7 In early 2017 the Conservation Team were approached by the Bidbury Mead Friends (BMF) requesting that the Old Bedhampton Conservation Area Appraisal be up-dated. This is the first time that a Conservation Area in the Borough has been reviewed using a community commissioned report. This shows the clear interest that Friends of Bidbury Mead and local residents have in the Old Bedhampton Conservation Area.
- 3.8 The general approach taken by the Conservation Officers has been to review CAAs in chronological order unless there is a specific reason to do otherwise. Of the 14 appraisals there are four that are older than the Old Bedhampton appraisal.
- 3.9 Due to resourcing limitations it was expressed that Old Bedhampton CAA would not be the next for re-appraisal. BMF offered to undertake the research and write the appraisal by contracting a consultant in order to bring forward a reappraisal sooner.
- 3.10 The then Head of Planning agreed to allow BMF to undertake the drafting of an updated appraisal subject to Conservation Officers review and subsequent public consultation by the Council.
- 3.11 It should be noted that only Local Planning Authorities can designate Conservation Areas. As such, whilst BMF have produced evidence to support the update, it is only Havant Borough Council that can formally change the Old Bedhampton Conservation Area.
- 3.12 During the Spring of 2018, multiple drafts of the CAA were submitted and commented on by the Conservation Officers. In the summer of 2018 a proposed final draft was submitted for consideration and review.
- 3.13 In considering the report, Conservation Officers noted the thorough nature of the work and attention to detail, particularly in terms of the history of the area. The vast majority of the report was considered to be robust and in line with the relevant regulations and national policy. However in reviewing the appraisal, it

¹ Under the Town and Country Planning (General Permitted Development) order 2015 as amended.

NON EXEMPT

was considered that some of the proposed extensions to the conservation area and the references to sunken lanes did not correspond to the relevant regulations and national policy. In particular, it was not considered that they represented the special architectural or historic interest which is necessary in order to be designated as a conservation area.

- 3.14 The review process included a meeting in August 2018 with Ward Councillors, Historic England, the consultant and a representative of BMF to discuss areas of difference and to seek amendments or further justification prior to submission of the final draft from BMF and public consultation.
- 3.15 Fifth and final draft produced on behalf of the BMF was deposited with the Council's Conservation Officer in October 2018 but did not reflect the changes sought.
- 3.16 As such, Conservation Officers removed the proposals that were considered not meet the criteria of designation as set out in the Listed Buildings and Conservation Area Act 1990.

Consultation

- 3.17 It was considered that, with the changes made, the appraisal and its recommendations were in line with the Act and national policy and thus suitable for public consultation. The consultation was approved under delegated authority by the Cabinet Lead for Communities, Development and Housing (the relevant Cabinet Lead at the time).
- 3.18 The draft character appraisal and management plan underwent an eight-week consultation period between 4 February 2019 and 29 March 2019. A letter was sent to all properties within the conservation area, as well as those adjacent to the proposed boundary (257 letters)². The letters included a leaflet notifying households that the consultation was taking place and where they could receive more information. The consultation documents were available in full on the Council's website (www.havant.gov.uk/oldbedhampton). Also included in the mail shot were Portsmouth Water, Historic England and the Council's Arboriculture Team. An advert was placed in the local press, and a link provided on the main page of the Council's website.
- 3.19 A drop-in session was arranged at the Plaza on the 6 March between 3-7pm. This is above and beyond the level of engagement which is normally carried out for conservation area reviews.

Outcome of public consultation

² Due to an administrative error, the letters were initially sent to the wrong addresses. Once notified of this, officers extended the consultation deadline and ensured that the correct households received letters notifying them of the consultation.

NON EXEMPT

- 3.20 Nineteen responses were received within the consultation period. Within these responses 107 points were raised. Nine individuals responded, other responses from were received on behalf of Bedhampton Heritage Alliance (which includes Bidbury Mead Friends) and The Edward gardens Owner's Association. Also received were responses from Bargate Homes, The Arboriculture Team at HBC and Historic England.
- 3.21 From the 257 letters sent out to residents, the overall response rate was 7% (though the Bedhampton Heritage Alliance responded as a community organisation). Plus, one late representation from Bedhampton Heritage Alliance in relation to sunken lanes and further information to be added to their previous comments. Further information was also submitted after the consultation by the Bedhampton Heritage Alliance.
- 3.22 Of nine individual responses five were broadly positive in support of the recommendations in the appraisal. Their only issues were the retention of permitted development rights for solar panels and one wanted the Donkey field included (the Donkey field is the triangular piece of land south of Bidbury Mead bound by the railway and Mill Lane).
- 3.23 The other four individual comments related to a hyperlink not working (neutral); one was in support of the Bedhampton Heritage Alliance comments; one promoted the southern extension as per the Friends of Bidbury Mead appraisal and the last was in relation to factual errors in the history section.
- 3.24 A number of respondents called for the following areas to be included within the Conservation Area boundary: land south of Mill Lane, land to the east as well as calls to include strips to cover Narrow Marsh Lane and Manor Farm off Lower Road.
- 3.25 The majority of the negative comments suggested including areas in the conservation area that were proposed by the BMF appraisal but not taken forward into the consultation draft. As set out above these areas were excluded because they do not meet the criteria for inclusion as set out in the Listed Buildings and Conservation Area Act 1990 in that they lacked 'special architectural or historic interest'. In addition, their inclusion would have been contrary to The NPPF (para186) which requires authorities to justify conservation status because of its special architectural or historic interest, and that the concept is not devalued through the designation of areas that lack special interest.
- 3.26 A summary of the responses received can be seen in appendix 3 of all comments and redacted copies of the full comments submitted in appendix 4.

Operations and Place Shaping Board

NON EXEMPT

- 3.27 The review of the Old Bedhampton Conservation Area was considered by the Operations and Place Shaping Board. A project planning meeting took place on 9th July. A challenge session took place on 17th July.
- 3.28 The full detail, including the report that was submitted to the Board, the deputation that took place and the minutes of the meeting are at <http://havant.moderngov.co.uk/ieListDocuments.aspx?CId=476&MId=10969&Ver=4>.
- 3.29 Following discussion and debate, Cllr Satchwell proposed that it be recommended to Cabinet that:
- (i) the Old Bedhampton Conservation Area Appraisal and Management Plan (at Appendix A) be recommended to Full Council for adoption;
 - (ii) it considers implementing an Article 4(1) Direction to restrict permitted development in the Conservation Area; e) Recommend that Cabinet consider locally listing the Manor Farm buildings to the south of Lower Road; and
 - (iii) it considers locally listing the Manor Farm buildings to the south of Lower Road.
- 3.30 This recommendation was duly seconded by Cllr Howard.
- 3.31 Following a vote the motion was declared lost, three councillors voting for the motion, four councillors voting against this motion and no councillors abstaining from voting.
- 3.32 There being no alternative motions, the Board did not make a recommendation to Cabinet.
- 3.33 In summary the officer recommendations were not supported, although no alternatives were proposed. As such no recommendation has been made from the OPS Board to Cabinet.
- Further consideration of comments raised in the consultation**
- 3.34 Officers have considered the consultation responses and the comments that were raised.
- 3.35 The appraisal has been subject to a number of alterations in light of the consultation. These changes have been set out in the Comment and Response document (see Appendix C).
- 3.36 These include the addition of a statement of special interest at the front of the document and more detail in chapters 4 and 6 addressing the character of the area.
- 3.37 A number of comments requested that the proposed extensions in the BMF appraisal, particularly the one to the south of Lower Road, be included in the Conservation Area. Since the consultation, further viewpoints have been

NON EXEMPT

submitted, including a Definitive Map Modification Order³ and a report titled A study of the character and antiquity of the road network of the community.

- 3.38 However, the pieces of information provided, before, during and after the consultation concluded, are not considered to demonstrate that the areas in question demonstrate the “special architectural or historic interest” to warrant inclusion in the conservation area. Whilst there is some historic interest to the land parcels that are not proposed for inclusion, it is not considered to be special historic interest. As a result, it is proposed that no additional changes take place to the proposed boundary of the Old Bedhampton Conservation Area.
- 3.39 Furthermore, it should be highlighted, for the avoidance of doubt, that the areas in question, ie those which were proposed for inclusion in the BMF report but not proposed to be taken forward, would form part of the setting of the Conservation Area. As such, development proposals in these areas could still potentially cause harm to the setting of the Conservation Area. As such, heritage matters would be key in the determination of any planning applications not only inside the Conservation Area but in its setting as well.

Options considered and reasons for the recommendation

- 3.40 The below analysis is set out so that the Cabinet can be clear about the rationale behind the consideration of the areas suggested by the BMF appraisal for inclusion in the conservation area.
- 3.41 Considerations of different proposed extension to the conservation area were made against the criteria set out in the Planning (List Building and Conservation Area) Act 1990, the guidance of the National Planning policy Framework (NPPF) paragraph 186, the National Planning Policy Guidance (NPPG) as well as Historic England publications: [‘Conservation Area Appraisal, Designation and Management: Historic England Advice Note 1’](#) and [‘The Setting of Heritage Assets Historic Environment Good Practice Advice in Planning Note 3 \(second edition\)’](#).
- 3.42 The officer recommendations set out in this report include all aspects that were agreed on by both the community led appraisal and officers. In doing so it includes extensions to the Conservation Area, a detailed and up-to-date appraisal and importantly a management plan, which the current appraisal does not have.
- 3.43 The fall back position should this report not receive support would be to continue using the existing 1994 appraisal.

³ This is a formal request to Hampshire County Council, as rights of way authority, to amend the definitive map of rights of way to include ‘Narrow Marsh Lane’. This is, at current time, a farm track linking Lower Road, via a private railway bridge, to a field to the south of the railway line and north of the A27.

NON EXEMPT

Proposed change to maps - Sunken Lanes - taken forward in HBC appraisal with amendment to extent

- 3.44 Sunken lanes are routes that over centuries of use and erosion have become significantly lower than the ground levels either side. These routes are often narrow and feel enclosed, with the route often several metres below the surrounding land.
- 3.45 The appraisal produced by BMF indicated the following as being sunken lanes: Kingscroft Lane; Bidbury Lane and Lower Road (section from Number 11 to number 68).
- 3.46 The consultation document removed the sunken lane symbol from Lower Road, but retained those along Bidbury and Kingscroft Lanes as they are more enclosed, with Kingscroft Lane being more sunken and clearly defined by strong boundary feature brick walls.
- 3.47 There has been a lot of debate on whether the conservation area should include Lower Road and Kingscroft Lane as sunken lanes. Lower Road, in comparison with sunken lanes several metres below the surrounding land, has considerable width and openness together. It has already been eroded by the number of private accesses to properties on the northern side of the road.
- 3.48 Whether or not these are sunken lanes is in many respects a moot point. It is generally agreed that they are not considered to be good example of sunken lanes in their true form.
- 3.49 As such, whilst the two roads could be considered marginal sunken lanes, the key question is whether they represent special historic or architectural interest. Given that they are not considered to be good (or special) examples of this kind of feature highlights that in and of themselves, they would not represent the special architectural or historic interest necessary to be designated as part of a conservation area. Given that they are not good examples, designating them as a conservation area as a result could be considered to be devaluing the conservation area.

Suggested extension - Bidbury Mead (recommending to take forward in appraisal)

- 3.50 This proposal from the BMF document was retained in the public consultation document. The area has a positive use, is visually attractive and is linked to the Manor via its boundary wall and Tudor gateway.
- 3.51 Records show that Bidbury Mead has historically been used as a recreational space by the village.

NON EXEMPT

- 3.52 Bidbury Mead boundary is clearly defined by imposing brick walls and these have purposely been included within the boundary as a character feature of the area.

Suggested extension - Bedhampton Road – (recommending to take forward in appraisal)

- 3.53 The BMF appraisal proposed an extension to include an area around the Old School and the Gospel Hall, Bedhampton Road. This area includes two listed buildings (the old school and the Golden Lion Public House). The BMF report also identified a further ten properties as being positive building within this proposed extension.

- 3.54 The consultation document retained this proposed extension as the area has special architectural interest in those positive buildings identified by the BMF appraisal. The extension of the Conservation Area to include this section has potential to lead to improvements over time in this area as a result of the recommendations and tighter permitted development controls that apply for conservation areas.

Proposed extension - Land south of Lower Road (Recommending to discount from appraisal)

- 3.55 This proposed extension would include land to the south of Lower Road including Old Manor Farm buildings and the cottages on the northern side of Lower Road as well as two large areas of open fields. The fields straddle the railway line.

- 3.56 These areas were omitted from the consultation document as the fields have no special architectural interest. In that respect, Historic England's Advice Note 1 (second edition) 'Conservation Area Appraisal, Designation and Management' section (73) states:

'Conservation area designation is not generally an appropriate means of protecting the wider landscape (agricultural use of land falls outside the planning framework and is not affected by designation as a conservation area) but it can protect open areas particularly where the character and appearance concerns historic fabric, to which the principal protection offered by conservation area designation relates'.

- 3.57 The BMF appraisal places a lot of emphasis on the historic value of this land based on a single factor. That is the presence of a lane across the field to the south of Lower Road on historic maps and that it was a named route, Narrow Marsh Lane. It is not disputed that Narrow Marsh Lane existed or that it was once a historical route.

- 3.58 It is noted that the route of Narrow Marsh Lane crosses private land and is not a public right of way or a permissive route (i.e. permitted by agreement of the landowner). As such there is a risk to the Council from the owners if the Council

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were to publish any document that may allude to the track being publicly available for use.

- 3.59 Designation as a public right of way would not warrant designation of a field as a designated heritage asset and therefore the level accessibility is not a consideration. There is a separate regulatory process which exists for the designation and preservation of rights of way. This is administered by Hampshire County Council as the relevant rights of way authority.
- 3.60 The existence of a former route/path in itself is not considered to be 'special historic' interest in terms of designation of a Conservation Area as required by the Listed Building and Conservation Area Act 1990 for the following reasons:
- A large majority of roads are historic routes. However, they are rarely designated in a conservation area for this reason. Therefore, no different than for example the other parts of historic route of Bedhampton Road where the buildings are modern and lack of special architectural or historic interest.
 - Since the creation of the A27 Narrow Marsh Lane has been used solely to access the farmland between the Railway line and the A27. As such, any historic interest it may have once had has since been removed.
- 3.61 It is noted by officers that BHA are in the process of submitting a request to Hampshire County Council to seek PROW status for the path across the fields. It is not considered that this will change the position on the non-designation of this parcel of land. It's potential designation as a right of way is a separate decision for Hampshire County Council as rights of way authority.
- 3.62 With the fields removed from the proposed extension the buildings at Old Manor Farm and the cottages opposite become removed and dis-connected from the historic core of the village.
- 3.63 Officers have previously agreed with ward councillors, BMF and their consultant that the Manor Farm buildings, to the south of Lower Road, have the necessary significance to be added to the local list. However, the cottages on the northern side are considered to be of low value as they have been considerable altered.

Suggested extension - Old Manor Farm (recommending to discount from appraisal but recommended for Local list)

- 3.64 The building here date from the start of the twentieth century. They are agricultural buildings which would at very least be an additional character area.
- 3.65 Given the dis-connection between these buildings and the centre of the village it is considered that the best approach would be to seek their addition to the Local List. This would enable planners to request details of the justification for any alteration or demolition.

NON EXEMPT

- 3.66 For the same reasons for the non-designation of Narrow Marsh Lane, it is not considered appropriate to designate Lower Road purely in order to 'connect up' these otherwise remote buildings to the rest of the Conservation Area.

Suggested extension - Donkey Field/allotments (recommending to discount from appraisal)

- 3.67 The proposed extension would include the triangle of land bound by Mill Lane, the railway line and Bidbury Lane (known locally as the Donkey Field or allotments).
- 3.68 Again this parcel of land fails to meet the criteria for designation and is contrary to section 73 of the Historic England Advice Note 1.
- 3.69 The council does not dispute that there was at one time some past historical interest on the land in the biscuit factory. However, that no longer remains and it should be remembered that the aim of the conservation areas is to identify areas where it is desirable to preserve and enhance their character. Therefore, that character has to exist in order to be preserved or enhanced.

Article 4 (1) Direction (recommendation to take forward)

- 3.70 Section 2.2 of the management plan addresses the need for Article 4 Directions in the Old Bedhampton Conservation Area. It advises that such a direction can bring within planning control small scale, incremental changes which could normally be carried out without the need for planning permission. Without further control, certain types of small incremental change could, in themselves, have a detrimental effect on the character of the conservation area by eroding its special qualities as identified in the character appraisal. These would include:
- Removal of existing means of enclosure and boundary treatments
 - New means of enclosure and boundary treatments
 - Crossovers and areas of hardstanding
 - Addition of front porches
 - Insertion of roof light windows
 - Insertion of solar arrays visible from the public domain
 - Changing the colour of already painted of external facades on buildings / walls
 - Alterations to roof coverings
 - Removal of chimneys
 - Changes to windows and doors, eaves and barge boards
- 3.71 Demolition of chimneys is a permitted development right it would be considered appropriate to remove (it was included in list of removed permitted development rights in the Langstone article 4) however it was missed off the consultation document.

NON EXEMPT

3.72 Based on this, section 2.2 of the draft management plan proposed that an Article 4 (1) Direction should be implemented to cover all unlisted buildings in the conservation area. No objections were raised to this recommendation. It would appear from the responses received that there is generally support for an Article 4 (1) direction in the Old Bedhampton Conservation Area.

Procedure for making an Article 4 (1) Direction

3.73 There are two types of Article 4 Directions. Immediate Directions which, as the name implies come into effect as soon as they are made, and non-immediate Directions that usually take effect 12 months after being made. Compensation is payable in the case of immediate Directions where subsequent planning applications are refused or permitted with conditions.

3.74 It is not proposed to implement an immediate effect direction, on the grounds that the type of development that would be restricted would be of an incremental nature and therefore not warrant an Article 4 with immediate effect. The procedure for a non-immediate Direction would be as follows:

3.75 The implementation of a direction firstly involves the drafting of a notice which would include the following information:

- A description of the development, the area to which the direction relates and a statement of the effect of the direction:
 - Statement of which permitted development rights are to be restricted.
 - A description of the land subject to the direction, including a map
- Specify that the direction is made under article 4(1) of the Town and Country Planning (General Permitted Development) (England) Order 2015 as amended 2017;5
- Name the place where a copy of the direction, a copy of a map defining the area to which it relates, may be seen at all reasonable hours;
- Specify a period of at least 21 days, stating the date on which that period begins, within which any representations concerning the direction may be made to the Local Planning Authority;
- Specify the date, on which it is proposed that the direction will come into force, which must be at least 28 days but no longer than two years after the start of the consultation period; and
- A copy of the direction and the notice must be sent to the Secretary of State on the same day that the notice of the direction is first published or displayed.

3.76 The draft notice must then be publicised. This should include:

- A notice of the direction must be placed in a local newspaper;
- At least 2 site notices (within the area that the direction relates) should be displayed for a period of no less than 6 weeks; and

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- Notify by letter, the owners and occupiers of the affected properties and land.
 - Display a notice of the direction on the Council's website (not a statutory requirement).
- 3.77 Once the publicity period has taken place, the responses are reported back to the Cabinet, along with a recommendation as to whether or not to confirm the direction and, if so, when this should take effect from (i.e. when permitted development rights should be withdrawn). If confirmed, the following actions should be carried out:
- The direction cannot be confirmed until 28 days following the latest date the notice was served;
 - If confirmed, a copy of the direction must be sent to the Secretary of State; and
 - If confirmed, the LPA must give notice of the confirmation and the date the Article 4 (1) Direction comes into force to affected owners and occupiers in the same way as required for the notification of making the direction (see section 6.1. of this report for risk of compensation claims).

Risk of compensation claim for Article 4 (1) Direction

- 3.78 The implementation of Article 4 (1) Direction, could pose a financial risk to the Council in terms of potential claims for compensation resulting from the withdrawal of permitted development rights. A claim for compensation could be made to the LPA if planning permission is refused or granted subject to conditions other than those imposed by the General Permitted Development Order for development which, but for Article 4 (1) Direction, would have constituted permitted development.
- 3.79 The claim for compensation could include abortive expenditure and other loss or damage directly attributed to the withdrawal of permitted development right. This can include the difference in the value of the land if the development has been carried out and its value in its current state, as well as the cost of preparing plans for the work.
- 3.80 However, on 6 April 2010, Section 108(2A) of the Town and Country Planning Act came into force and provides that compensation is only payable if an application for planning permission for certain development formerly permitted by the General Permitted Development Order 1995, is made within 12 months of the Article 4 (1) Direction taking effect.
- 3.81 However, no compensation for the withdrawal of permitted development rights is payable if the LPA gives between 12 and 24 months notice in advance of the withdrawal. When deciding to confirm the Article 4 (1) Direction (following the

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notification period), it would be up to Cabinet to decide when the Article 4 (1) Direction would come into effect.

- 3.82 As per the recommendation E of this report, if the Full Council agrees to the recommendation to implement an Article 4 (1) Direction, a draft notice will be drawn up which outlines which permitted development rights should be withdrawn and on which properties prior to publicity being carried out. Based on the outcome of the public notification, the contents of which will be reported back to Cabinet, will be a recommendation of whether or not to grant approval for confirmation of the Article 4(1) Direction, (including a date when this should take effect if granted approval).

4. Summary

- 4.1 The review of the Old Bedhampton Conservation Area has been researched to an extremely high level of detail. It has taken a great deal of officer time and resources to review the information submitted. The use of a community commissioned appraisal shows the strong community desire to preserve and enhance the Old Bedhampton Conservation Area.
- 4.2 It is essential nonetheless that in taking decisions on the historic environment, the Council has due consideration of the requirements of the regulations and national policy on the matter. Conservation Areas are intended to include those areas of special architectural or historic interest. There are a large amount of areas, across the Borough and further afield, that show *some* historic or architectural interest. To designate all areas with only some historic interest would devalue heritage and its continued protection.
- 4.3 It is proposed that the appraisal and management plan put forward represents a thorough and robust assessment and that the proposed boundary would include those areas of special architectural or historic interest, preserving and enhancing Old Bedhampton for future generations.

5.0 Implications

Financial

- 5.1 The costs of producing this document would usually be covered within existing budgets. In this instance the BMF contracted a consultant to undertake the research and produce draft versions of the appraisal. However, it should be noted that managing this particular conservation area re-appraisal has taken more officer time than would be usual for an in-house review of a conservation area.
- 5.2 Additional resource requirements are expected for the consideration of the recommended introduction of an Article 4 (1) Direction. This is anticipated to be revisited after the adoption of the appraisal with a separate report to Cabinet and Full Council. See also section on risk below.

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- 5.3 The implementation of an Article 4 (1) Direction, could pose a financial risk to the Council in terms of potential claims for compensation resulting from the withdrawal of permitted development rights. A claim for compensation could be made to the LPA if planning permission is refused or granted subject to conditions other than those imposed by the General Permitted Development Order for development which, but for Article 4 (1) Direction, would have constituted permitted development.
- 5.4 The claim for compensation could include abortive expenditure and other loss or damage directly attributed to the withdrawal of permitted development right. This can include the difference in the value of the land if the development has been carried out and its value in its current state, as well as the cost of preparing plans for the work.
- 5.5 However, on 6 April 2010, Section 108(2A) of the Town and Country Planning Act came into force and provides that compensation is only payable if an application for planning permission for certain development formerly permitted by the General Permitted Development Order 1995, is made within 12 months of the Article 4 (1) Direction taking effect.
- 5.6 However, no compensation for the withdrawal of permitted development rights is payable if the LPA gives between 12 and 24 months notice in advance of the withdrawal. When deciding to confirm the Article 4 (1) Direction (following the notification period), it would be up to Cabinet to decide when the Article 4 (1) Direction would come into effect.

Legal

- 5.7 The Council has powers to make and review conservation areas and management plans by virtue of Part II, section 69 (1) and (2) of the Planning (Listed Buildings and Conservation Areas) Act 1990. On adoption, the Old Bedhampton Conservation Area Appraisal will replace the 1994 appraisal.
- 5.8 Any potential legal implications of adopting a management plan for the Old Bedhampton Conservation Area and the implementation of Article 4 Directions will be subject to a further report to the Cabinet.

Strategy

- 5.9 The completion of the Conservation Area Character Appraisal and Management Plans for the 14 conservation areas in the Borough will help to achieve the Council's aspirations within the Corporate and Community Strategies, in terms of 'improving the design and quality of the built environment and the better maintenance / presentation of public spaces and places'; and within the Regeneration Strategy through 'the improvement of the public realm; the provision of environmental improvements and developing a sense of pride in place; and ensuring quality urban design and distinctiveness' and within the

NON EXEMPT

Cultural Strategy through the 'promotion of the local distinctiveness of the Borough'.

Equalities/Customers

- 5.10 None resulting from this report.

Risk

- 5.11 The Old Bedhampton Conservation Area Appraisal has been highly contentious due to it coinciding with the progression of the Local Plan and proposed development sites.
- 5.12 The risks can be separated into two categories: those as a direct result of the appraisal's recommendations and those from the unusual process of producing the appraisal.
- 5.13 The risks from the direct implementation of the article 4 within the conservation area appraisal are dealt with in the section on finance of this report.
- 5.14 Risks from the unusual process of permitting a local community to lead on a CAA include that the appraisal followed by Council designation are that it may be subject to close examination by those involved on both sides in the development plans in the area. For an area where the proposed development is controversial, additional time and resources are thus needed to avoid any actual or perceived bias in evidence gathering and decision making.
- 5.15 It is because of these process risks that the Old Bedhampton Conservation Area Appraisal has been brought to OPS board for scrutiny: to review the amended appraisal and the decision made as well as the process.

Communications/Public Relations

- 5.16 The designation of a wider area as Conservation Area will benefit the community in recognising the special character of the area and the community's pride in the village of Bedhampton.
- 5.17 The proposals were subject to consultation between February and March 2019. These have been fed into the considerations before the OPS Scrutiny Board. The consultation was advertised alongside the Pre-Submission Local Plan, which is a higher level of marketing and promotion than would usually take place for a Conservation Area Appraisal.

Appendices

Appendix 1: Old Bedhampton Conservation Area Appraisal and Management Plan

Appendix 2: Conservation Area map

Appendix 3: Summary of comments raised through the consultation and proposed subsequent changes

NON EXEMPT

Appendix 4: Redacted consultation comments in full

Background Papers: None

Agreed and signed off by:

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Old Bedhampton Conservation Area Appraisal

June 2019



Old Bedhampton Conservation Area Appraisal

Acknowledgements

This document is based on that produced on behalf the Bidbury Mead Friends by a collaboration of heritage consultations led by Murphy Associates with The Conservation Studio and DGC Consultants Ltd, with funding from The Bedhampton Charitable Trust.

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Statement of Special Interest

Summary

Old Bedhampton is situated to the west of Havant and Brockhampton, just north of the A27 and the coast and at the foot of Ports Down Hill. The Conservation Area encompasses the historic village at its centre and the formal open space of Bidbury Mead to the east.

Character features

- Network of early lanes and routes survive and are still used today, showing similarities with current and historic flow of movement around the village;
- Sections of a surviving network passing east-west through the heart of the settlement, reflective the low level of change to those routes;
- Relatively tranquil setting is afforded by the informal layout of the roads and light traffic movements
- Protected trees including those under specific Tree Preservation Orders;
- Natural springs, ponds and network of streams including The Brook, these are significantly important in the historical location of the settlement;
- The Mill complex of buildings, a number of which are listed, upper and lower, associated millponds, mill races with heads and tails, sluices, weirs and dams and Hermitage Stream. The mill complexes provide evidence of the village's former economic prosperity by using the naturally available water resource.
- Victorian railway bridge along Mill Lane. The bridge is important as it links the village to the mills and continues to do so today. Its form is unusual in that the gradient over the bridge is very slight and that the bridge from a curve to accommodate this;
- The following listed building add character to the conservation area through both their historic structure but also their large plots which gives the historic core of the village its more open grain than the later development.

Issues

- Inclusion of recreational space within the traditional parkland setting of Bidbury Mead to be protected by Conservation Designation.
- Erosion of character through the loss of historic and architectural features, use of non-traditional materials and unsympathetic additions.
- Erosion of boundary features such as walls, gate piers and banks.

- Loss of trees both within the public domain and the private garden setting.
- Traffic, pedestrian and other forms of access cause conflict for the users of the predominantly narrow roads with limited pavements.
- Volume of motorised traffic on narrow lanes and potentially use of narrow lanes to avoid traffic restrictions joining Bedhampton Road.
- Lack of welcome/definition of Conservation Area boundary.

1. Introduction to Conservation Area

Purpose

- 1.1 The designation, review, protection and management of conservation areas are part of the statutory duties of Havant Borough Council as the local planning authority. However, it is not uncommon for local amenity groups or individuals to instigate a review of existing conservation area appraisals.
- 1.2 Appointed by local residents, heritage consultants were commissioned to review the existing Conservation Area Appraisal for Old Bedhampton. This document is based on that work. Not only does it seek to update the existing appraisal, but it seeks to ensure that it accords with recent changes to guidance and advice at the national level, having regard to the National Planning Policy Framework but also from Historic England. It is anticipated that the document will encourage the local community to become more aware of and to understand their historic environment including landscape and setting.
- 1.3 The aim of the Character Appraisal is to:
 - define the special architectural or historic interest that justifies the designation of the conservation area;
 - consider the historic and landscape setting of the conservation area;
 - sustain or enhance the significance of the area in planning decisions;
 - identify those elements that contribute positively to the character and appearance that should be preserved or enhanced for the enjoyment of this and future generations;
 - identify issues that detract from the area's special interest, or affect its character, in order to inform the preparation of management proposals in future;
 - raise public awareness of the qualities that make the Old Bedhampton Conservation Area a special place; and ensure that the conservation area is protected from harm.
- 1.4 By addressing the existing character of the area, the Character Appraisal helps to ensure that future changes respect its special interest and issues that may affect the conservation of the Old Bedhampton Conservation Area.

History of Designation

- 1.5 Conservation areas are designated in order to safeguard the ‘special architectural or historic interest of an area’¹ The Old Bedhampton Conservation Area was first designated in 1980 and reviewed in 1994.

Policy & Legislative Context

- 1.6 Conservation areas are found throughout the country and have become a popular and accepted way of preserving the country’s best examples of historic townscape, with the type of area designated varying enormously.
- 1.7 While the listing of individual historic buildings began in 1944, the power to designate ‘areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance’² was first set out in the Civic Amenities Act 1967 and since then some 10,000 conservation areas have been designated in England and Wales.
- 1.8 The original definition remains the same in current legislation – Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990. The main consequences of designation are that:
- Planning permission is required for the demolition of buildings;
 - Notice must be served on the Council where works to trees are proposed;
 - The Council must pay special attention to the character of the conservation area and its setting when considering planning applications;
 - Permitted development rights are reduced in respect of some works including the size and position of extensions; adding cladding or rendering.³
- 1.9 Under section 71 of the Act, local authorities are encouraged to support their conservation areas with a clear statement of the special architectural and historic interest that justifies their designation. The production of this appraisal satisfies the requirements of the legislation and provides a firm basis for assessing applications for development.
- 1.10 Section 72 of the 1990 Act requires local authorities, to pay special attention to the desirability of preserving or enhancing conservation areas when considering planning matters. This does not necessarily stifle the scope for creative design provided the objectives of legislation and policy are met without harming the character and appearance of the conservation area.

¹ Planning (Listed Buildings and Conservation Areas) Act 1990

² Section 69 - Planning (Listed Buildings and Conservation Areas) Act 1990

³ Class A, Part 1, Schedule 2 – Town and Country Planning (General Permitted Development) Order 2015

- 1.11 Conservation areas may include a range of heritage assets, such as listed buildings, scheduled ancient monuments, registered parks and locally listed buildings. In the case of listed buildings, Section 66 of the 1990 Act places a statutory duty on Local Planning Authorities to have special regard to preserving the special architectural and historic interest of both the listed building and its setting.
- 1.12 Designation also raises awareness of an area's special attributes that will help to foster local pride in the locality. While conservation areas do not prevent change, designation does ensure that the character of the area can be taken into account in the interest of the community as well as addressing the interests of the developer.
- 1.13 Where it is considered that the special architectural or historic interest of the conservation area is being undermined by piecemeal changes allowed as 'permitted development', Havant Borough Council can use an Article 4 Direction to control such works.⁴

Planning Policy Context

National Planning Policy Framework

- 1.14 The [National Planning Policy Framework](#) (NPPF) (July 2018) sets out the government's policy approach to conserving and enhancing the historic environment in paragraphs 184 to 202.
- 1.15 Paragraph 186 states that, *"When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest."*
- 1.16 With regard to listed buildings, the NPPF expects *"great weight"* to be given when considering the impact of a proposed development (paragraph 193). Even where a non-designated heritage asset⁵ is concerned the effect of an application upon it should be taken into account (paragraph 197).
- 1.17 However new development within a conservation area or setting of a listed building is not ruled out. Indeed, *"Local planning authorities should look for opportunities for new development within Conservation Areas ..., and within the setting of heritage assets, to enhance or better reveal their significance."* (Paragraph 200)
- 1.18 *"Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area ... should be treated either as substantial harm under paragraph 195 or less than substantial harm under paragraph 196, as appropriate, taking into account the relative significance of the element affected and its*

⁴ Town and Country Planning (General Permitted Development) Order 2015

⁵ Heritage asset: A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing). Source: NPPF 2018

contribution to the significance of the Conservation Area ... as a whole.” (Paragraph 201)

- 1.19 Paragraph 185 of the NPPF requires that, “Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account:
- b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;
 - c) the desirability of new development making a positive contribution to local character and distinctiveness;” ...

Local Planning Policy

- 1.20 As at December 2018, the Development Plan for Havant Borough comprises the Local Plan Core Strategy (adopted March 2011), the Local Plan (Allocations) adopted July 2014 and the Hampshire Minerals and Waste Plan (Adopted October 2013). Both the Core Strategy and Allocations Plan are being replaced by the Havant Borough Local Plan 2036 which is expected to be adopted during 2019⁶.
- 1.21 Conservation area documents such as this Appraisal will form part of the portfolio of planning policy documents which act as a material consideration in planning decisions.

Management Proposals

- 1.22 An important outcome of character appraisals will be to inform appropriate management proposals for the area, which English Heritage advise should be set out in a specific document called a Management Plan. The objective of the Management Plan is to identify actions for the preservation or enhancement of the particular conservation area, such as proposals to address buildings at risk, environmental enhancement etc. The Management Plan is included as the final chapter of this document.

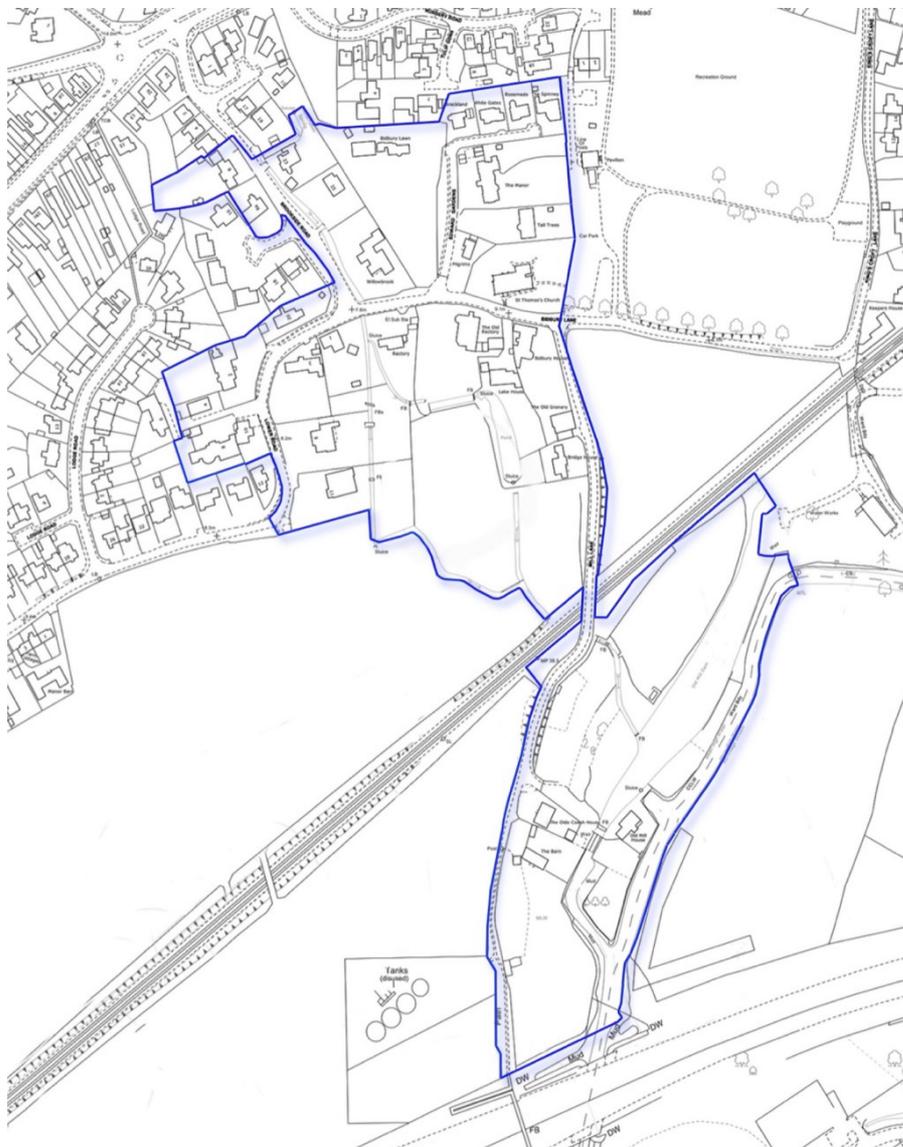
⁶ <http://www.havant.gov.uk/localplan>

2. Location and Setting

Location

- 2.1 Old Bedhampton Conservation Area straddles the Portsmouth to London Railway. The main body of the designated area being to the north of the line and is connected to the south by a Victorian brick railway bridge. The existing boundary is shown on Figure 1.
- 2.2 Despite its extension southwards to the boundary of the A27 'Havant Bypass', its nucleus is clearly identified as being centred on the Church of St. Thomas the Apostle, the Old Rectory, Bidbury House and The Manor House. Its southern area extends to include the Mill House, Lower Mill as well as the millpond and millrace.

Figure 1: Boundary of Conservation Area (Revised 1994)



- 2.3 Setting The conservation Area straddles the break between low level coastal plain to the south of Lower Road and the steadily increasing slopes to the north. It is bound on the western side by modern development from the 1960s and the Hermitage stream to the east. The remaining field to the south hint of the former rural setting of Bedhampton prior to the railway, the encroaching sprawl of Havant and construction of the A27 that encircle the historic core of the village that makes up Old Bedhampton Conservation Area.

Boundaries

- 2.4 Overall the conservation area is small in area and tightly drawn along the boundaries of historic buildings such as the Church of St. Thomas, The Manor, Bidbury House, The Old Rectory, the Rectory and The Elms. It includes 'Glebe lands' to the south of Lower Road and Bidbury Lane, following Mill Lane southwards and a public footpath returning northwards along the Hermitage Stream to the railway line where it turns west.

Topography and Landscaping

- 2.5 Although Havant Borough is relatively small, its landscape, townscape and seascape development is very varied and complex, reflecting the pattern of the wider landscape which surrounds it.
- 2.6 Topographically and geologically the Havant area sits on the lower levels of the Hampshire Basin clays and sands which extend along the southern seaboard of Hampshire and the Solent. However, the southern part of the Borough, like its neighbour Portsmouth, is distinguished by the higher outcrop of the chalk escarpment at Portsdown Hill.⁷
- 2.7 Urban development is generally of a more domestic scale and has suffered from severance due to the routes of the A3(M) motorway and A27 trunk road. Green infrastructure generally fans out from settlements toward the A3(M) and A27 (T) as is the case with Old Bedhampton.
- 2.8 The immediate setting of the conservation area is an important aspect of its significance, particularly areas such as Bidbury Mead, lands to the south of Bidbury Lane and farmlands to the south and south west of Lower Road. These lands have provided a rural setting of the conservation area and settlement. Any proposed development with these areas would have to meet the requirements set out in Listed Buildings and Conservation Areas Act 1990. Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area.

⁷ Havant Borough Townscape, Landscape and Seascape Character Assessment (2007)

- 2.9 Apart from changes to the mill lands to the south and southeast, the conversion of Manor Farm and development to the north side of Lower Road, the historic landscape and field patterns remains remarkably intact, including the network of routes, tracks and paths, some of which have their origins recorded as far back as the 1770s.⁸
- 2.10 Exceptions include the intrusive row of non-native coniferous trees that form a new boundary line between the fields to the south of Lower Road.
- 2.11 The route of Narrow Marsh Lane which is known to have existed in circa. 1770⁹ and on historic map dating from 1797 (Figure 6), which leaves Lower Road and leads to a bridge over the railway line to the land beyond. Recorded as a route in the late 18th century, it now a track. The link to the harbour was severed by the construction of the A27 by pass.
- 2.12 The topography of the local landscape and setting create an intimate setting but also a setting that allows for long views and vistas to and from the surrounding green spaces and fields.

Geology

- 2.13 The bedrock geology of the area is sedimentary and includes the chalk which was laid down during the cretaceous period as a white calcareous mud. This soft chalk, white limestone of organic origin contains microscopic calcareous bodies. Hard flints formed by silica, are embedded within the chalk.
- 2.14 As the sea retreated, the chalk folded and was exposed to coastal erosion. A product of this is the Portsdown Chalk Escarpment which forms the Hampshire basin.
- 2.15 Following the cretaceous period, as the sea rose, layers of mud were deposited including River Terrace Deposits of sand, silt and clay. This forms the most recent bedrock deposits referred to as the Tertiary period which include the Lambeth group, London Clay and the Wittering formation. Along Mill Lane and south of the railway line, the deposits are predominantly alluvial with fluvial strands reflecting the channels, floodplains and levees of a river or estuary.¹⁰

Archaeology

- 2.16 The Roman road between Chichester and Wickham runs to the north of the conservation area. There have been finds recorded along the route of the A27 and A3 including to the north of the Bedhampton Road (B2177).
- 2.17 A long history of occupation of the settlement indicates that Bedhampton is an area with high archaeological potential. As a result, a large part of the conservation area to

⁸ Bedhampton Historical Collection, records of Pile, J 'Roads and Trackways in Bedhampton, Havant and Warblington c.1770- 1810.'

¹⁰ British Geological Survey online

the north of the railway has been designated as an Area of Archaeological Importance. The presence of springs are considered to have attributed to the attraction of the area for early settlements.

- 2.18 St. Thomas's Church is recorded as being listed Grade II having mid-12th century origins. The chancel was rebuilt in the 13th century and lengthened in the 14th century. Three trenches were dug within the cemetery revealing early medieval and post medieval periods.
- 2.19 Iron Age Salt Works were recorded to the south of the A27 and noted in the Norman Domesday Book. Several small hearth areas, with groups of pot boilers, flint flakes and Iron Age sherds, were revealed during marsh reclamation, possibly indicating a salt-boiling site.¹¹ Within the conservation area, is a post medieval mill complex dating from the 18th century which includes the Corn Mill, Mill House and Watermill, and all listed Grade II.
- 2.20 There are three sites peripheral to Upper and Lower Mills and it is noted that the Domesday Book mentioned two mills. The position of the medieval mills might not have corresponded exactly with the current mill.
- 2.21 The presence of springs and streams with the water noted for its purity is considered to be an important historical factor for a settlement to be located in this area. The network of streams and levees certainly influenced the settlement pattern as well its economy and the industries that relied on the presence of water.

Locally Listed Historic Park and Garden

- 2.22 To the north of the conservation area lies the surviving grounds of the Old Manor House which is a Local Historic Park and Garden. It covers an area of 0.5 hectares. It was part of Bedhampton Manor and was held by Hugh de Port from Hyde Abbey. Included in the summary reference is made to the church, 7 servants, two mills, and two salterns and a deer park – a prosperous property.¹²
- 2.23 Over the years Bedhampton gained and decreased in value passing from owner to owner because it was often in the monarch's gift. A lot of the land was sold during the 19th and 20th centuries. For example, in 1912, the Dutton owner sold all the manor land north of Belmont. At this time land was more valuable for building than for farming.
- 2.24 Later in the 20th century an owner gained planning permission for 10 dwellings on the site of the manor house and garden. By that time, it was much reduced in size.
- 2.25 This threat of redevelopment of the Manor House was averted as it was bought by the Manor Trust to provide for the elderly in Bedhampton. Its rear garden has retained much of its shape from before the 19th century including the Tudor gate in the rear (east) wall. At the time of writing, the Manor House was undergoing renovations.

¹¹ Portsmouth City Museum Accession Nos. 29/71 and 48/71, Pastscape

¹² www.parksandgardens.org

- 2.26 The manor is in the traditional village situation, right beside the church near to the rectory, but now surrounded by modern buildings instead of meadows, evident in maps even as recent as the 1960s. It has preserved a carriage drive from Bidbury Lane, shown on 19th century maps.¹³

3. Evidential and Historic Value

Overview

- 3.1 Early mentions of Bedhampton stretch back to the 9th century when it is found in ecclesiastical records of 837 which state that the manor and lands were granted by the King to the Cathedral Church of Winchester. The mediaeval manor of Bedhampton comprised the whole of the Parish, a strip of land and sea that extended six miles from north to south and half a mile east to west. The best agricultural land was on the coastal plain and it is recorded as having eight plough lands and three acres of meadows. Tenants ploughed the lands in strips in the open fields which were sown in rotation and used for grazing in common after harvesting. Pastures were enclosed by the sea and valuable meadows provided hay for the over-wintering of livestock, such as Bidbury Mead.
- 3.2 In 1086 it was recorded as having a population of approximately 120 which grew steadily. It was held by the Abbot in the time of Edward the Confessor and Hugh de Port as referred to above. In the Domesday Book under the heading "*The land of St. Peter, Winchester*", Bedhampton has the distinction of a direct mention. The entry states:
- "Hugo de port ten. de abbatia BETAMETONE. "* (Hugo de Port holds BETAMETONE from the Abbey).
- 3.3 Hugh de Port was a Norman baron from Port-en-Bessin near Bayeux. He was a sub-tenant of the Abbot of Winchester, but for most of its later history, the manor was in the gift of the king who granted it with other estates to his relatives.
- 3.4 As time progressed Bedhampton's name changed from Betametone to Bethameton and Bethametona (one source dates these uses from 1167 and 1242) to Bodehampton in the 15th century, Bedhamton through to Bedhampton since 16th century.
- 3.5 In 1327 it was recorded as having 45 manorial tenants. In 1167 the manor was held by the son of Herbert the Chamberlain, ancestor of the baronial Fitz Herberts who held the manor until the beginning of the 14th century. Having been taken into the King's hands, it eventually passed to Edmund, Earl of Arundel before it passed to Edmund of Woodstock, the Earl of Kent, youngest son of Edward I in 1327. Although in 1329 Bedhampton was granted for life to John Maltravers, this was reversed in favour of Edmund, son of the Earl of Kent in 1330.

¹³ www.parksandgardens.org

- 3.6 Due to the death of this line, the Manor passed to Joan, the fair maid of Kent, wife of Thomas Lord Holland, who became Earl of Kent in right of his wife. It thus remained in this line until the extinction of male line of that house. It then eventually rested with co-heirs, the First Duke of Somerset. There were further changes of control and vestiges and by the mid 16th century, Edward VI granted the manor to Richard Cotton 'in consideration of long and faithful service' and remained in this family until the early 18th century.
- 3.7 Afterwards, the manor passed to Mr Legge, then Lord Talbot 1778 to 1790, Lord Stawell, Lord Sherborne and then his son Ralph Dutton and by the early 20th century, his grandson Henry Dutton.
- 3.8 The Black Death (1348 – 49) and poor harvests reduced the population by one third to a half. The population was affected again in 1558 – 59 when an influenza epidemic hit the entire country. The Lay Subsidy Rolls dated 1589 saw only 10 taxpayers as opposed to 26 only 60 years prior.
- 3.9 The Domesday book recorded two watermills in Bedhampton including a corn mill and in 1286 a fulling mill usually associated with cloth-making. The sites can be identified as Lower Mill accessed via Mill Lane and Upper Mill which is located at a bend in the Hermitage Stream. Latterly, the modern waterworks of the Portsmouth Water Company has occupied this mill site.
- 3.10 The Domesday book also records two salt-houses where seawater was evaporated to produce salt, and extensive woodland providing fodder for pigs. A Church was also recorded dating from the Saxon period but was replaced in the 12th century by a newer church in the Norman style, much of which survives today.
- 3.11 Although a small community clustered around the church and manor house, Bedhampton was by no means isolated as it lay on an important route connecting the feudal castles of Lewes, Bramber and Arundel with Portsmouth, Portchester, Southampton and the West Country. The route running east-west to the north of Old Bedhampton is recorded as Roman Road. It is known from documents signed and sealed at Bedhampton that King John stayed overnight in 1208 and 1213, as did Edward I in 1297 and Edward II in 1325. In 1591 Elizabeth I dined at Bedhampton.
- 3.12 Saxton's map of 1575 (above) identifies Bedhampton as *Bedboiton* (Figure 2) and its location is demarcated by a church.

Figure 2: Christopher Saxton's map of Hampshire 1575



- 3.13 William Cecil and Lord Burghley's map of 1585 (see Figure 3) shows not only the church but Bedhampton as a contained settlement but this was not the case by 1611 as shown in Speed's map (see Figure 4). Emparkment has occurred to land to the north.
- 3.14 The economy of medieval Bedhampton is illustrated by a much later document, recounting the survey of the manor of Bedhampton taken in 1632.¹⁴ The survey contains the following passage:
- 3.15 "There is within the manor of Bedhampton one piece of ground compassed about with the sea containing four acres of ground not flowed with the sea, where are yearly bred and taken forty dozen of fowl called pewitt. And there is likewise within the manor of Bedhampton a creek or piece of ground flowed with the sea at every full sea called the fowling grounds, wherein are yearly taken winter fowl, that is to say ducks, mallards, wigeons and other fowls called wild fowl of great profit and commodity and wrack of sea and hath been time out of the memory of man."

¹⁴ Cousins, R 'A brief history of Bedhampton' May 2015, p13.

Figure 3: W. Cecil and Lord Burghley's Map, 1585



Figure 4: Speed's Map of 1611



- 3.16 The Domesday Book also noted the presence of a hunting park which is located to the north of the current village – Bedhampton Deer Park which was enclosed from the Forest of Bere¹⁵ by a fence of approximately 8 miles long and then disparted in 1632 and subsequently used for arable cultivation. The Deer Park contained fish ponds, a rabbit warren and keeper’s lodge providing for the Lord of the Manor’s plate. The surviving remnants that formed part of the Old Manor House grounds is recognised as a locally listable Historic Park & Garden. At this time Bidbury Mead was part of the manorial demesne land.¹⁶ The Domesday Book also recorded the presence of a church and two mills.

Figure 5: Morden’s Map of 1695



- 3.17 A 1797 map (see Figure 6) sourced from the National Library of Scotland provides more detail indicating development laid out in a gridded pattern to the north of Bidbury Lane / Lower Road with recognisable planted gardens (see Figure 6). This map was drawn in the year that Napoleon declared war with England and post the formation of the Turnpike Trust in 1763 but does show some improvements to routes which included ‘Somerway’ as it was called in 1749, ‘The Lower Way’ in 1753. As the name suggests ‘Somerway’ was probably only usable during the summer months.¹⁷

- 3.18 The residential properties that form the settlement of Bedhampton are shaded pink. Of those the largest is set to the north of the Church within contained landscaped grounds.

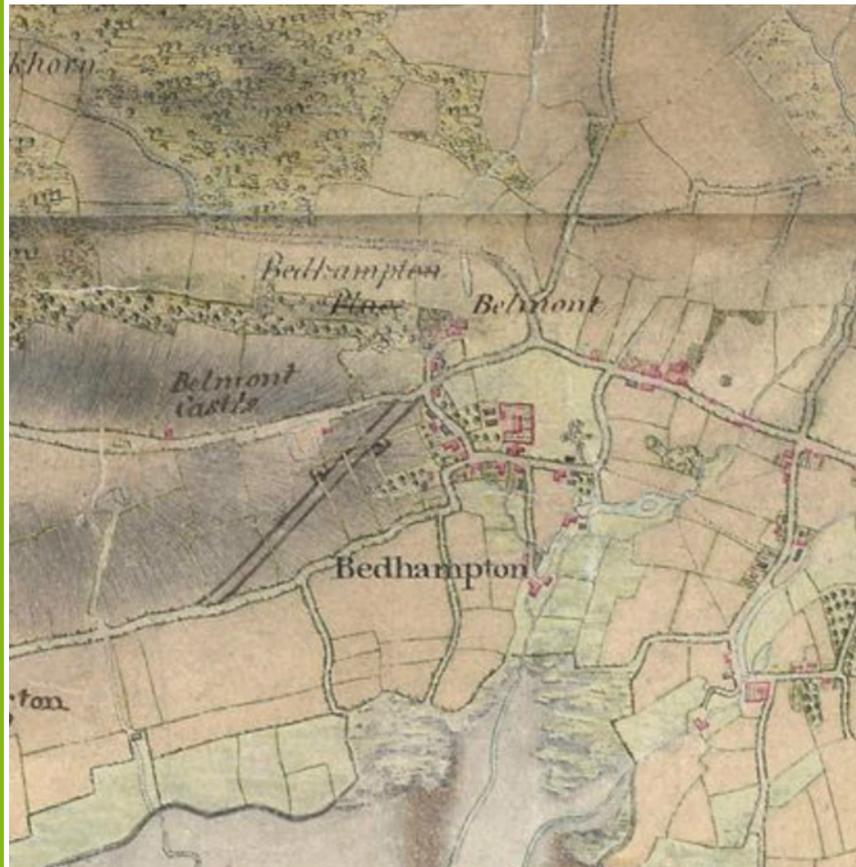
¹⁵ Cousins, R ‘A brief history of Bedhampton’ May 2015

¹⁶ Bedhampton Historical Collection, records of Pile, J, letter to Ms McLanachan dated 26th June 1996

¹⁷ Bedhampton Historical Collection, ibid

In later maps this is identified as the Manor House. Bidbury Mead can be seen to lie to the north and east of the Church and the Manor House. The Manor House is recorded as having fallen into a dilapidated state and was rebuilt in 1881.¹⁸ Belmont House was built within its own ample grounds which is also seen in the 1797 map. The Elms is clearly noted at the western end of the settlement with its planted grounds and long approach drive from the west and 2 of dwellings to the south side of Bidbury Mead. Further to the east a detached building is noted in the approximate location of the former Manor which later became the Poorhouse. The road and laneways remain recognisable to the present day.

Figure 6: 1797



- 3.19 During the 18th century many growing towns could not produce their own corn. Therefore, Bedhampton was ideally located to supply a growing population with bread and a wider area with cereals. In the 18th century Daniel Defoe in his tour through England and Wales described how all the countryside around Chichester Harbour and Langstone Harbour was given over to corn production. The Old Mill House is reputed to have been the place where the poet John Keats finished his poem *'The Eve of St. Agnes'* in 1819 and spent his last night in England in 1820.

¹⁸ Hampshire Telegraph, 05 July 1929

- 3.20 Mapping from 1825 (see Figure 7) clearly shows the riparian network including streams, ponds, ditches and millponds which with little change to the field pattern and boundaries of properties. The Church, Manor House and Farm, Brookside House, the Rectory, Bidbury House, The Elms with its formal approach from the west, the Poorhouse (former Manor House) and mill complexes are clearly identified.
- 3.21 Mill Lane and Narrow Marsh Lane¹⁹ leading south of Lower Road (previously called 'Lower Way' or 'Somersway')²⁰ providing access to fields system to the south, the mills and onwards to the harbour. By this time, development was increased along the north side of the Chichester to Portsmouth Road. See Figure 7 below.

Figure 7: Tracing of c1840 tithe map by J Pile



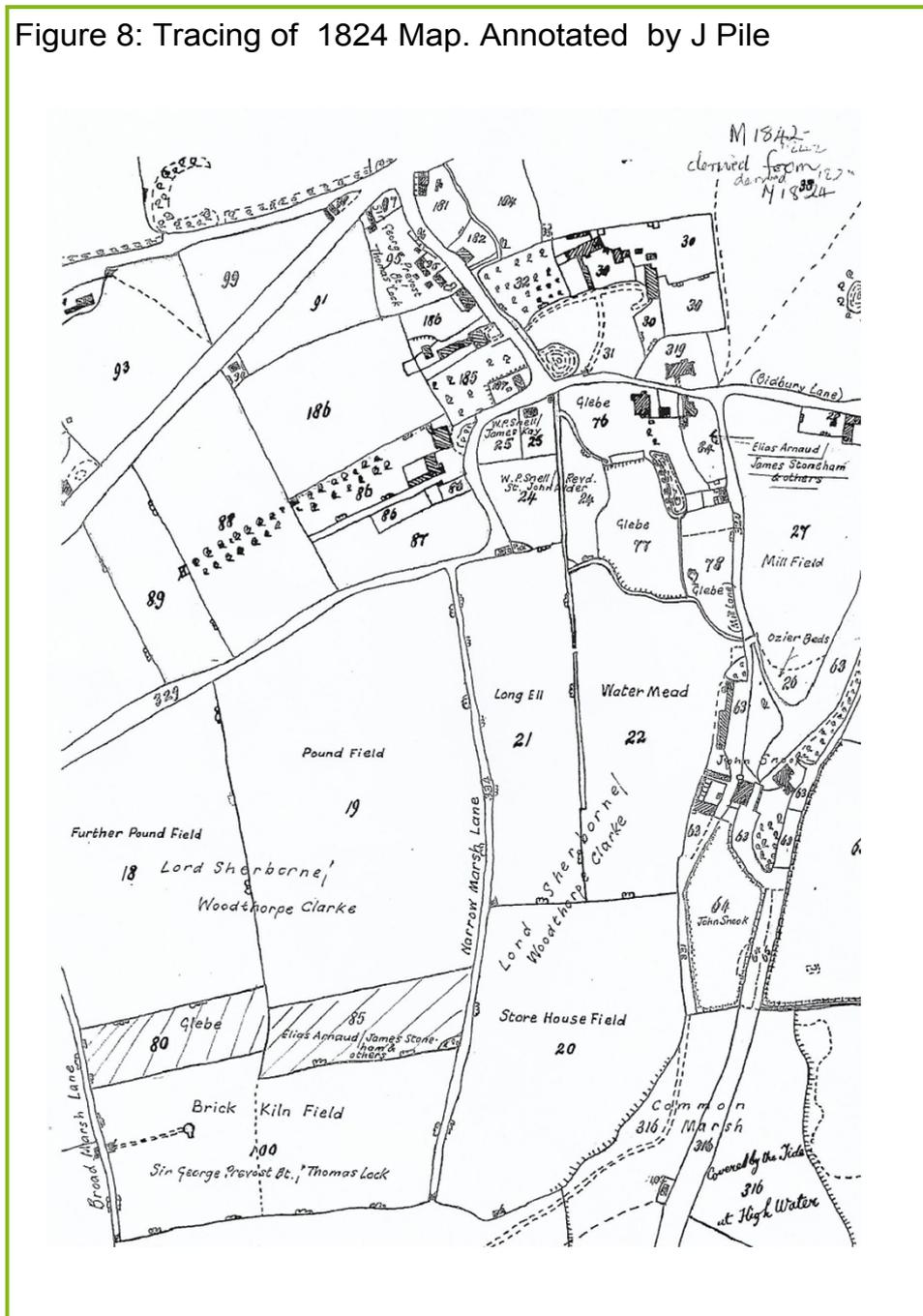
(Source: Local Study Group)

- 3.22 This corresponds with an earlier annotated map from 1824 (see Figure 8) which shows field reference numbers, fields name and in some instances land owners. It is noted that the 'Narrow Marsh Lane' provided direct access to the fields and lands in the ownership of Lord Sherborne, Woodthorpe Clarke, Elias Arnaud, James Stone and

¹⁹ Bedhampton Historical Collection, records of Pile, J, SU701060 - 1749, 1753, 1810, 1842 PCRO Belmont Deeds TA No. 334

²⁰ Bedhampton Historical Collection, records of Pile, J - SU699062

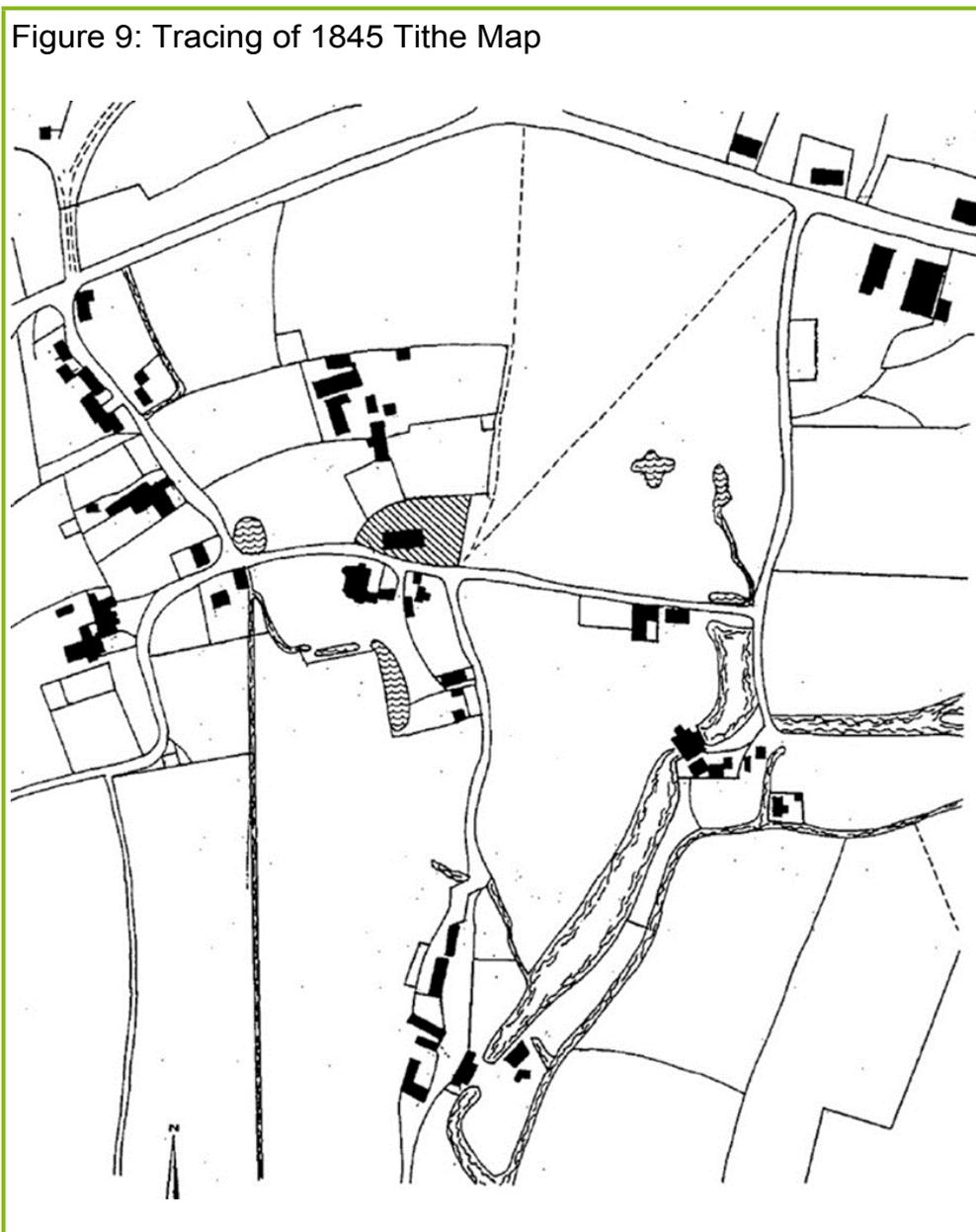
others.²¹ This lane was clearly demarcated in the 1960's OS map included as Figure 14. The historical association with Belmont to the north is indicative of the historical importance and significance of this route for access to Broad Marsh and the harbour for the owner, to serve the adjacent lands and in the wider context for the settlement.



3.23 A tracing of the 1845 Tithe map (Figure 9) shows the village of Bedhampton before the coming of the railway. The Church of St Thomas is centrally placed within the settlement, the Manor which is located to the north west of the Church, comprises the residential dwelling with what appears to be a farmstead serving the manor to the north west.

²¹ ibid

3.24 The map indicates that two of the farm buildings are of considerable size, generally rectilinear in form, orientated at right angles to one another with small outbuildings located to the north and east of the principal structures. The drive and grounds associated with the Manor House are clearly identifiable with a series of footpaths emanating from the grounds linking the former lands associated with the manor.



3.25 Although the village has a nucleus, largely created by the road network, there is no regular pattern of development. It tends to be loose and sporadic but it does have four houses of high status: The Manor House, The Elms, The Old Rectory and Bidbury House all of which are noted as having sizeable plots and located between the Church, Brookside Road and Lower Road. The Old Rectory is the only other building centrally placed which is located on the southern side of Bidbury Lane, opposite the Church. The Poorhouse, the former Old Manor, although shown within contained grounds, was also of a considerable footprint.

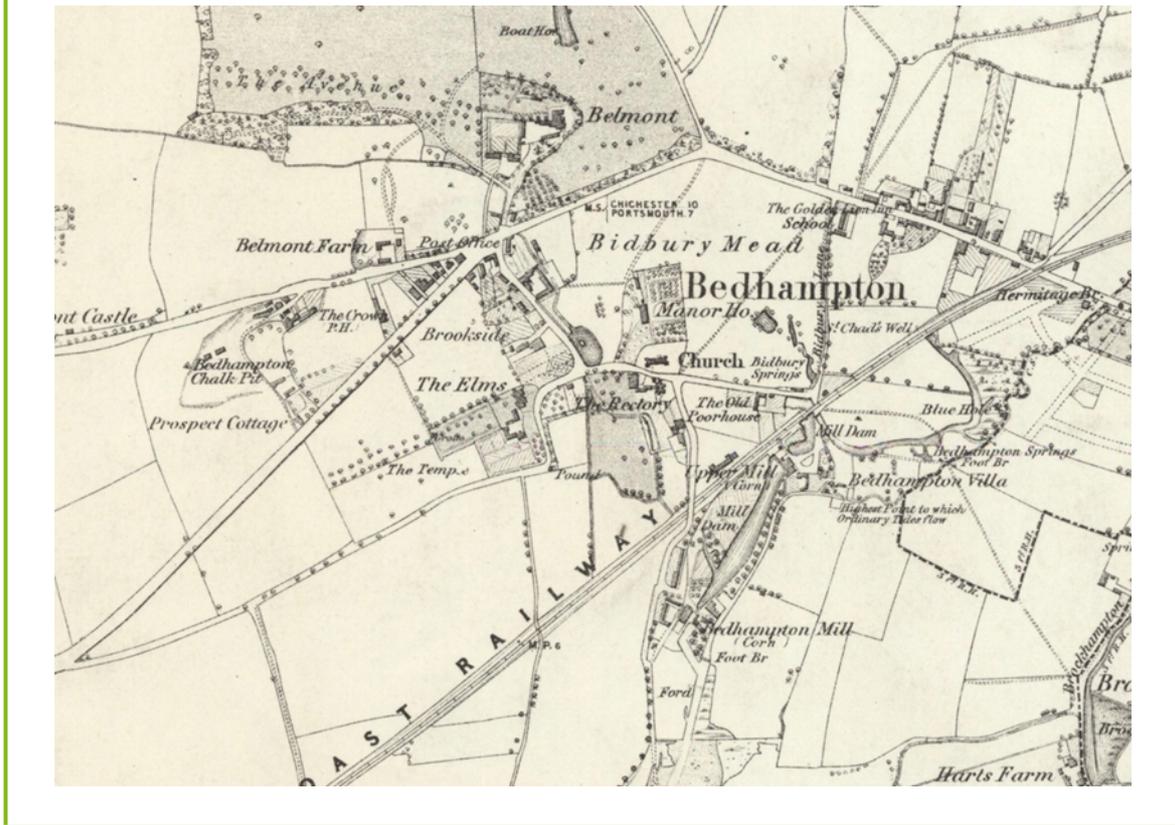
3.26 The Victoria County History mentions a hamlet known as Belmont that stood north of the church and this is probably indicated by a cluster of buildings that are recorded as

being in this position on the 1845 Tithe Map (See Figure 9) and now occupied by modern housing. The house of Belmont Park is recalled by the street- name Belmont Grove on the north side of the B2177.²²

- 3.27 Further to the southeast, set within the rural environs and close to existing springs and streams are two groups of buildings, which evidence shows, are farm and mill buildings, noted as corn mills with Mill Fields but also a 'Store House Field' between a 'Common Marsh', covered by the tide a high water and Water Mead, possibly liable to flooding as a result of the ditches and streams overflowing. 'Store House Field' suggests dry land where it was relatively safe to store crops or products either arriving or being prepared for onward travel by land or sea.
- 3.28 In 1847 the construction of the railway improved communication but was too late to rescue the agricultural industry and its economy. The route of the railway resulted in the separation of the two mill complexes from the remainder of the hamlet/village as seen in the 1870 OS Map Extract (Figure 10) and the loss of Kings Croft Lane to the south of the junction of Bidbury Lane. It still shows Narrow Marsh Lane with a bridge over the railway line as per Mill Lane.
- 3.29 The 1870 OS Map extract (Figure 10) clearly shows the railway line as it cuts through the village, dissecting the built form. To the south, apart from the mill complex which includes two corn mills and mill dams, there are limited structures including the Mill House and Bedhampton Villa being notable residences.

²² Pile, 1829

Figure 10: OS Hampshire & Isle of Wight LXXVI 1859-1866, Published 1870



3.30 In 1870-72, John Marius Wilson's Imperial Gazetteer of England and Wales described Bedhampton as:

"Bedhampton, a village and a parish in Havant district, Hants. The village stands on Langston harbour, adjacent to the South Coast railway, 1 mile W of Havant; and it has a post office under Havant, commands a charming sea-view, and is noted for its fine springs. The parish comprises 2,416 acres of land and 190 of water. Real property, £4,182. Pop., 576. Houses, 119. The property is divided among a few.

The manor once belonged to a dowager Countess of Kent, who took a nun's vow in grief for the death of her husband, afterwards married Sir Eustace Dabrieshes-court, founded a chantry in penance for her marriage, and died here in 1411. The living is a rectory in the diocese of Winchester. Value, £328 Patron, E. Daubeny, Esq. The church is a small, old, substantial edifice, with pointed steeple."*²³

3.31 The Hampshire Telegraph dated 3rd April 1875 accounts for an auction at the property selling furniture, brewing gear, pony traps and livestock. An earlier account in the Portsmouth Times and Naval Gazette 7th February 1857 makes reference to an insolvency notice for Mr George Edwards who was a licensed brewer at the Chalk Pit Brewery. This suggests that Bedhampton Villa may have been the site of the established brewery at Bedhampton which would not be surprising given the reputed

²³ Bedhampton Booklet.pdf

quality of the water from the natural springs and healthy-giving virtues. The Villa became consumed by the waterworks which was established at the end of the 19th century. The building was eventually lost to make way for the water works buildings that remain today.

- 3.32 To the north of the railway line and south of Bidbury Mead there were three buildings – the Upper Mill, a Manor House which became The Old Poorhouse, and a building on the edge of Bidbury Mead probably associated with the Bidbury Springs. These three buildings no longer exist, however the historic walling associated with The Poorhouse and that to the south east corner of Bidbury Mead have survived in part. The Poorhouse closed in the early 1800s. It is reported that in 1854 - 56 this was also a biscuit factory where biscuits were baked for Crimean War by John Snook²⁴, owner of the Bedhampton Mills. It was connected by a footpath to a grain store and mapping from 1876 (not included) shows a factory type building connected to the railway by a turntable.²⁵ Of note is the fact that in Parliament Session in 1868, the Borough of Portsmouth Water Works applied for leave to,

“acquire compulsory or otherwise and take on lease and take grants of easement over any lands, houses, springs, streams, water, water rights, and other hereditaments, requisite or necessary for any of the purposes aforesaid, and also to purchase and acquire, compulsory or otherwise, mills, lands, houses, waters and water rights in said parishes of Havant, Bedhampton”²⁶

- 3.33 The surrounding sweep of land also forms part of the story of the Mills and granary. Snook was also the owner of a storehouse on a quay at the lower end of Mill Lane which was only accessible at low tide by a causeway, traces of which may still be present. It was a public landing place where local produce was shipped to ports along the coast and coal and manufactured goods were unloaded. This is a reminder of Bedhampton’s former sea-borne related trade.²⁷ Snook was recorded as an importer of ‘foreign wheat for home consumption’ in 1888.
- 3.34 A former farm complex is located to the east side of Brookside Road and sporadic development to the west side including Brookside House and further along, the Elms. Of note is the presence of the Bedhampton Spring which has its source to the north of a former agricultural complex. It is split at the south east corner of the farmstead with one section running along the east side of Brookside Road. Both feed into a sizeable pond at the junction with Lower Road, Brookside Road and Bidbury Lane. It then continued beneath Lower Road to run past the new Rectory and round past Lake

²⁴ John Snook is recorded as being the owner of the Flour Mill in 1808 (Hampshire Chronicle). Bedhampton Mills had been in the Snook family ownership since c.1792 (Hampshire Telegraph, 10 April 1875). According to Newspaper records, the mills were often leased out In 1888 in the advert for lease, the mills are referred to as ‘water corn mills’ having associated cottages, large stores, railway siding, wharf, stabling and other premises, A mill house was recorded as being attached to the Upper Mill and a detached residence connected to the Lower Mill with its 15 bedrooms, office and garden (Hampshire Chronicle, 08 September 1888).

²⁵ Cousins, R ‘A Brief History of Bedhampton’ Havant History Booklet No. 50 (May 2015)

²⁶ Portsmouth Times and Naval Gazette, 30 November 1867

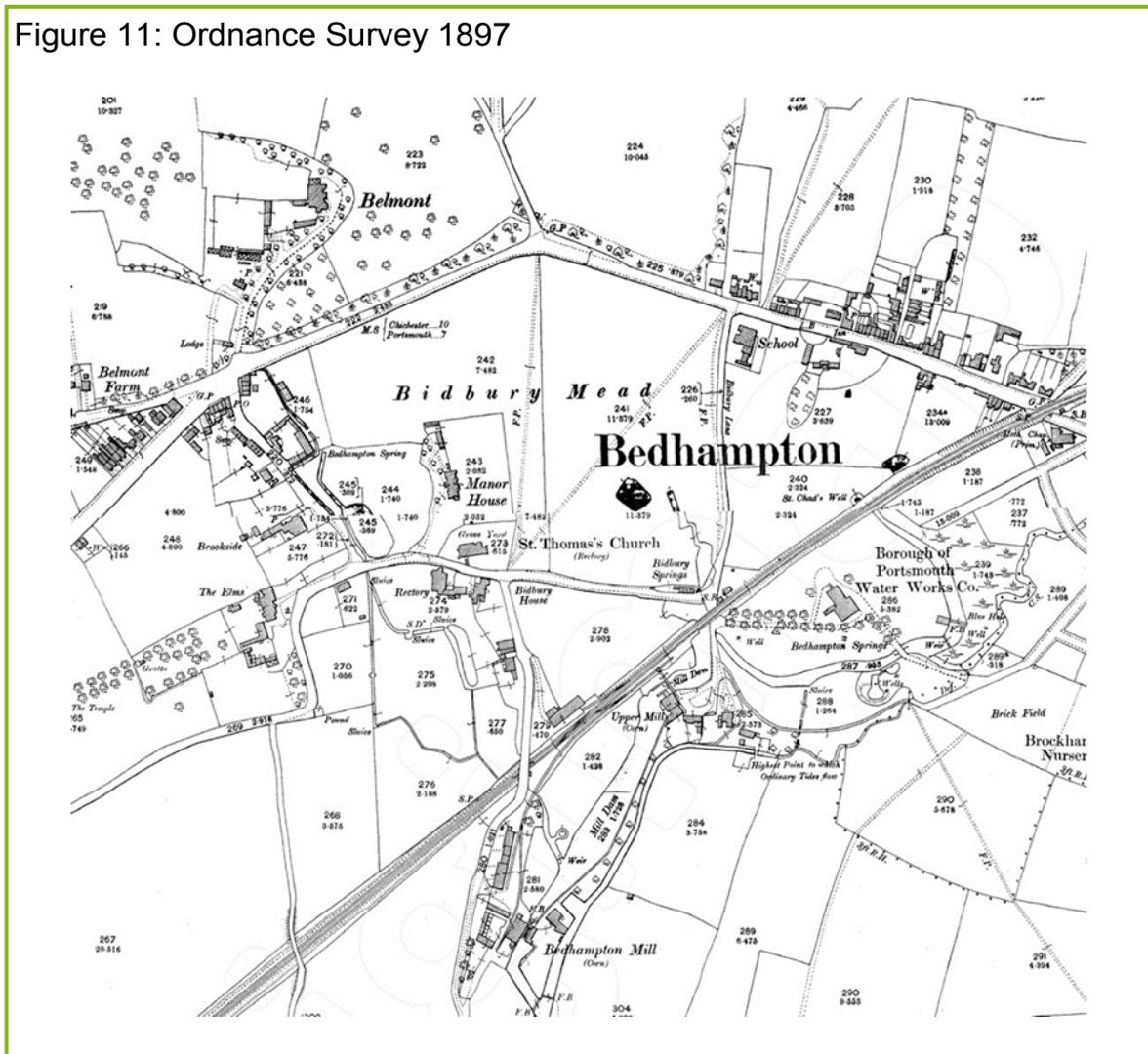
²⁷ Bedhampton Historical Collection, records of Pile, J including a letter on the footbridge over the A27

House in Bidbury Lane. Part flows into a culvert through the gardens of the four properties to the south side of Lower Road, close to the entrance of the road.

- 3.35 Historic culverts draining the water from the fields are particularly evident within the settlement, enclosing fields to the south of The Rectory. The east-west branch eventually connected in to riparian network to the east side of Mill Lane and the Mill Dam. The historic map of 1897 (see Figure 11) indicates two routes that led across the railway line. Mill Lane which led over the multi-arched red brick bridge over the railway line leading to the lower mill complex and Narrow Marsh Lane with a narrower bridge over the same line.
- 3.36 These routes, including bridges, led to Broad Marsh, the harbour and sea offering safer passage at that time. They also served the lands to each side. There is evidence for the use of Narrow Marsh Lane up to 1957 from the records of historian John Pile, dated 1994.²⁸ Mill Road continues as a public footpath and bridleway beyond the metalled surface. Both are considered to be of historic importance.
- 3.37 Although brick kilns were evidenced in previous decades (see Figure 8), by 1870–1879 agricultural labouring was still a predominant role along with millers and farmers. Change saw the increases in railwaymen, brickmakers, bricklayers and joiners. This also reflected the increase in building in the area spurred by the increased accessibility to travel and transport materials. The survival of the brick kilns and ‘Brick Kiln Fields’ on the 1824 map (Figure 8) is questioned as they were either removed or severed by the railway line.
- 3.38 The 1897 Ordnance Survey map (Figure 11) reveals little expansion to the village of Bedhampton. However, on the land to the north east of Bedhampton Villa to the west of the Marsh, the Borough of Portsmouth constructed new water buildings sourcing water from the Bedhampton Springs for the provision of the inhabitants of the area.

²⁸ Bedhampton Historical Collection, records of Pile, J, ‘Roads and Trackways in Bedhampton, Havant and Warblington c.1770 – 1810’ dated 9.10.94 which shows ‘early routes remaining in use in 1957’

Figure 11: Ordnance Survey 1897

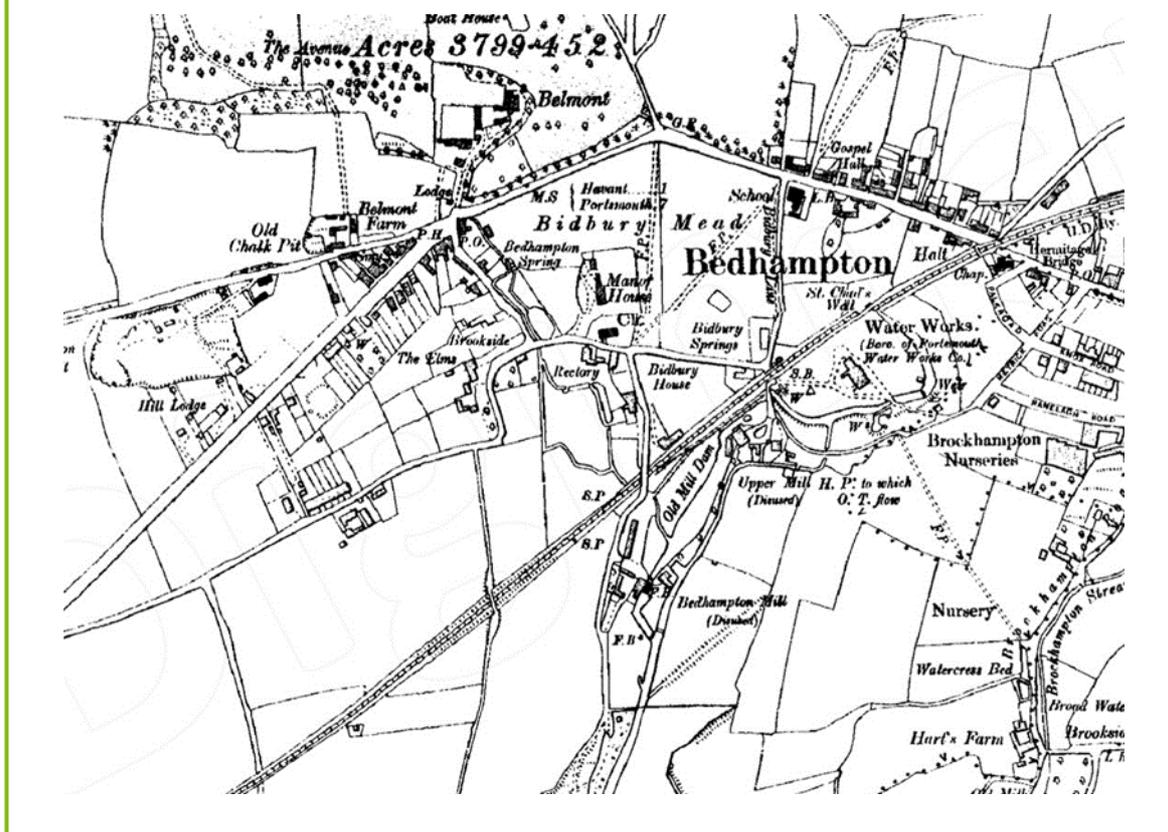


- 3.39 The Ordnance Survey map of 1900 published in 1910 (Figure 12) identifies further expansion of the settlement to the north of Bidbury Mead with the formation of Lester Avenue which runs northwards with detached and semi-detached dwellings aligned generally east and west. Whilst the historic core of the village remains largely unaltered some infill development is evident to the peripheries, including the separation of the plot of land on the eastern side of the school upon which a linear building with privy has been erected. Two new buildings have been erected at the junction of Bidbury Lane and Kings Croft Lane.
- 3.40 This period also suggests an increase in population with new development along the south eastern side of Bedhampton Mill Road with the land to the north of Lower Road previously identified as orchard / woodland being divided into small plots for cultivation. Manor Farm House appears on the 1900 OS mapping to the north side of Lower Road. Although not shown on the 1890 OS Map, it is recorded as having existed in 1889.²⁹ Its courtyard arrangement of farm buildings with a terrace of agricultural workers cottages are noted to the south side. A terrace of dwellings is also shown to the north side of the

²⁹ Portsmouth Evening News, 19 October 1889

road. The land associated with the Manor House remained intact, albeit severed by the railway line.

Figure 12: Ordnance Survey 1900



3.41 By the early to mid-20th century, occupation by agricultural labourers declined sharply. Farmers were fewer, millers disappeared, building trades rose as did middle class occupations but the 'gentlemen' declined.³⁰ Manor Farm was not in decline. It was farmed by manager, Walter Benford Mason³¹. He also managed a number of farms in the area and was later to become the owner of Manor Farm. Mr Mason was not only a farm manager, but also a Magistrate and church warden at the village church of St. Thomas.³² As well as being the venue for farming competitions, the camp of the 59th Cadet Battalion of the Anti-Tank Gun Regiments were stationed in a camp at Manor Farm in August 1939.³³

3.42 An article in the Hampshire Telegraph on 24 June 1938 includes an article title '*In Old Bedhampton Charming Village That Hides Around the Corner*' by Rambler, makes reference to "paths to the foreshore ... But a word of warning: The going is a trifle rough on the feet. The small sharp flinty stones in places cannot be good for tyres, either. However, judging from this particular afternoon, the locality is not overrun by

³⁰ Cousins, R *ibid*, p18

³¹ Hampshire Telegraph, 03 July 1925

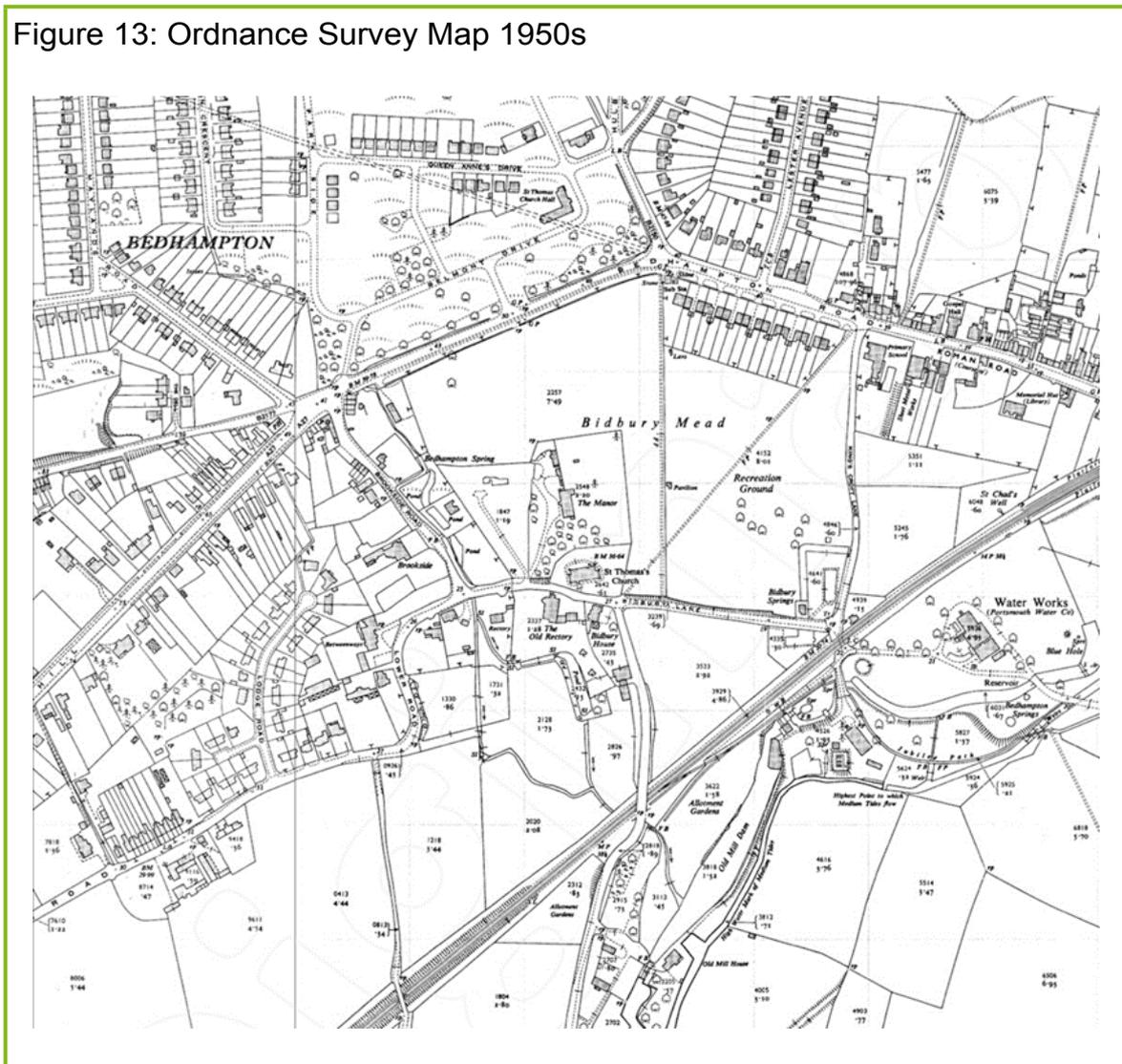
³² Hampshire Telegraph, 13 July 1956

³³ Portsmouth Evening News, 16 August 1939

vehicles of any kind?" And a further reference which refers to Mill Lane also refers to its as a "flinty road over the railway bridge leading to the foreshore."

- 3.43 The Ordnance Survey map of 1950 (Figure 13) shows a dramatic change to the area, the predominantly rural setting of the surrounding area to the historic core of Old Bedhampton, as it is now known, replaced by the construction of New Bedhampton, known as Bedhampton which included the loss of Belmont, the manor house to the north west of Bidbury Mead which was replaced with St Thomas Church Hall, residential houses and associated infrastructure; and the infilling of land around Maylands Road to form the 20th century suburbia, seen today.
- 3.44 Encroachment of infill development on the historic lands of The Manor House is also evident with the development of semi-detached residential properties to the north east corner of Bidbury Mead and the construction of a single dwelling to the west of the Manor House. Reduction of plot sizes to historic buildings and infill development is also evident, to the west of The Rectory, a new rectory was built, reducing the larger area of land. Further subdivision occurred to the west and two additional dwellings were introduced.

Figure 13: Ordnance Survey Map 1950s



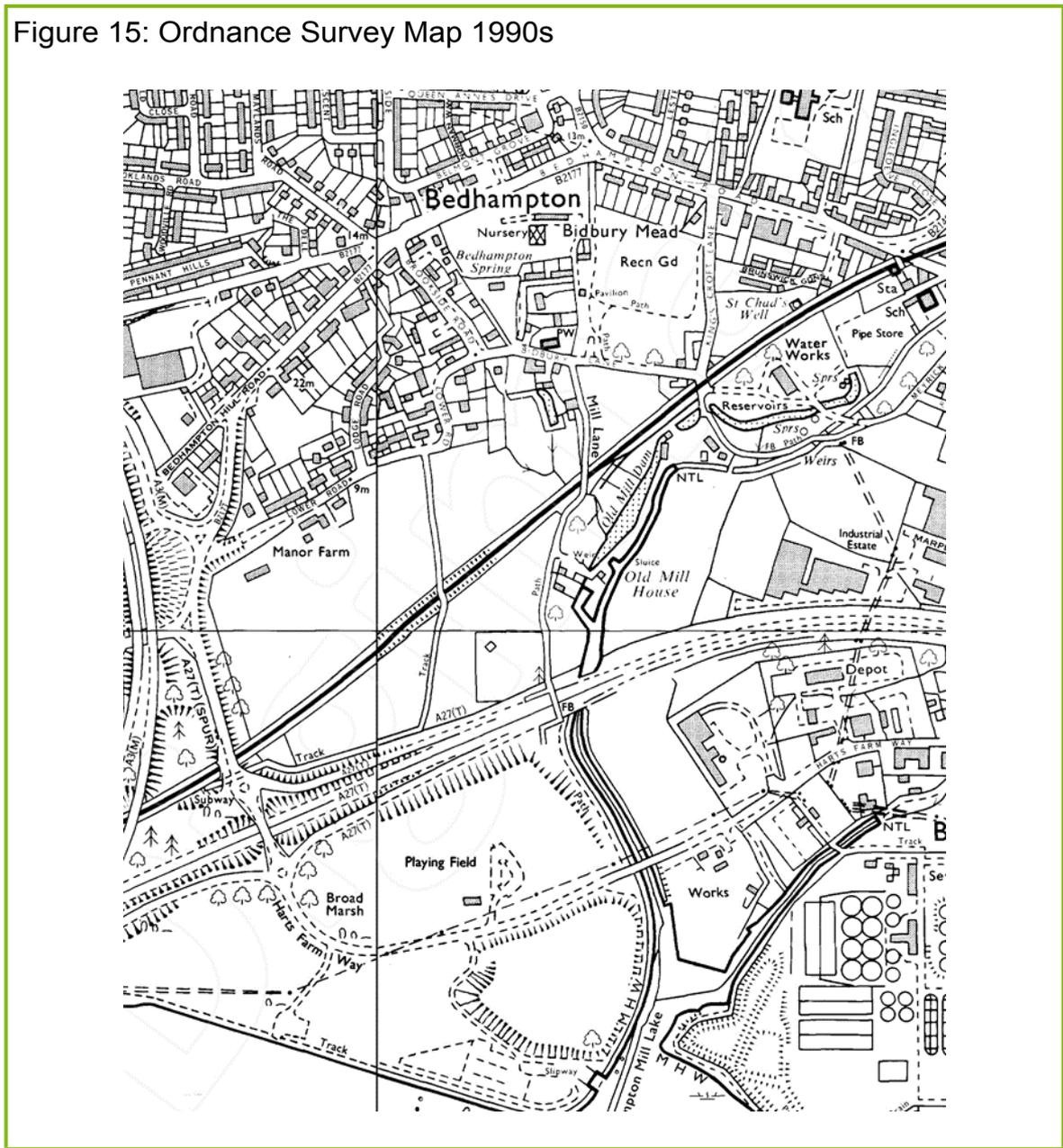
- 3.45 Further development to the west of The Elms and Brookside took place introducing a cul de sac development of semi-detached dwellings, only the land to the southern side of Lower Road and beyond to the south of the railway line remain unaffected. The remaining areas of open space include Bidbury Mead comprising the recreation ground and a triangular parcel of land to the south east of Bidbury House, enclosed by Bidbury Lane, the railway track and Mill Lane. It is of note that the new residential development and the expansion of the settlement occurred to the northern quadrants.
- 3.46 Between the 1960's and 1990's there appears little change to the urban form of Bedhampton and the historic core of Old Bedhampton. Field evaluation as part of the re-appraisal of the conservation area suggests that this status quo remains. The Ordnance survey maps of 1960 (Figure 14) shows further residential development on the former lands of Belmont including the formation of Belmont Grove, Queen Annes Drive, Roman Way, Park Side and Wigan Crescent. Infilling to the north eastern side of Bedhampton Hill Road is also evident and to the north of the Manor House, a nursery has been formed upon the former manorial lands.
- 3.47 The recreation grounds remain unaltered as does the historic built form located on Mill Lane. The land to the south of Manor Farm remains rural and undeveloped however the fields to the south east of Old Mill House shows a modern industrial estate served by a network of roads resulting in the loss of rural character and setting.
- 3.48 A major change to the south of the settlement was the construction of the A27 (T) Havant bypass. It too severed lands in the same ownership, north and south of the road. Broad Marsh was being infilled. Narrow Marsh Lane was still clearly marked, was maintained over the railway line and through the field to the south, being its historic route. It was then diverted to turn west alongside the slip road. The ancient right of way, Mill Lane, was severed by the A27 (T) between old Bedhampton and Langstone shore. The southern section of the route was removed. It was not until a footbridge was provided in the 1980's because of a fatality³⁴ leading to recreation grounds provided from the infilling of Broad Marsh. The footbridge is shown on the 1990s OS map extract shown as Figure 15.

³⁴ Bedhampton Historical Collection, records of Pile, J

Figure 14: Ordnance Survey Map 1960s



Figure 15: Ordnance Survey Map 1990s



Education

3.49 Although not within the conservation area, the growth of the settlement saw the need for educational facilities to serve the local population. Records indicate that by 1833 there were two 'Dame Schools; in Bedhampton. The old Bedhampton National School was built on the corner of Bedhampton Road and Kingscroft Lane to the designs of Richard William Drew, a London architect. The school was enlarged in 1873 and used as a school, a Sunday School and for public meetings. It was extended again in 1895 to accommodate about 180 children.³⁵ It closed in 1985 and today it has been converted into residential accommodation.

³⁵ Cousins, R 'A brief history of Bedhampton' May 2015, p26

4. The Character & Appearance of the Conservation Area

Features that Contribute to Special Interest

- Network of early lanes and routes survive and are still used today, showing similarities with current and historic flow of movement around the village;
- Sections of a surviving network passing east-west through the heart of the settlement, reflective of the low level of change to those routes;
- Relatively tranquil setting is afforded by the informal layout of the roads and light traffic movements
- Protected trees including those under specific Tree Preservation Orders;
- Natural springs, ponds and network of streams including The Brook, these are significantly important in the historical location of the settlement;
- The Mill complex of buildings, a number of which are listed, upper and lower, associated millponds, mill races with heads and tails, sluices, weirs and dams and Hermitage Stream. The mill complexes provide evidence of the village's former economic prosperity by using the naturally available water resource.
- Victorian railway bridge along Mill Lane. The bridge is important as it links the village to the mills and continues to do so today. Its form is unusual in that the gradient over the bridge is very slight and that the bridge is curved to accommodate this;
- The following listed buildings add character to the conservation area through both their historic structure but also their large plots which give the historic core of the village its more open grain than the later development.
 - i. Church of St. Thomas's and its cemetery, listed Grade II;
 - ii. The Manor House of 17th century origins with timber framing to rear elevation, listed Grade II;
 - iii. The Old Rectory, listed Grade II;
 - iv. Manor Cottage, Grade II listed;
 - v. The Elms and its front garden, gates and piers, listed Grade II*;
- Notable non-designated heritage assets including a Locally Listed Historic Park & Garden.

- 4.1 The Heritage assets map attached as Appendix 1 identifies the designated and non-designated heritage assets within the conservation area. A Townscape Appraisal Assessment is provided at Appendix 2.
- 4.2 Outside but adjacent to the boundary of the Conservation Area there remains:
- The sunken 'rural' lanes including King's Croft Lane and Bidbury Lane;
 - Open green Bidbury Mead which creates a centre piece to the settlement;
 - Rural and former coastal setting.

Spatial Analysis

- 4.3 The historic mapping and associated text provides an overview of the village and how it developed over time. Its original form was noted as having no regular layout with four houses of high status. However, the road network recorded in the 1797 map is still recognisable today, albeit that some routes have been truncated or altered due to the introduction of the railway line, and the Borough of Portsmouth's Waterworks.
- 4.4 The laneway system circumnavigates and contains Bidbury Mead to its east and south sides. Kings' Croft Lane to the east is recorded as a historic sunken lane. It runs southwards from Bedhampton Road and forms the eastern boundary of Bidbury Mead (formerly recorded as Bedbury Mead – a grazing meadow), a large tree-ringed recreation ground which provides a wider green setting to the Church of St. Thomas. The lane is clearly at a much lower level than the adjacent lands for the majority of its length.
- 4.5 A notional village edge is demarcated by the eastern wall to the Church and The Manor House. This role is strengthened by the extent of open space and long views achievable over Bidbury Mead. The main concentration of built form is to the west of Mill Lane, the Church and the Old Manor House where the core is clearly historic in origin as illustrated by the 1797 Map extract shown at Figure 5. The concentration includes development along Brookside Road and part of the north side of Lower Road. To the south side of Bidbury Lane and the bends of Lower Road, sporadic development has experienced infilling, particularly to the west side.
- 4.6 Post war WWII development of the 1950s saw a significant increase in development along and to the north side of Lower Road which eventually merged with the detached late Victorian / early Edwardian dwellings to the west. The former Old Manor Farm which is located in Mill Lane is now less developed than it was in the past. Today Mill Lane appearance is of a traditional rural lane with development toward the northern end and limited buildings to the south and east.
- 4.7 Due to the limited periods of change, the spatial and contrasting urban grain and development patterns are legible. For example, the nucleated yet loose pattern within the historic core sits in contrast to the interwar and postwar development to the north and west. The late Victorian / early Edwardian terracing to the west is distinct in terms of its grain and density being much tighter than that of the interwar development north

of Lower Road and the large detached dwellings sitting within ample grounds within the historic core. The rural setting to the settlement is a key feature of its character including the location of buildings that had a link with the working landscape.

- 4.8 In addition to the roads and railway line, the natural and manmade riparian system has had a role in containing and shaping the pattern of development of the Old Bedhampton. These influences remain evident today.

Open Spaces, Landscape and Trees

- 4.9 There is a sense of containment to the historic conservation area and there are a number of key open spaces including the cemetery and space around dwellings within the historic core. This more intimate arrangement is complimented by existing trees, hedgerows and lawns within private residential plots that are visible from public areas and where trees overhang and shade the lane. For example, the trees to the grounds of The Old Rectory and the Rectory overhang the containing boundary walling and are read in conjunction with the trees within the cemetery reinforcing the sense of being within a rural settlement. Brookside Road contains sections of wide green verges with tree planting within the public domain and is complimented by the culverted stream to the east side of the road, known as The Brook. This is a unique feature that appears on historic maps and although canalised contributes to the rural character of the conservation area.

Figure 15: View east along the sylvan Bidbury Lane



- 4.10 The large garden area to the rear of The Old Rectory comprises formal gardens and semi-natural planting/grassland and woodland. The lands to the south of Bidbury House, The Old Granary and Bridge House also form part of this swathe. Experience of this area is limited from the ground, but it can be viewed from the bridge at Mill Lane from where it provides a dense green setting to the settlement with buildings glimpsed

between the greenery. It is also noted that the perception and role of the swathe of trees will change seasonally with buildings more visible when the native deciduous trees are not in leaf.

- 4.11 Lands to the south side of the railway line and east of Mill Lane include lands and waterways, manmade and natural that once formed part of the lower mill complex. This landscape reinforces the presence of a working landscape and the surviving mill buildings to this south eastern part of the conservation area. Views from the bridge on Mill Lane can be obtained as well as from the public footpath that runs along the south side of the railway line. It is however, in a sense, detached from the remainder of the conservation area because the boundary fails to include lands to the north of the railway line and Bidbury Mead which are considered to contribute to the significance and thus the special architectural and historic interest of Old Bedhampton and its identity as a place.

Figure 16: View northwards from the bridge on Mill Lane



- 4.12 The farmlands to the south and south west of the current lanes are considered to reinforce the rural origins of the settlement. This role is evidenced by the surviving farm group to the south side of Lower Road and the farmland with the historic route / footpath leading to another bridge providing access to the severed area south of the railway line. The presence of the line of non-native conifers intrudes into this setting but does not remove the sense of that connection.
- 4.13 Within the conservation area there are a number of trees that act as visual references. They include trees within the church grounds, the Holm Oak In Brookside Road at the junction with the entrance to the housing estate to the west side; the Pine tree within the forecourt of The Elms, the Sycamore at the entrance to Edward Gardens and the Holm Oaks in the grounds of Bidbury House.
- 4.14 Although already protected by the conservation area designation, a significant number of trees are additionally protected by Tree Preservation Orders (TPOs). These are

noted as being within the grounds of The Church and the dwellings to the north including The Manor, along Edwardian Gardens, within the grounds of Bidbury Lawn and in Brookside; the grounds of the Old Rectory, The Rectory and The Old Granary as well as to the west side of Lower Road. Group Orders are in place to the south and eastern boundary of the lower section of the gardens to The Old Rectory; around the mill ponds and Old Mill Dam adjacent to Hermitage Stream and around the Old Mill House to the south and to the front south, west and northern boundaries of Bidbury Lawn.

Figure 17: The Elms with its notable Pine Tree



- 4.15 Within this small conservation area, boundary treatments are reasonably consistent yet sufficiently varied to create visual interest. Boundaries vary between a mixture of brick and flint as well as hedging. There are a few surviving metal estate railings and gates. Other boundary types include modern brick walling with railings surmounting, close boarded fencing, post and rail fencing. In some locations close-boarded fencing sits in front of a variety of slatted and trellis form behind which do not make a positive contribution to the streetscene.
- 4.16 Some walling has already been indicated as being of note and contributes to the character and appearance of the conservation area. These include the bridge and walling along Mill Lane, to the perimeter of the Old Granary running north to Bidbury House (Figure 18), to The Old Rectory and Rectory, around the perimeter of the cemetery to the Church and The Manor; a section along the west side of Brookside Road; sections to the east and west side of Lower Road and the wall with pier in front of The Elms. The walling to Kingscroft Road, matching that to the south side of Bidbury Lane is considered to surviving from the time when lands including ponds, mills, springs, streams, waters and water rights were subject to compulsory purchase or lease during the late 19th century (Figure 19).

Figure 18: Wall in rat trap bond to Bidbury House



Figure 19: Brick walling to Kingscroft Road



4.17 Walling to the Church grounds is predominantly flint with a stepped plinth, red or darker brick dressings. The section facing the carpark to the east side is square knapped and coursed whilst the base is random cobbles. The wall to the south side along Bidbury Lane is of random coursed cobbles with narrow brick piers between and brick copings. Closer to the entrance the flint is knapped and clearly leaning.

Figure 20: Flint wall to the Church grounds



4.18 The eastern section of walling has a junction with the high garden walls to The Manor which is in need of attention. The wall shows signs of having being increased in height with a shaped brick coping denoting the former height, a change in brick and patterning with evidence of diaper work using vitrified headers, The buttressing was also a latter addition. A Tudor brick arched with double brick architraves and a wide planked wooded door with cast iron door furniture is retained in the rear garden wall of The Manor and is visible from the public domain.

Figure 21: The Tudor Arch in rear wall of The Manor



- 4.19 The walling to Bidbury House and The Granary is red brick with a fine chalk/lime mortar laid in a Rattrap or Dernes bond. The bricks are turned on their side which means the coursing does not integrate well where it abuts The Granary. Special half rounds bricks are used for the copings. This form of walling continues to the boundary with Bidbury Lane.
- 4.20 Brick walling continues along the west side and part of the east side of Mill Lane leading up to the arched bridge over the railway line. At the western side, the walling has a stepped angled plinth, is laid in an English Bond with a wide curved brick coping. The brickwork to the railway bridge is also laid in an English Bond with projecting brick band three courses deep above the tall arches. Unlike the walling to each side, it has a stone coping. Its face to Mill Lane has a stepped angled plinth.
- 4.21 The boundary wall to the Old Rectory is laid in a Flemish Bond with vitrified headers and is set in a lime mortar. This wall reveals several signs of alteration including changes to piers.
- 4.22 Random flint walling with brick piers and half round coping bricks form the boundary to the listed Spring Lawn House. The northern section of the wall appears to retain the remnants of stone mounts. To the opposite side of the road there are surviving sections of historic walling to the former gardens associated with The Manor.

Figure 22: Piers with Pineapple Finials to The Elms.



- 4.23 A notable boundary feature is the rendered piers with incisions and pineapple finials to The Elms which are specifically recorded in the List Description. Unfortunately, these are flanked by close boarded fencing to one side and picket style to the other with hedging behind. The original tall rails can be seen alongside the entrance leading to the rear area. To the west are a narrower pair of piers with a Gothic influence in their appearance and an original historic brick garden wall set further back from the road.
- 4.24 In some instances, it is only hedging that defines the boundary to properties. There are examples where fencing or railings are located behind or where hedging has grown above the height of the containing wall. Softening the appearance of the boundary treatment.

Views / Vistas, Focal Points and Focal Buildings

- 4.25 The Townscape Appraisal Assessment is shown in Appendix 2. It provides a graphical representation of the experience of the conservation area including approaches, views to and from, features and buildings of note and key views and vistas.
- 4.26 The experience of a place is not static. It is a moving experience producing a sequence of unfolding views that reveal different aspects, qualities and visual interest along the way. It is also cumulative and experiential as one view leads to another, where vista opens up and where a view terminates or is drawn to a particular building which represents a landmark or a focal building. It is this layering, experience of a place and awareness of the historic environment that creates legibility and understanding.

- 4.27 The Townscape Appraisal Assessment (Appendix 2) clearly demonstrates that there are notional 'gateways' that provide the anticipation of arriving at a place, in this case Old Bedhampton. This sense of approach and anticipation is reinforced by the views obtained along those routes including directly ahead – some providing long views, glimpses and glances and those that open up to provide wider vistas across the landscape and setting in which heritage assets are experienced.

Figure 23: A vista across Bidbury Mead



- 4.28 In a place such as Old Bedhampton with its conservation area designation, designated and non-designated heritage assets, the experience of moving through the landscape and context in which assets are experienced, reinforces the role that setting plays in contributing to significance, individually and cumulative and whether seen or not.
- 4.29 South of the railway line the open agricultural fields adjoin Hermitage Stream and provide the setting for the east of this part of the conservation area. To the west side, horticultural land and a grazing field provide the setting to that part. The analysis also demonstrates that setting can be near or far, that there is no requirement for heritage assets to be seen to be within their setting/s as advised in Historic England's Good Practice Notes in Planning, GPA 3 'Setting of Heritage Assets' (2017), 3rd Edition).

Public Realm

- 4.30 The public realm includes pavements, roads, verges and the park and in some instances leftover spaces. It also includes street furniture including railings, bollards, bins, signage and seating.
- 4.31 Despite the encroachment of the suburbs of Havant, the railway line and A27 bypass, Old Bedhampton retains a more rural character. This can be seen by the character and appearance of its historic lanes where pavements are absent and generally grass verges prevail. In the case of King's Croft Lane it retains its rising banks with remnants of older hedgerows. Mill Lane for example, becomes an unmetalled surface where it passes by existing properties, continuing as public footpath and bridleway.

4.32 Pavements along lanes and roads are limited in Old Bedhampton. Where pavements do exist, they are generally narrow with granite kerbing. The longest stretch of footpath is to the south side of Bidbury Lane continuing along part of Lower Road. There is also a pavement to the north side of Lower Road up to The Elms within a grass verge and along the west side of the approach to the dwellings north of The Manor. Grass verges and surviving grass banks of sunken lanes are more of a feature of the public realm than formal pavements. Tarmac surfaces appear tired in places particularly where statutory utility companies have carried out works. Some surfaces could benefit from resurfacing.

Figure 24: Grass verge with a channelled stream



- 4.33 The nature and narrowness of the lanes, with a distinct absence of pavements has resulted in the settlement instilling a sense of tranquillity where pedestrians and other non-motorised users often share the road space with motorists. At the same time this causes conflicts as vehicles often travel at speed along lanes where two vehicles cannot pass without travelling at slower speeds or overrunning verges.
- 4.34 A few cast iron drainage grates are noted in Mill Lane and Lower Road. Some traditional 'heritage' lighting columns with lanterns are noted along Lower Road and Mill Lane. The designs are consistent and contribute to the appearance of the conservation area.
- 4.35 Telegraph poles are limited but where they do exist, the telephone lines crossing the street can interrupt street scenes and skylines.

- 4.36 The presence of signage, bollards and other street furniture is limited within the conservation area that would otherwise create street clutter. Refuse bins are on occasion left out on the street but invariably tend to be placed within the subject residential grounds.
- 4.37 Overall, the public realm is of a reasonable condition and the lack of street furniture reinforces that sense of being within a more rural environment than a residential suburb.

Current Activities and Uses

- 4.38 The predominant and prevailing use within the conservation area is residential. There are a few retirement homes. The Elms is home to the Manor Trust Bedhampton, the Trust Office and the Bedhampton Historical Collection. It also contains five apartments for the elderly.
- 4.39 The one key community building is St. Thomas's Church providing a place of worship as well as a focus for the community.

5. The Buildings of the Conservation Area

Building Styles, Materials and Colours

- 5.1 The range of buildings date from the 17th century to the mid-20th century and provide a varied palette of building materials, finishes, textures and details which positively contribute to the area and reflect the development of the village, from its historic beginnings as a Manorial estate with Church and Rectory, and separate Mill complex located to the South.

Scale and mass

- 5.2 There is a mixture and variety of building sizes including scale and mass. The prevailing historic scale tends to be two storeys, two storeys with attic over to three storeys. These historic buildings tend to have a large footprint and are set within ample grounds. At the same time, the mass of these larger buildings are broken down by lower storeyed ranges, single storey pitched and mono-pitched extensions. The physical scale and mass is broken down by the hierarchy of ranges of roofs, and the pattern of fenestration. Mass is further broken down by roofs with raised verges, castellated parapets (to The Elms) and chimneystacks which create visual interest. Interwar and post-war properties tend to be one and a half storeys to two storeys, some with attics.

Plots

- 5.3 The plot associated with the historic core of the village was aligned along Brookside Road and Bidbury Lane, The Manor to the north of the church being the only building set back with associated farmstead, orchards and land. The plots were bounded by open fields used for farming and cultivation.

Building materials

- 5.4 Building materials are typically related to status as well as the age of the buildings and their historic functions. Earlier buildings, generally in the vernacular style were faced in flint interspersed with sandstone and Portland stone ashlar quoins and buttresses. Brick became more popular in the eighteenth century which included boundary wall treatments where they were used as dressing in flint walls.

Colours and textures

- 5.5 The palette of materials used for the construction of buildings and boundaries have created visual variety and richness. Traditionally, colours have been generated by building materials; the greys of coursed knapped flints, blue vitrified headers and slate roofs, reds and multi-tones of brick and tile hanging, the yellows of London stocks, stucco, often self-coloured to replicate stone. There is a variety of 'off' or 'broken white', beige and yellows. The introduction of horizontal timber boarding to a new development provides contrast to the existing texture without loss to the pallet of local vernacular.

Listed buildings

5.6 The listed buildings located within the designated conservation area are shown on the map attached as Appendix 1 and include:

Church of St Thomas

- 5.7 Listed Grade II 16 May 1952, the most recent amendment being 16 April 2010, the building is of flint and rubble construction with ashlar quoins and red tile roof. The building dates from 12th century and is considered to be of architectural and historic interest for its C12 and later medieval fabric, including a number of C14 tracery windows. The interior is notable for the C12 Chancel arch.
- 5.8 The Church of St Thomas is located on the northern side of Bidbury Lane between the junctions of Bidbury Lane and Mill Lane, and Bidbury Lane and Edward Gardens. From the church, the view to the west is across Bidbury Mead and to the south, towards the coast, is the flood plain of two streams that rise in Bedhampton and drain into Langstone Harbour. Its bell tower can be seen in views from the western approach in Lower Road. It is also a key feature of sequential views and a focal building.

Figure 25: Church of St Thomas



Manor Cottage

5.9 A grade II listed property designated 21st July 1975, and described as:

“House. Early C19. Brick, with a tile roof. 2 storeys and attic, 2 windows. Red brick walls in Flemish bond with blue headers, 1st floor red band, cambered rubbed arches to the ground floor. Casements. Outshot at the east side, containing the entrance.”

- 5.10 Manor Cottage is located on the junction of Lower Road, Bidbury Lane and Brookside Road. It is an attractive brick constructed property with gauge segmented arches to the street facing ground floor windows. The property is gabled with the walls extending above the eaves to form a parapet each side of the roof slope to the principle elevation. Brick chimneystacks rise centrally from the gabled ends although one has been extended to add a third flue, whilst a projecting brick band. The windows are Georgian bar casements. Those to the ground floor depict a timber turning piece beneath the brick arches.
- 5.11 The lean-to appears to be a later addition that takes reference from the host building, the steeply pitched roof is covered with clay tiles and finished with a open eaves detail. The brickwork being red stretchers and blue headers laid in Flemish bond to match the host building. Further later additions include the chimneystack and the buttresses all laid in stretcher bond using a multi stock brick.
- 5.12 Visible in the street scene is a single storey pitched roofed addition which has been designed and constructed to blend harmoniously with the historic building. This is located to the south of the existing lean-to. Manor Cottage and its extensions are visually prominent within the street scene and are considered to make a positive contribution to the character area.

Figure 26: Manor Cottage



Manor House

- 5.13 The Manor House is listed grade II and was first designated 21st July 1975 with subsequent amendments on the 6th February 1984 and 29th January 2016. It is described as:

“Large house, used as a home for the elderly. C16, with early C19 extensions. Timber-framed house, with added front (west) and 2 wings of the later period. Brick, rendering, with a tile roof. Symmetrical west front (all of the 2nd period) with slightly-recessed centrepiece of 2 storeys, 3 windows, and gabled wings of 2 storeys and attic, 1 window. The centrepiece is stuccoed, with a brick dentil eaves, hood moulds to the openings, sashes, and central gabled yellow brick porch. The wings have red brickwork with flush yellow dressings, hood moulds, and sashes.

The rear (east) elevation has a shafted stack, 2 brick-faced gables (early C19) in the centre containing the windows with the remaining walling being exposed framing with rendered infilling. The wings repeat the front elevation, but with French windows to the ground floor. Inside the old north wall is exposed in the staircase, with its timber-framing.”

- 5.14 The Manor House is a substantial building of symmetrical form comprising 2 no gabled wings constructed of red bricks with contrasting yellow stock quoining and window surrounds with a central white painted range of two storeys rendered with dentilled eaves, moulded hoods to the traditional double hung eight over eight sliding sash windows and a single storey porch in a replicating style to the side gabled wings.
- 5.15 The historic core of the building dates from the 16th century add glimpses of the external timber frame with rendered infill panels can be seen from the views along Edward Gardens.

Figure 27: The Manor House – front elevation



Figure 28: The Manor House – rear elevation



- 5.16 The boundary wall on the east and south boundaries, protected as forming the curtilage of the listed building was listed separately 6th February 1986. It was identified as a 16th century Tudor wall constructed of red brickwork in English bond, with some blue vitrified headers in a diaper pattern with moulded plinth. The description identifies that the south wall has a plain Tudor-arched doorway, whilst the east has a similar door which is recessed within a thickened wall, within a wider arch.
- 5.17 Whilst the lands associated with the manorial estate have been severed from any association with the house, the building and its associated boundary walls retain visual prominence within the street scene and contribute positively to the character of the area. At the time of writing, the Manor House was undergoing renovation

Bidbury House

- 5.18 Bidbury House is noted as having a Georgian façade and overlooks meadows and paddocks as it has since the 18th century. The house is listed Grade II with the list description indicating that it is:

“Late C18, with C19 additions. Brick, with a tile roof. Symmetrical front (east) of 3 storeys, 3 windows, with a lower south side wing. Hipped roof. Red brick walling in Flemish bond, parapet with stone coping above a brick dentilled band, rubbed flat arches, stone cills, centre 1st floor opening now filled with a blue header panel.

Sashes in reveals: a 2-storeyed splayed bay on the south side, and on the north side a 1st floor bay supported on Tuscan columns, sheltering a doorway, with arched

radiating fanlight above a panelled door, with side windows. There is a later forward single-storeyed extension on the north side, with an angular bay containing sashes.”

- 5.19 The property faces Mill Lane but is situated in a prominent position on the junction of Bidbury Lane and Mill Lane directly opposite the Church of St Thomas. The principle elevation reflects the polite architecture of a Georgia façade with brick dentilation to the parapet wall finished with coping stones beyond which the tiled hip roof rises with a substantial brick chimney stack to each end. The windows are traditional double hung sliding sash windows placed to show a structured symmetry to the front elevation and diminishing vertical hierarchy, the two storey canted bay windows are a prominent feature in the street scene.

Figure 29: Bidbury Mead at the junction with Mill Lane



- 5.20 The property has been extended more recently, however it retains its original plot size, is enclosed by a brick wall laid in rat-trap bond and finished with half round brick capping.
- 5.21 In addition, the property has retained the historic outbuildings which were used in association with the productive kitchen garden and orchard, evidence of which can be clearly seen on historic mapping. They were also used as a carriage house, garage, corn store and squash court and are now a private house, retaining its Victorian facade dated 1868.

The Elms

- 5.22 The Elms is a Grade II* listed property first designated on 16th May 1952. Included in the listing is the front garden wall, gate piers and gates. The listed building designation describes the building as:

“House. C18 Gothick with an early C19 extension built to accommodate a visit by the Duke of Wellington. Late C18, early C19. Stucco, with a slate roof. The tall centre part has a symmetrical front (east) of three storeys, three windows, and set back at each end are lower wings, of two storeys and attic, one window to the gabled front, the north side being now masked by the later forward extension, which comprises a tower and a windowless rectangular block (of about one and a half storeys) with top-lighting. The centre has a crenellated parapet and the openings have ogee heads (capped by decorative roundels) above the windows, which on the second floor have cills at the foot of the curves, and on the 1st and ground floor include Venetian lights on each side, also repeated on the south wing (with blank side panels); the walls are grooved with a rustication pattern. Sashes. The central doorway is of classical form, with a Tuscan entablature and Gothic triple attached columns; this is enclosed in a later simple classical porch with square columns, now walled-in with side windows and a plain doorway.

The tower has Gothick niches, and narrow corner pilasters, each with three shallow panels marked by circular designs and cusping. The front wall continues from the tower northwards, with a four oval-arched blind arcade and rustication bands. This block encloses the chief feature of the house, the Wellington Room. This is a rectangular apartment, with four Ionic columns at the north (short) side, supporting an entablature which continues round the room as a decorative frieze, with Greek ornament. Above this frieze there is coving up to a flat ceiling, which has in the centre an octagonal opening, again with coving to the base of the top light. The lower walls have a dentilled band above three tiers of panelling, and a skirting; there are niches and floral decorations to enrich the interior (recently renovated).

Front gate piers with pineapples, and a 'Tudor' side gate within a vail, also capped with pineapples.”

- 5.23 The property whilst built in the 17th century, it is noted for its Gothic revival features that were added as part of 18th century improvements. The principal elevations are typical of its style with castellated parapets, gothic ovolo arched casements windows, stucco render and mouldings, friezes and niches which particularly adorn the tower that forms part of the original banqueting hall. Generally the stucco has been lined out to replicate ashlar (rustication).

Figure 30: The Elms looking north from Lower Road



- 5.24 The entrance porch comprises flat lead roof supported on square columns of the Tuscan order. The early 19th century extension has been detailed to reflect the architectural definition of Gothic Revival with ovollo windows and niches, lined out stucco rendered façade with moulded pediment to gable end. The extension reads as a subordinate addition.
- 5.25 The listed building including early 19th century addition, wall gates and piers all make a positive contribution to the street scene and character of the area. It has also been referred to as ‘the gem of Bedhampton’.³⁶ Of note is that that its crenelated tower can be seen in distant views including those from the agricultural lands to the south of Lower Road.

Spring Lawn House

- 5.26 Listed Grade II on the 21st July 1975, the building is described as:

³⁶ Pevenser, N and Lloyd, D The Buildings of England (1962) ‘A Description of The Elms and The Waterloo Room’ Penguin Books

“House. Early C19. Brick with a tile roof. Symmetrical front (east) of 2 storeys, 3 windows. Painted brick walls in Flemish bond with rubbed arches. Sashes in exposed frames. Doorcase with pediment, frieze, architrave, and 6 (flush) panelled door.”

- 5.27 The historic core of the building comprises two storeys, being of three bays with gabled ends and axial chimneystacks at each end under a clay tiled roof. The principle façade being typical of the Georgian period formally arranged around a centrally placed door with pediment above. The eight over eight traditional double hung sliding sash windows to both ground and first floor each side of the door being of equal proportions whilst the first floor centrally positioned sash has a reduced height to accommodate the doorcase beneath.
- 5.28 The building represents classic and vernacular architecture although it has been subject to extension and alteration. The extensions include 2 no. single storey additions with pitched roofs, one providing garaging whilst the other forms part of the extended habitable space which is depicted by traditional sash windows that replicate the original. A further extension of one and a half storeys connects the historic core and the habitable single storey extension, the ground floor area encompassing a second entrance into the property whilst the first floor is denoted by a pitched roof dormer clad with contrasting vertical tile hanging.

Figure 31: Spring Lawn House



- 5.29 The extensions are visually subservient to the original form and generally are considered to preserve the setting of the listed building and the surrounding landscape of the character of the area. The listed building retains its sense of elegance and proportions. Although new dwellings have been constructed to the rear, it also retains an impressive garden with formal lawns and terraces.

The Old Mill House

- 5.30 Listed Grade II on 16th May 1962, with the most recent amendment having been made on 6th February 1984. This house to a former mill is described as:

“Brick, with a tile roof. Symmetrical front (north) of 2 storeys and attic, 3 windows. Tile roof, with coved plaster eaves. Painted brickwork in Flemish bond, 1st floor band, rubbed flat arches. Sashes, French windows to the ground floor, with narrow side panes. Wood doorcase, with cornice on carved brackets, eared architraves, panelled reveals, and 8 panelled (2 top glazed) door. Attic windows (casements) in the coupled end gables.

Property comprises two parallel ranges covered with a M roof clad in clay tiles the gable end walls rising above the eaves and verges following the line of the slope but with stepped end and 4no. axial chimney stacks rising from the apex of each gable. Within the coupled end gables casement windows provide light to the attics.”

Figure 32: The Old Mill House



- 5.31 The building is symmetrical in appearance with central eight-panelled door painted wooden doorcase with cornice on curved brackets, eared architraves and panelled reveals. Either side of the front entrance door are a pair of French doors with shutters whilst above the traditional double hung six over six sliding sash windows are aligned centrally to the openings below.
- 5.32 The house is located on the edge of the village and beside a tidal stream. Despite the former grouping having been subdivided, it retains large grounds. Its rear elevation is afforded views over the Hermitage Stream. Its painted brick elevations contain a simple projecting brick band comprising 3 courses and denotes the visual separation of ground and first floor whilst the eaves are simply detailed by a plastered coving.

- 5.33 Whilst the historic core of the house denotes classic 20th century architecture, the side extension is clearly a modern mid-20th century flat roof addition with tile hanging to the first floor and painted brickwork to the ground. The extension, whilst subservient in mass and scale lacks architectural definition and impacts negatively on the setting of the listed house. A further extension has been added comprising single storey with pitched roof clad in a single ply membrane.
- 5.34 The Old Mill House with its simple architectural detailing makes a positive contribution to the character of the area. The later additions however are considered to negatively impact both on the setting of the listed building and the surrounding landscape. It also retains some traditional metal estate railings and gates to its western side.
- 5.35 It is reputed that John Keats finished his poem 'The Eve of St. Agnes' in 1819 at The Old Mill House and where he spent his last night in England in 1820. The Old Mill House was then still a working mill, and the miller John Snooks and his wife Laetitia were the poet's hosts.³⁷
- 5.36 After the original coach house caught fire in 2009, it was replaced in 2013 with a neo-Georgian dwelling which is now in separate ownership.

The Old Rectory

- 5.37 Listed grade II 16th May 1952, the property is described as:

“House. Late C18. Brick, with a tile roof. Symmetrical front (north) of 2 storeys and attic, 3 windows. Red brick walling in Flemish bond with blue headers (colourwashed), stone coping to parapet and brick dentil band, rubbed flat arches, 1st floor band. Sashes in exposed frames. Large stucco porch with blocking course, cornice, recessed arches at the side with arched windows (sashes), radiating fluted plaster panel within the front recessed arch, with an arched opening, having a radiating fanlight above a bow-shaped cornice, supported on Adam-style ¼- Corinthian columns, and 6-panelled door. The west elevation has a 2-storeyed ½ octagonal bay and a south side extension of 2 storeys, 3 windows, all in similar style. The east elevation is also of 3 windows.”

- 5.38 The Old Rectory presents a dignified and tranquil Georgian facade behind its high old brick wall bordering the narrow Bidbury Lane, facing north, directly opposite St. Thomas's Church. The wall of the house is composed of yellow stocks, interspersed with the local blue brick. The rear faces south over the fairly small garden and over uncultivated glebe land, with a canalised stream running through the southern boundary of the garden. Over the stream on the western border is an attractive flint bridge. Views, formerly over Langstone Harbour are now obscured by the A3(M) motorway.³⁸ The former coach house with the fan glass window over the door, now used as a garage with a studio above, may be seen from the road. The house in juxtaposition with the St. Thomas's Church, is an integral part of Bedhampton.

³⁷ <https://www.telegraph.co.uk/travel/artsandculture/3273771/Home-of-Welsh-poet-Dylan-Thomas-opens-as-a-holiday-let.html> and Portsmouth Evening News, 11th May 1954

³⁸ <http://research.hgt.org.uk/item/the-old-rectory-bedhampton/>

Figure 33: The Old Rectory with its large ornate porch and arched gateway to the wall



Non-designated Heritage Assets

Old Granary

- 5.39 Old Granary appears to be a former agricultural building with ecclesiastical details. The hand-drawn 1824 map (Figure 8) confirms that it was associated with the Church and a Glebeland arm.
- 5.40 The building is constructed of red brick laid in English bond with traditional sliding sash windows with arched heads and double doors with inset timbers laid in a herringbone pattern. The East elevation aligns with Mill Lane and is adorned with architectural detail denoting it as the principal elevation. The detailing of the Eastern elevation includes stone embellishments in the form of moulded string courses, surround and hood mould to first floor doors, corbel to eaves and panels beneath the ground floor window openings. The use of polychromatic bricks – vitrified blue headers, London stocks and dark red bricks accentuate further detailing such as banding, segmented arches to windows and dentil course at eaves. Above the first floor loft door is a date stone of 1868 whilst the ground floor door is accessed via stone steps with wrought iron balustrade and handrail finished with a rams horn detail.
- 5.41 At the southern end, set back from the lane, a flat roof single storey garage addition has been constructed in red bricks laid in stretcher bond with centrally placed open out planked doors. The structure whilst subservient in form and detail is of no architectural merit and the addition of a low-grade polycarbonate lantern within the flat roof visually detracts from the character of the area and streetscape.

Figure 34: The Old Granary with ecclesiastical overtures



- 5.42 The North elevation is characterised by clerestory type windows at first floor leading to the front. To the south, a lean-to single storey with a mono-pitched roof clad in slate to match the main roof with brick chimney rising through the centre of the slope and stone corbel to the eaves at the eastern gable end.
- 5.43 The private grounds associated with the building are enclosed by a brick boundary wall constructed in rat trap bond with half round brick cappings. The position of the building on the verge of the road and its architectural character and definition ensure that it is a prominent building within the views and vistas into and out of the conservation area which makes a positive contribution to the street scene and character of the area.

Other positive buildings

- 5.44 Positive buildings are buildings or structure that through their character, be it design or materials make a positive contribution to the character of the Conservation Area.
- 5.45 The Barn associated with the former farmstead in Mill Lane, is constructed of generally red bricks laid in Flemish garden wall bond with some inclusion of blue headers with barn hip gabled ends and clay tiled roof. Whilst it has been converted to residential use the property retains its simple utilitarian character and form. The historic wall which would have enclosed the farmyard has been retained thus preserving the historic context and minimizing the visual impact of domestic detailing. Whilst 2no windows have been inserted into the gable end which forms the principle approach elevation, these are set down and are partially obscured by the raised parking area and drive. The undulating tiled roof provides visual credence to the building being late 18th / early 19th century farmstead barn and positively contributes to the skyline.
- 5.46 The formal entrance piers with lanterns, the modern garage building and adjacent outbuilding are systematic of modern domestic paraphernalia and whilst they are not of

any particular architectural merit they are not considered to visually detract from the context of the building or its landscape setting.

- 5.47 Built on lands formerly associated with The Manor House, Bidbury Lawn is a large detached dwelling set well back into its ample garden located to the north side of Bidbury Lane, between Edward Gardens and Brookside Road and is approached via a long gated private drive. Due to dense boundary planting it is not visible from surrounding roads. Although only constructed in the mid 20th century, it featured in the Daily Mail Book of House Plans 1957 where it was recognised as a classic example of the best architecture of its day since it was built in the late 1950s. The write-up described its quirky turret entrance, extensive use of wood and curved lines in walls and central staircase.
- 5.48 The only feature that has really changed since the 1950s description is that you can no longer see right out to Farlington marshes and the Solent from the property, as the mature trees have grown up to make this feel like a secluded and private space that is tucked away in the country.

Figure 35: Bidbury Lawn



6. Character Areas

- 6.1 Due to the conservation area being quite contained, it is considered that the current area possesses two main character areas:
- Character Area 1: Historic settlement core
 - Character Area 2: Mill and associated lands
 - Character Area 3: Bidbury Mead and Old School/Gospel Hall
- 6.2 These are depicted in the Map attached as Appendix 3 and are relatively self-explanatory when one considers the historic map regression and development of the place over time, including the changing nature of the coast and the manmade incursions.

Character Area 1 – Historic settlement

- 6.3 Character Area 1 tends to be concentrated around the loose nucleus of residential properties, associated gardens, the main laneway that flows through the settlement including Bidbury Lane, Lower Road, Brookside Road and Mill Lane. This area is distinctly different in character and appearance to Character Area 2.

Character Area 2 – Mill and environs

- 6.4 Character Area 2 covers an area that retains a stronger rural character and a landscape heavily shaped by the former mill complexes and waterways. To an extent the introduction of the railway has created a sense of detachment, but the historic landscape still yields evidence of the former working environment associated with agriculture, the milling industry and sea-related activities.

Character Area 3 – Bidbury Mead

- 6.5 Character Area 3 Bidbury Mead up to the Bedhampton Road. This area developed much later than the village centre around the same time the railway arrived but plays an important part in linking the old village centre with the wider settlement of Bedhampton. It has a number of buildings of special architectural interest including the old school at the junction of Kingscroft Lane and Bedhampton Road, The Gospel Hall on the north side of the road.

Character Area 4 – Bedhampton Road

6.6 This area developed much later than the village centre around the same time the railway arrived. It plays an important part in linking the old village centre with the wider settlement of Bedhampton. It has a number of buildings of special architectural interest including the old school at the junction of Kingscroft Lane and Bedhampton Road, The Gospel Hall on the north side of the road.

7. Management Plan

Introduction

- 7.1 The preceding chapters of this document have identified the special positive qualities of the Old Bedhampton Conservation Area which contribute to the character of the conservation area. The Management Plan aims to build upon the positive features and sets out the issues with recommendations for change and improvement.

Boundary Review

- 7.2 The Old Bedhampton Conservation Area was first designated in 1980. In reviewing the existing boundaries, it is considered that the extent of the existing conservation area may have been drawn inappropriately tight. In saying that, the setting of a designated heritage asset such as a conservation area is a material consideration. The concept of setting is explained in Historic England's Good Practice Guidance in Planning Note No.3 'Setting of Heritage Assets' (2017, 3rd Edition).
- 7.3 In any event, it is considered that a further review is warranted, and the following areas are worthy of consideration and designation as having special architectural or historic interest as defined by the Planning (Listed Buildings and Conservations Areas) Act 1990:
- Bidbury Mead; and
 - Old Bedhampton School and Gospel Hall area.

These areas are shown on the map in appendix 4.

A. Bidbury Mead

- 7.4 Kingscroft Lane has become a key approach to Old Bedhampton Conservation Area which becomes Bidbury Lane. This approach affords long views across Bidbury Mead which remains a significant area of the public realm, providing an open communal amenity area. It was once part of the Belmont Manorial Estate and sets. It sets the scene for the church and the Manor House. It was used historically as a meadow for grazing livestock on higher ground but also contains historic springs. The springs were part of the compulsory purchase order by the Portsmouth Waterworks Company and it is considered that it was during the late 19th century that the walling was constructed. Bidbury Mead was also the site of the annual fair. The use of Bidbury Meads, the sunken lane to the east and south, evidence of historic springs and brick walls contribute to its historic and communal significance of the area and its special interest. The south-east corner of Bidbury Mead is designated as a Site of Special Scientific Interest.

B. Old Bedhampton School and Gospel Hall area

- 7.5 The Old Bedhampton National School, the positive buildings to the north side of Bedhampton Road including the Chapel and listed public house, are read as an area associated with the increase of development post the arrival of the railway. Old Bedhampton National School was built in 1868 to the designs of Richard William Drew. It is a classic example of the Gothic domestic revival style that was sweeping the country at the time. The school is listed Grade II and although converted, the works have not harmed its special architectural or historic interest. The Chapel to the north east and north side of the road is of a similar design. It may have been designed, or took its influence from Drew's designs. Drew was also responsible for a number of other buildings in Havant including the Town Hall in the St. Faith's Conservation Area.

Adjoining fields and related buildings

- 7.6 The report prepared on behalf of the Friends of Bidbury Meadow suggested further extensions to the conservation area to include the following areas:
- the triangle of land south of Bidbury Lane;
 - land to the north east of the Mill Complex (including the area taken over by Portsmouth Water);
 - land south of Lower Road (including former farm buildings and agricultural lands);
 - terraced housing north and west of Lower Road; and
 - land to the west of Mill Lane and south of the railway line.
- 7.7 Although these areas form part of the setting to the conservation area, and historic connections can be evidenced from mapping and other sources, they are mainly fields that do not have the special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance. Therefore, these areas are not included within the revised boundary of the conservation area.

Recommendation 1

- 7.8 That the boundary of the conservation area be extended to include Bidbury Mead and the Old Bedhampton School and Chapel area as shown at Appendix 4.

Listed Buildings

- 7.9 Listed buildings are protected by law as set out in the Planning (Listed Buildings and Conservation Areas) Act 1990. The listing covers both the inside and outside of the building, and any structure or building within its curtilage which was built before 1st July 1948. "Listed Building Consent" is required from the Council for any work which affects the special architectural or historic interest of the listed building.
- 7.10 Extensions and alterations to listed buildings should conform with policies contained in the Local Plan, the NPPF and Planning Practice Guidance, and other material

publications such as the Borough Design Guide Supplementary Planning Document and should generally:

- Take into account the prevailing forms of development;
- Compliment the form and character of the original building;
- Seek that all works to listed buildings preserve the building together with its setting and any features of architectural or historic interest which it may possess
- Be secondary in bulk and form to the principal building;
- Use high quality materials and detailing;
- Pay particular attention to roof lines, roof shape, eaves details, verge details and chimneys.

Buildings Including the Cumulative Impact of Minor Alterations

- 7.11 Designation as a conservation area brings a number of specific statutory provisions aimed at assisting the “preservation and enhancement” of the area. These controls include the requirement to obtain planning permission for the demolition of any unlisted building or part of building that exceeds 115 cubic metres; fewer permitted development rights for alterations and extensions, restrictions on advertisements and requiring notice for proposed tree works. Article 4 Directions increase the controls further and as set out in the recommendations, lists those types of changes and alterations that can erode the special character of a designated conservation area.
- 7.12 There are a limited number of designated listed buildings within the conservation area. Some non-designated buildings have been identified as positive buildings due to their heritage value as they make a positive contribution to the character and appearance of the conservation area, local distinctiveness and sense of place and others have a neutral role. They do not need to be placed on a local list to merit consideration as non-designated heritage assets.
- 7.13 However, and even if on the local list, this provides no additional control, but it is an objective of the NPPF to conserve such buildings as they carry material weight when determining the outcome of a planning application. Permitted development rights still apply where buildings are in use as a single family home.
- 7.14 Overall the condition of buildings is good within the conservation area. However, the area is comprised of predominantly single residential dwellings, which have benefitted from permitted development rights, albeit to a lesser extent than dwellings not within designated conservation areas. Permitted development rights have changed over time. Small changes in themselves may have little impact on individual properties but cumulatively can lead to the gradual erosion of the quality and very character and appearance of the area that designation sought to protect, to conserve and enhance.

- 7.15 It is evident that a number of buildings have been the subject of change – some perhaps as a result of pre 1988 permitted development rights but also including modern joinery, Upvc windows, side roof extensions, outbuildings and ancillary buildings, changes to roofing materials, formation of crossovers and hardstandings, boundary treatments including fencing and gates which have had a deleterious impact on the character and appearance of the individual buildings concerned, the streetscene and therefore the conservation area.
- 7.16 With regard to alterations to unlisted buildings, Article 4 directions can increase the public protection of designated and non-designated heritage assets and their settings. They are not necessary for works to listed buildings but can control detached structures erected within their grounds. The appraisal identified that there is a potential threat to the character and appearance of the conservation area by unsympathetic alterations to the unlisted buildings in the conservation area. Therefore, it is recommended that an Article 4 Direction under the Town and Country Planning (General Permitted Rights) Order 2015 (as amended) be considered to remove permitted development rights for those aforementioned changes and alterations. Every effort should be made to build on the opportunities that arise in ways that enhance the qualities of the area.

Recommendation 2

- 7.17 An Article 4 Direction under the Town and Country Planning (General Permitted Rights) Order 2015 (as amended) be considered to remove permitted development rights for the removal of existing means of enclosure and boundary treatments, new means of enclosure and boundary treatments, crossovers and areas of hardstanding, addition of front porches, rooflights and solar arrays visible from the public domain; changing the colour of already painted surfaces, roof materials, removal of chimneys, windows and doors, eaves and bargeboards.

Recommendation 3

- 7.18 Resist proposals to remove traditional boundary walls, piers and railings and to resist applications for new boundary treatments that fail to respect the form and materials of traditional boundary treatment. Where evidence exists of former historic boundary treatments, including gateposts and decorative details, their reinstatement will be encouraged.

Public Realm

- 7.19 There are opportunities for improving street and pavement surfaces as well as the grass verges. In places where the tarmac looks tired and worn, consideration should be given to its replacement. For those pavements that exist, consideration should be given to more distinctive and traditional surface finishes that can withstand lifting and relaying when utility work is carried out. Where granite kerbs remain, they would be reused in any repaving schemes.

Recommendation 4

- 7.20 The Council will seek to ensure that all existing historic features are retained, and that new highway works, and other works of general enhancement, will bring an improvement to the conservation area.

Trees

- 7.21 There are a number of Tree Preservation Orders and Group Preservation Orders presently in place within the area. All trees within verges or along roadsides fall under the control of the Highway Authority. There are a number of trees within private gardens that contribute to the character and appearance of the area which are protected by legislation due to falling within the conservation area but may still be affected by development.
- 7.22 Within conservation areas, anyone intending lopping or felling a tree greater than 75mm. diameter at 1.5 metres above the ground must give the Council six weeks written notice before starting the work. This provides the Council with an opportunity of assessing the tree to see if it makes a positive contribution to the character or appearance of the conservation area, in which case a Tree Preservation Order may be served.

Recommendation 5

- 7.23 The Council will consider the use of Tree Preservation Orders, in appropriate circumstances, where a tree has significant amenity value and is considered to be potentially under threat. This will include trees both within and outside the area where these contribute to the setting of the area or views identified in the appraisal. The Council will consider tree planting as part of wider public realm improvements and enhancement schemes.

Buildings of Local Architectural or Historic Interest and Significant Unlisted Buildings

- 7.24 There is only one locally listed building at present. The townscape appraisal identified a number of additional unlisted buildings which are considered make a positive contribution to the character and appearance of the conservation area. These are marked on the Townscape Appraisal map at Appendix 2.

Recommendation 6

- 7.25 The Council will seek to review the existing Local List through the inclusion of positive buildings and an assessment of those that may warrant designation as a listed building.

Traffic / Pedestrian Management

- 7.26 Narrow lanes and the highway layout, particularly where pavements are not present, creates an opportunity for conflict between different users of the highway. Conflicts also occur with other users such as pedestrians, wheelchair users and those pushing

prams, cyclists and horse riders. Consideration should be given to proactive traffic management measures including a reduction of the speed limit through Old Bedhampton to 20 mph. At the same time, an objective should be to prevent erosion of the sunken lanes, earth banks and hedgerows.

Recommendation 7

- 7.27 In coordination with Hampshire County Council to consider a 20mph speed limit within Old Bedhampton to including Kingscroft Lane, Bidbury Lane, Mill Lane, Lower Road, Brookside Road and Edward Gardens and to ensure that pedestrians, cyclists and horse-riders have priority over vehicles.

Recommendation 8

- 7.28 In coordination with Hampshire County Council consider the placing of 'welcome signs' to the entry to the area within the highway' without causing obstruction or conflict.

Recommendation 9

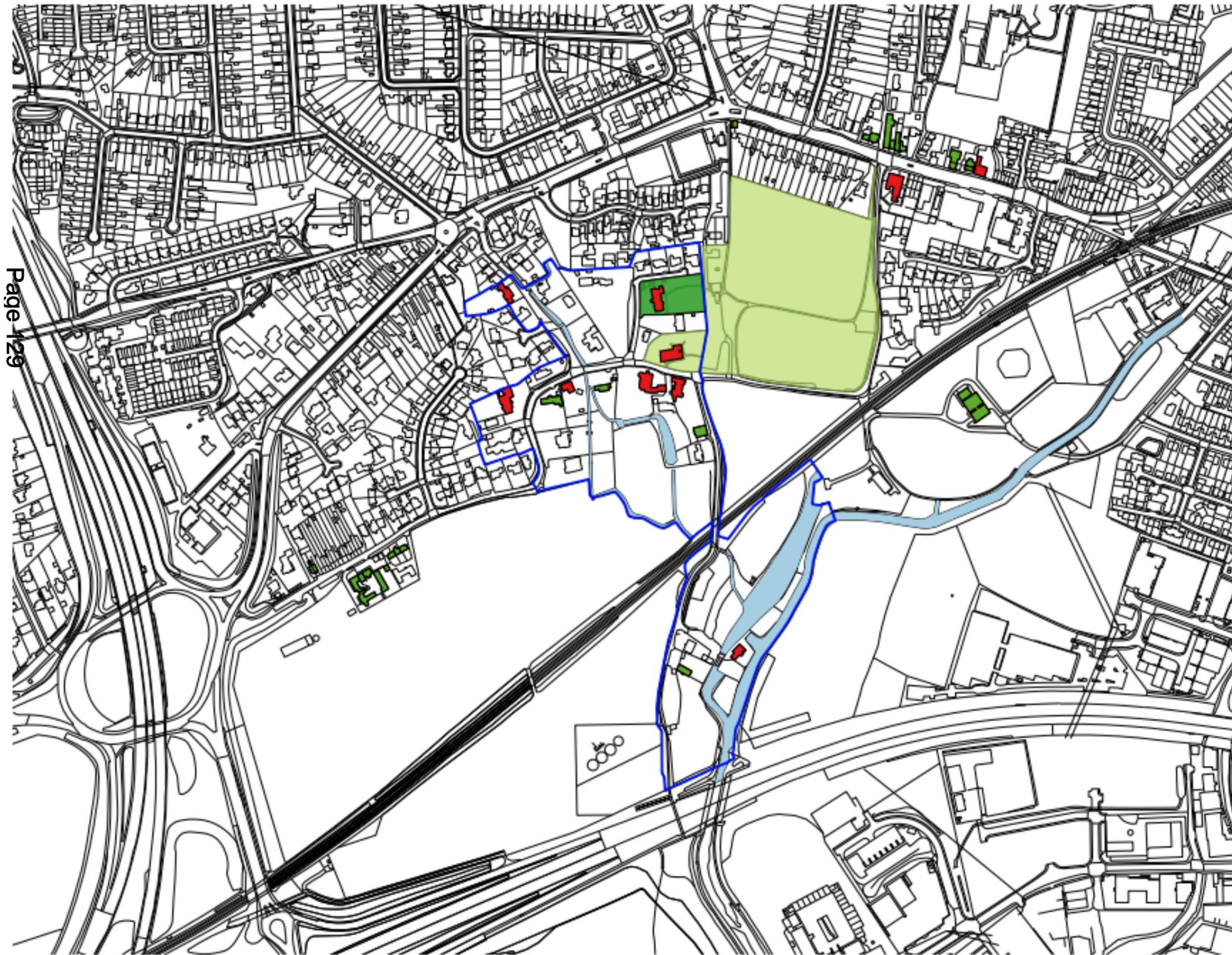
- 7.29 In coordination with Hampshire County Council and landowners, seek to prevent the loss or erosion of the verges, earth banks and hedgerows to each side of the sunken lane that runs through the settlement.

Review

- 7.30 Local authorities have a statutory duty under Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to review conservation areas 'from time to time'. Best practice suggests a review cycle of between 5-10 years. This will depend upon the degree of change and the pressure for change that the area experiences in coming years.

Appendices

Appendix 1: Heritage Assets Map

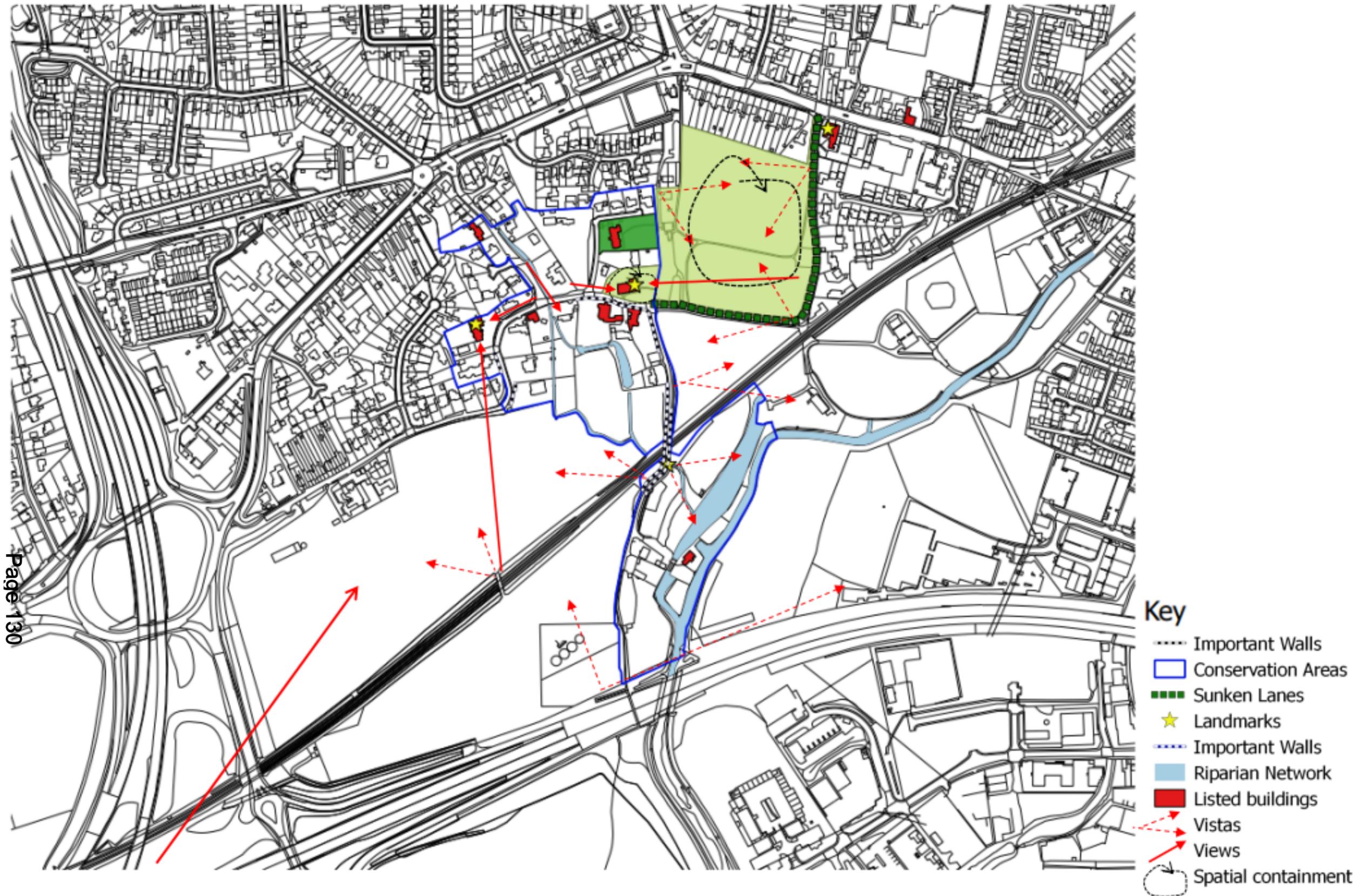


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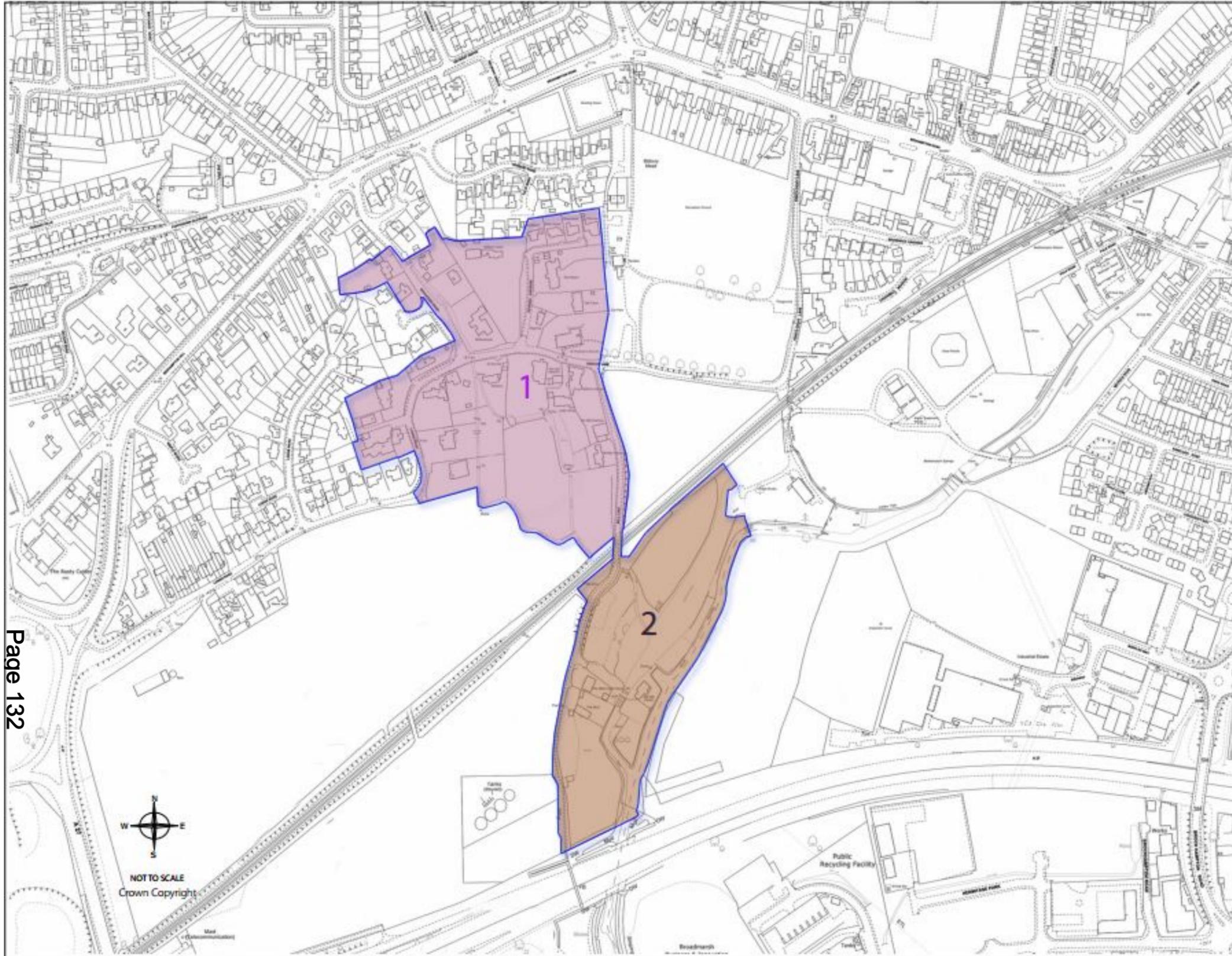
- Key**
- Conservation Areas
 - Listed buildings
 - Locally Listed Historic Park & Garden
 - Important Green
 - Positive Buildings

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Appendix 2: Townscape Appraisal



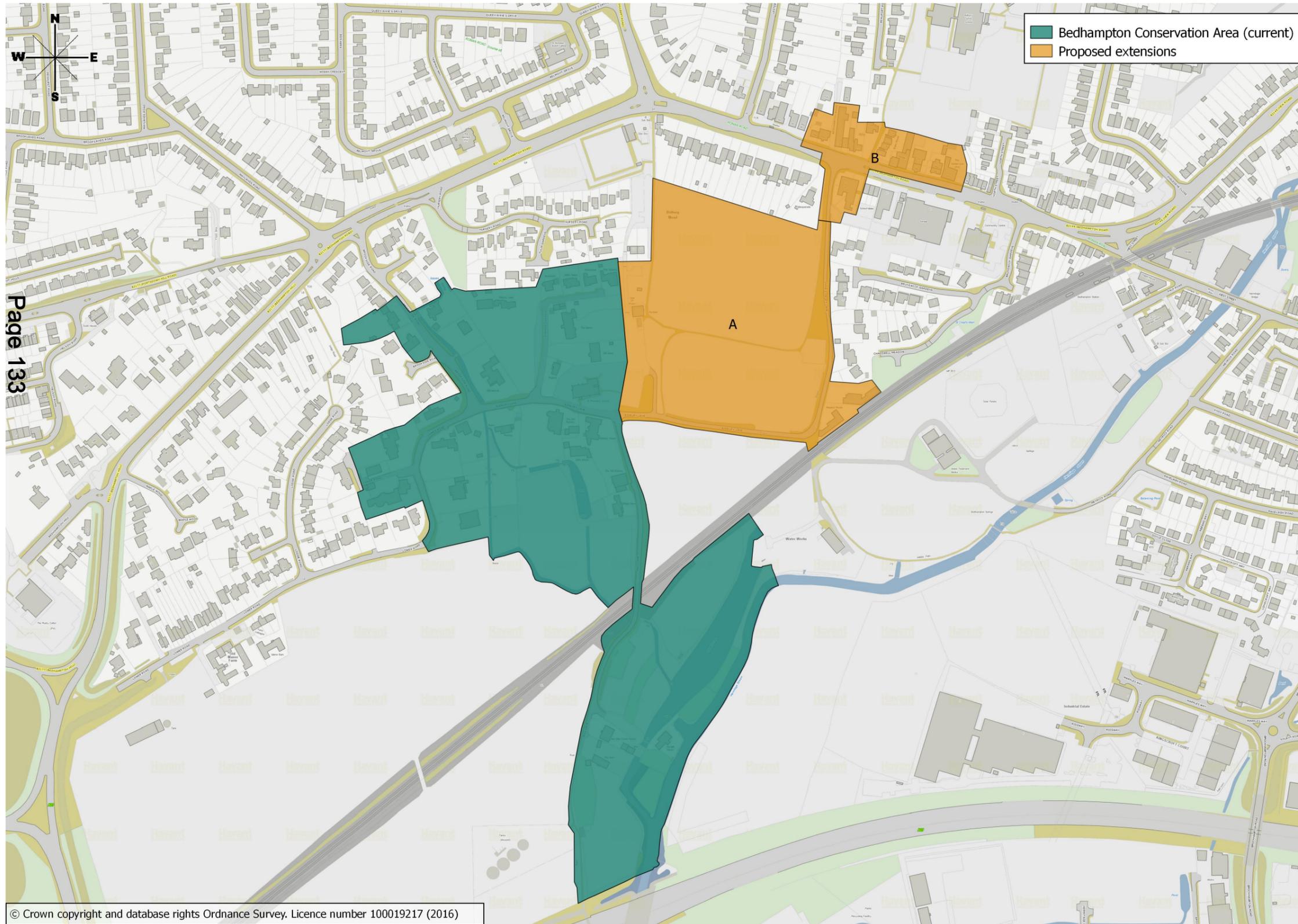
Appendix 3: Character Areas (1994)



Page 132

- Key
- Conservation Area Boundary
 - Character Area 1
 - Character Area 2

Appendix 4: Proposed Extensions to Conservation Area



Appendix 5: Identified Buildings of Local Interest

The buildings below should be considered against the criteria for addition to the List of Buildings of Local Interest:

58, 58A and 58B Bedhampton Road (former Gospel Hall)

Bidbury Lawn, Bibury Lane

3 Lower Road

The Old Granary, Mill Lane

Number 1-5 Old Manor Farm, Lower Road – Former Farm buildings

Appendix 6: Positive Buildings

The buildings listed below have been identified as buildings that have some traditional character through their architectural design and therefore make a positive contribution to the character of the Conservation Area of Old Bedhampton.

72-78 Bedhampton Road

84 & 84A Bedhampton Road

56A & 56B Bedhampton Road

Appendix 7: Sources of Information

Bibliography

Bedhampton Historical Collection, records of John Pile British Geological Survey online

Cousins, R (2015) 'A brief history of Bedhampton'

Havant Borough Townscape (2007) Landscape and Seascape Character Assessment
Havant Borough Council (2007) 'Havant Borough Townscape, Landscape and Character Assessment'

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Portsmouth Evening News, 11th May 1954

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Online resources

www.bedhamptonvillage.com

www.britishnewspaperarchive.co.uk

www.hants.gov.uk/landplanningandenvironment/environment/historicenvironment/historicsettlement/historicsettlementsurveys

www.manortrust.org.uk

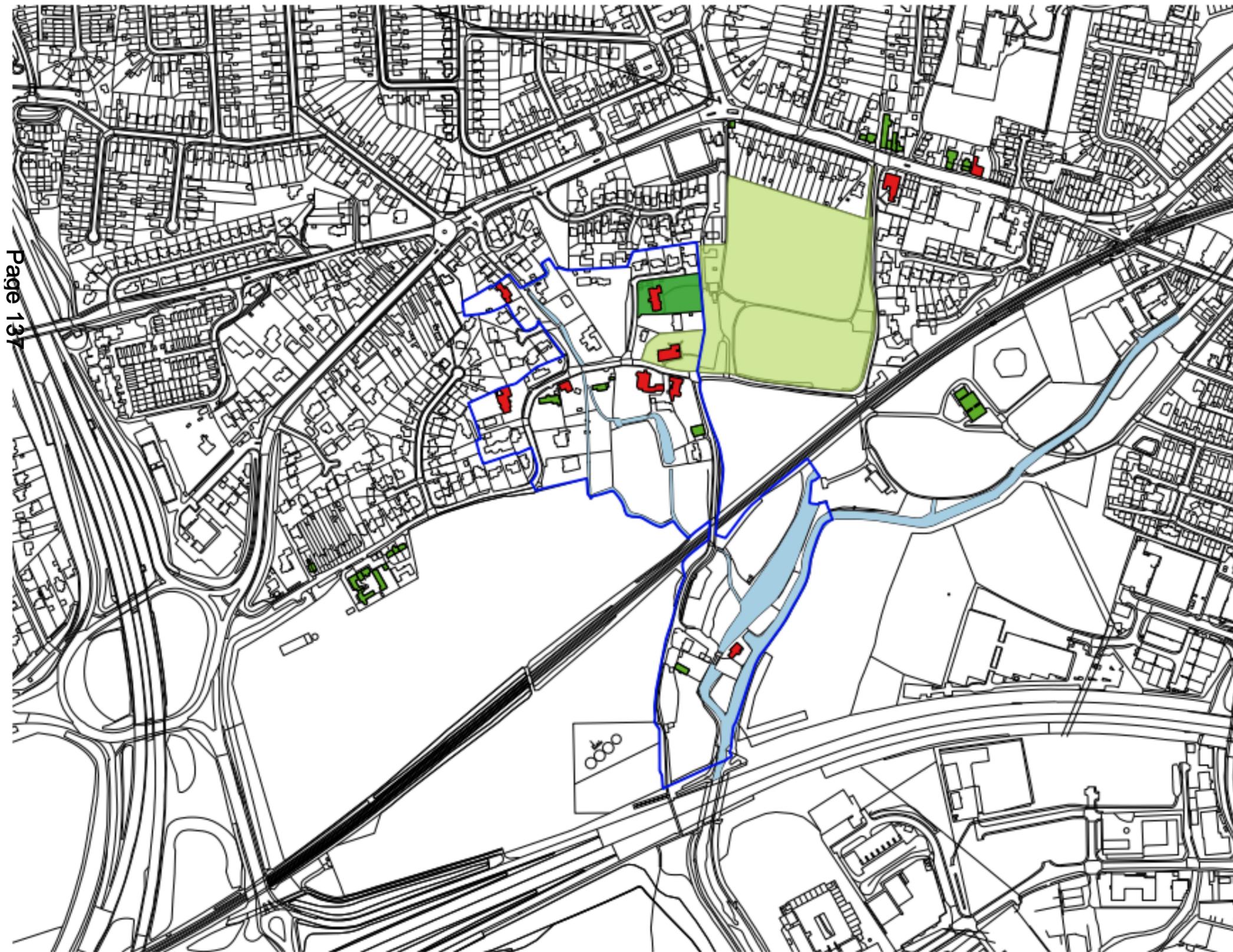
www.parksandgardens.org

www.research.hgt.org.uk/item/the-old-rectory-bedhampton/

www.telegraph.co.uk/travel/artsandculture/3273771/Home-of-Welsh-poet-Dylan-Thomas-opens-as-a-holiday-let

www.visionofbritain.org.uk

Appendix 1: Heritage Assets Map

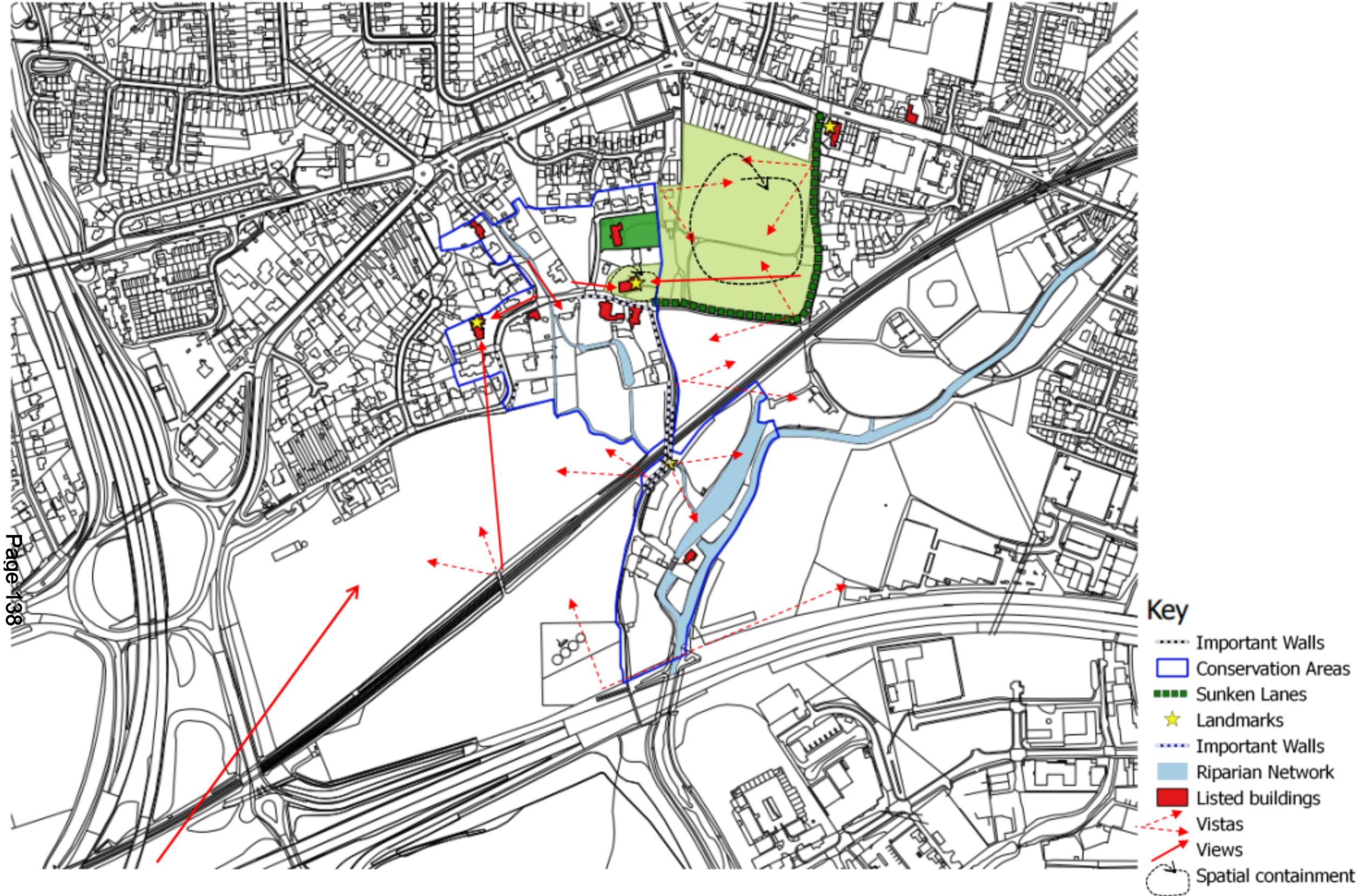


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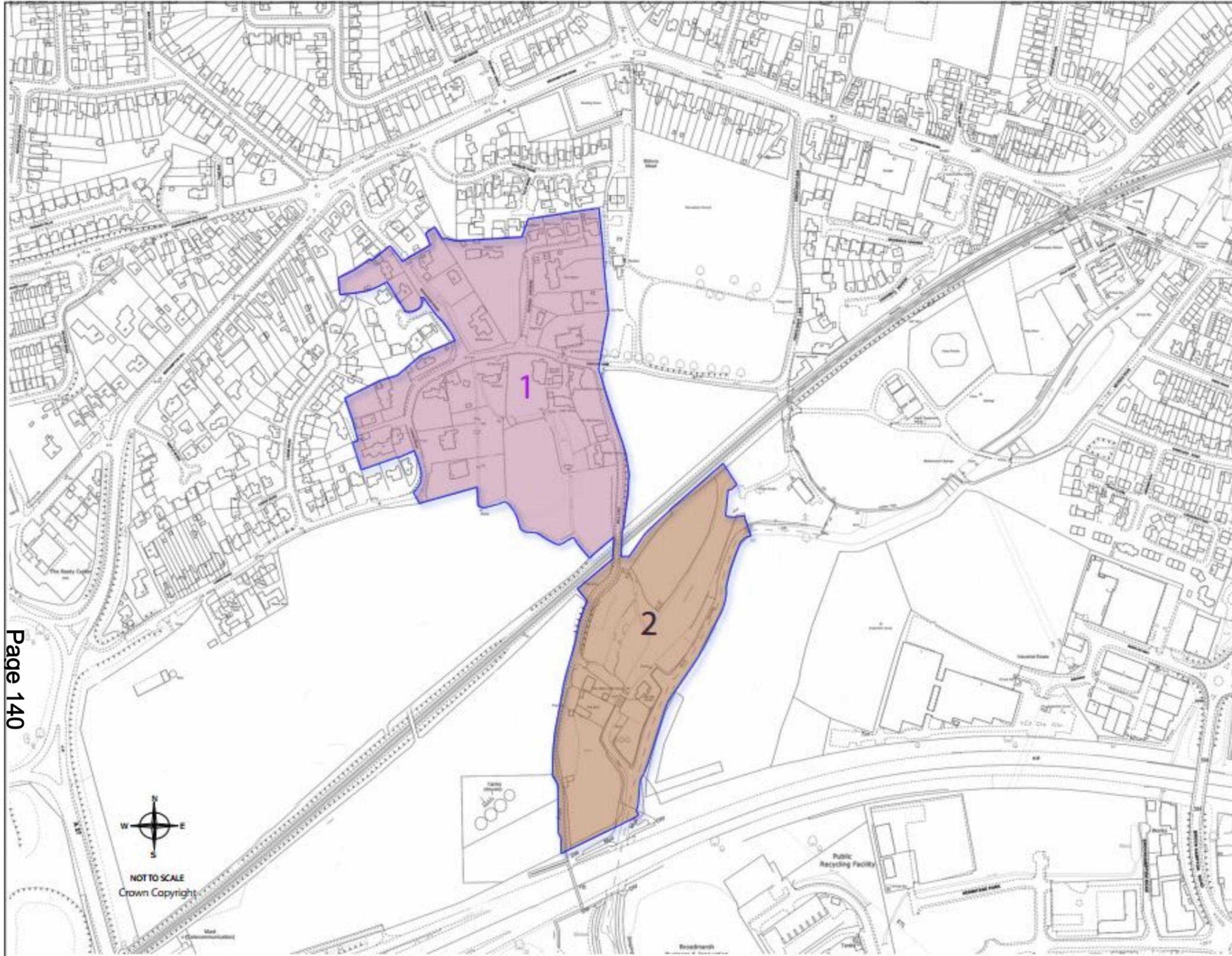
- Key**
- Conservation Areas
 - Listed buildings
 - Locally Listed Historic Park & Garden
 - Important Green
 - Positive Buildings

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Appendix 2: Townscape Appraisal

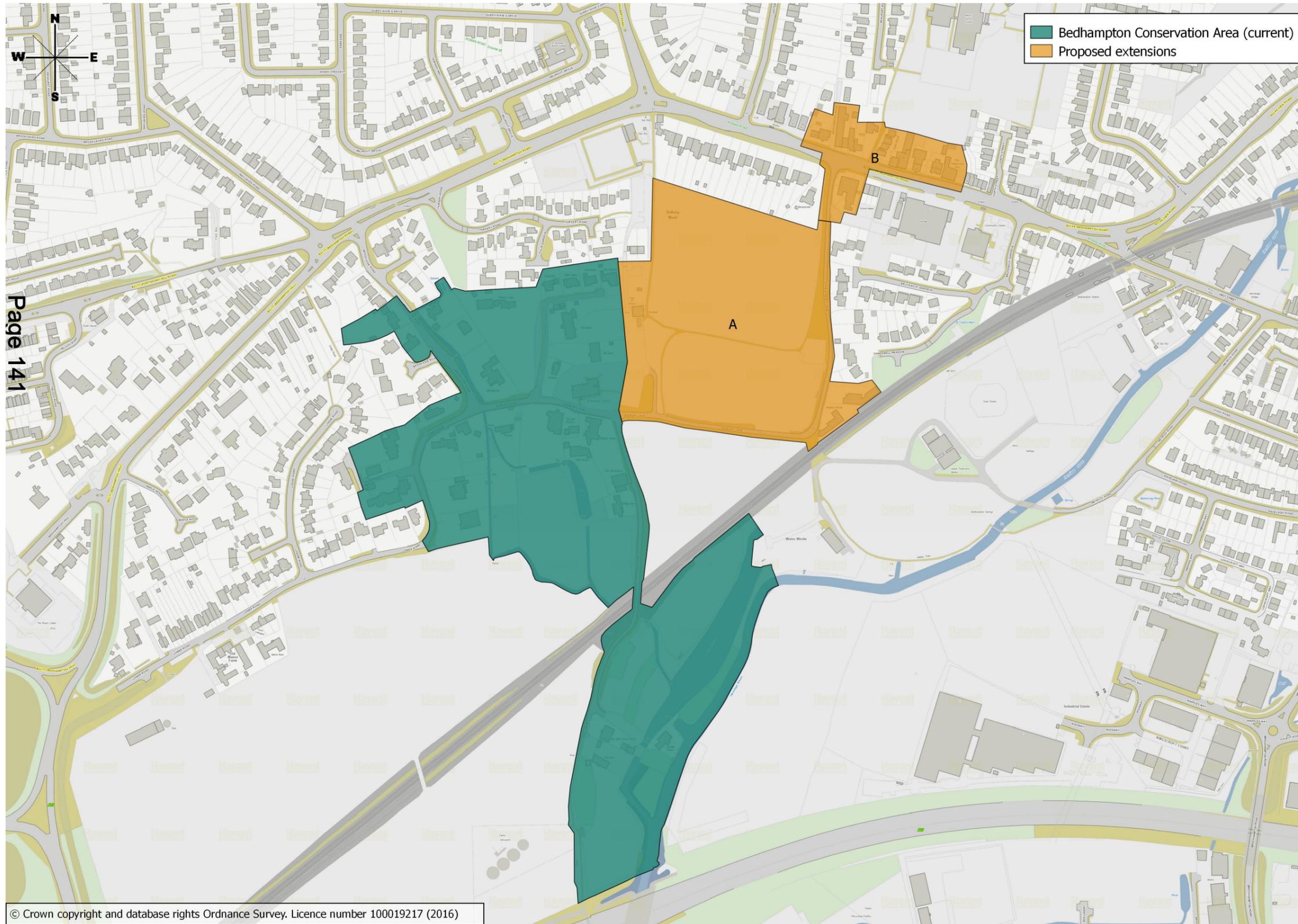


Appendix 3: Character Areas (1994)



- Key
- Conservation Area Boundary
 - Character Area 1
 - Character Area 2

Appendix 4: Proposed Extensions to Conservation Area



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Old Bedhampton Conservation Area Appraisal Review 2019

To anonymise the representations each private individual has been given a separate number (respondent number) whilst organisations/groups will be referred to by name (not the name of the person who submitted the comments). Responses to the consultation have been broken down into individual points that have been raised.

	Comment	HBC Response	Action	Respondent number
1	This is one of few green areas available to residents for healthy walking & other exercise. It also helps maintain wildlife in an area of high air pollution; the result of heavy traffic on Bedhampton road. The pleasure afforded by this conservation area is one of few compensations for the constant traffic noise in the area. By including it into the conservation area it would further ensure the security of this land against future housing developments.	Noted	Bidbury Mead has been included into the Conservation Area	1
2	Appendix 6 link is not correct. The link is not to "Trees". Can the correct link be inserted.	The tree appendix was excluded from the actual appraisal, the link appeared by mistake	NFA	2
3	I support all 9 recommendations in the appraisal apart from recommendation 2; the permitted development rights for solar arrays should be retained because the benefits to the environment of renewable energy outweigh the importance of preserving the appearance of buildings.	Removal of Permitted Development rights at this stage is only a recommendation and may be subject to further consultation if the Council decides to pursue an Article 4	Include recommendation for Article 4 in cabinet report.	3
4	Recommendation 1, extending the conservation area to include Bidbury Mead, the old school and chapel would be of particular benefit in raising local awareness	Support for recommendations is noted	NFA	3

	of our village and demonstrating that the very special character of Bedhampton extends beyond Old Bedhampton.			
5	Protecting our sunken lanes (recommendation 9) should also be a priority as should the protection of pedestrians and cyclists and horse riders offered in recommendation 7.	Support for recommendation is noted	NFA	3
6	Protecting our sunken lanes (recommendation 9) should also be a priority as should the protection of pedestrians and cyclists and horse riders offered in recommendation 7.	Support for recommendation is noted	NFA	3
7	I strongly support the proposal to extend the conservation area as proposed	Support for recommendation is noted	NFA	4
8	Would support the inclusion of Donkey Field. This area is of great historical significance due to biscuit factory links to Crimean war, but also acts a “breathing space” for the residents of Bedhampton. The buildings and open spaces are essential to creating the atmosphere of the area.	The donkey field was not put forward as an extension as it has no built form and does not meet the requirement for ‘special historical or architectural interest’ as required by the Listed Buildings and conservation Areas Act. However, adjacent areas have low level archaeological alerts on them suggesting that these areas may have archaeological potential that would be a constraint out side of the proposed Conservation Area.	NFA	4
9	Circular routes to the south involving Broadmarsh	The Conservation Area appraisal does not have the remit of designating public rights of way or permissive routes. It is not clear if this comment in reference to the much cited about Narrow marsh Lane path.	NFA	4
10	Portsmouth takes its water supply from the 7 Springs on and near Bidbury Mead – there is an opportunity to illustrate the importance of the “water cycle”	The Council has expressed to the Friend of Bidbury Mead that it will consider the area to the east of Old Bedhampton as a separate possible repatilarian based Conservation Area	Include in the cabinet report as a separate recommendation	4

11	Development of allotments on Donkey Field have degraded the value of the field	Agree, allotments are not visually attractive and support the reasoning not to include the field in the CA however they do provide an important community function	NFA	4
12	Would like to express my disappointment on the recommended areas of extension to the conservation area only being proposed for areas to the north east. The original and independent conservation review included additional areas that HBC have dismissed.	The independent review was commissioned by the local group Friends of Bidbury Mead. At the time of commissioning it was discussed that the report that went out to public consultation would need to be agreed by the Council's Conservation Team. HBC have agreed to look at the areas to the north east as a separate Conservation Area based around water, as it geographically falls outside of Old Bedhampton village, and there are some draw backs to designating an area controlled by statutory undertakers who could effectively do works that might not be consistent with the purpose of a Conservation Area. The idea has not been dismissed. The area south of Lower Road was not included as it lacked the Special architectural or historic interest required for designation.	Include in the cabinet report as a separate recommendation for CA for Portsmouth Water area to the east	5
13	Strongly believe the conservation area extension should include Lower Road, the Old Manor Farm, the Workers Cottages in Lower Road and also Narrow Marsh Lane with the historic Victorian Railway Bridge to the south edge.	The building along Lower Road are predominantly modern development with the exception of Manor Farm and the terrace of cottages. However, these are not considered to be of particularly special interest either historically or architecturally, they are also not well enough related to the existing conservation area to warrant extending the area to include them. However, the Conservation Team would consider the former Farm buildings for inclusion on the Council 'List of Locally Interesting Buildings' or Local List	Include in the cabinet report a separate recommendation to add to the List of Locally Interesting Buildings	5
14	The adjacent setting of the conservation area is an important aspect of its significance, particularly areas such as	Setting can be considered to fall with the Conservation Area as well as outside the boundary. Setting of a Conservation Area is afforded protection under	NFA	5

	Bidbury Mead, lands to the south of Bidbury Lane and farmlands to the south and south west of Lower Road.	paragraph 72 of the Listed Buildings and conservation Areas Act 1990. Which states that Section 73 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires planning authorities, when considering whether to grant planning permission for development which affects a Conservation Area, to have special regard to the desirability of preserving or enhancing the character and appearance of that area.		
15	consider extensions of the conservation area to include Lower Road sunken lane	As stated above. Lower Road is not considered to be a sunken lane. The National trust defines a sunken lane as 'Sunken lanes are roads or tracks that are incised below the general level of the surrounding land, often by several metres. They are formed by the passage of people, vehicles and animals and the action of running water'.	Lower Road was not identified as a sunken lane on the maps for consultation as its width has obviously been greatly increased with the development of lower Road	5
16	Consider extensions of the conservation area to include Narrow Marsh Lane along with the Railway Bridge to the south western areas	The path (not a public right of way) across the field south of Lower Road referred to here as Narrow Marsh Lane and the railway bridge are not considered to be of special historic or architectural interest as required by the Act. There could also be legal implications if the Council included a path and suggested that it was accessible for public use.	Path not included in the proposed boundary.	5
17	Refers to tow submissions made by the Bedhampton Heritage alliance	See response for Bedhampton Heritage Alliance	See response for Bedhampton Heritage Alliance	6
18	We fully support all the recommendations contained in the Appraisal and see the implementation of these recommendations as key to the continued availability of all that we currently enjoy being available for future generations to enjoy, explore, and understand their significance.	Noted	NFA	7

19	I am 100% for extending the Conservation Area, it is a wonderful idea, especially in the light of all the new housing estates which are urbanizing this beautiful area of ours. I couldn't be more pleased, and thank you for such good news.	Noted	NFA	8
20	Factual errors Just a couple of examples of the more obvious inaccuracies. Fig. 7 is described as '1825 OS Map Extract'. It is not; it is part of my tracing of the Parish Map that was used as the basis of the Bedhampton Tithe Map. The original is in Portsmouth City Records Office. The caption to Fig. 8 gives the impression that I annotated this map in 1842!	Re-attribute Fig 7 map to John Pike and change caption to indicate tracing was not done in 1842 Change caption to fig 8 to Tracing of tithe map annotated by J Pile	Corrections to be made in the finalised version	9
21	Factual errors The old error, that Bedhampton was laid to waste by the Danes in the 10 th century is trotted out once more, when I have shown quite conclusively that this is due to confusion with Beddington in Surrey.	The Publication 'A History of Hampshire: vol 3' originally published by Victoria County History refers to Betametone but makes no reference to invading Danes. It appears to have come from a leaflet on the History of the Church of St Thomas the Apostle received by HBC 16 March 1990 and taken at the time in good faith as being accurate.	Corrections to be made to delete reference to invasion by Danes in the finalised version	9 & 10
22	Typo's and minor errors. <ul style="list-style-type: none"> ➤ Page 6 para 2.3 line 4 Bidbury Lane not Mead ➤ line 6 'east' not 'west'? ➤ Page 7 para 2.9 line 5 should the 'track' be identified by its now identified name Narrow Marsh Lane?...and should 	Change to lane The description of the boundary is confusing revise text. Remove text about Narrow Marsh Lane as it is not an exception to the original form The track is not recognised as a lane in terms of street naming and numbering and doing so could potentially cause confusion.	Text amended Text amended NFA	11

	<ul style="list-style-type: none"> ➤ the record show the 19th century provision of the railway bridge? ➤ Page 7 para 2.10 line 1 space between 'setting' and 'but'. ➤ Page 8 para 2.17 add "and all linked to access via Narrow Marsh Lane." ➤ Page 8 para 2.23 line 1 delete 'up'. ➤ Page 9 para 3.1 line 10 delete the reference to the Danes (see email re John Pile comments). ➤ Page 13 para 3.17 line 4 separate 'post the'. ➤ Page 16 Fig 8 clarify the date for J Pile annotations e.g. 'annotated to show 1842 records by John Pile in XXXX (1990's?)' or refer to Bedhampton Historical Collection records? ➤ Page 21 para 3.35 line 4 the map date is inconsistent with Fig 11. ➤ Page 28 para 4.2 first bullet point Lower Road is also part of the sunken lane network adjacent to the Conservation Area. ➤ Page 30 para 4.10 there are views of the swathe from the railway which provide both the setting of Bedhampton and Havant. ➤ Page 32 para 4.16, perhaps as a separate paragraph, should there be reference to the earth bank boundaries throughout the 	<p>The point of this comment is not clear.</p> <p>There is space</p> <p>Para refers to Norman times no evidence to support Narrow Marsh lane being present at the time Removed</p> <p>Delete last sentence</p> <p>There is space</p> <p>We do not have a date for the John Pile traced map</p> <p>Check maps against Landmark historic map and change date to 1897</p> <p>Lower Road was removed from this as it is not deemed to meet the description of a sunken lane due to its wide and open nature</p> <p>Noted</p> <p>Noted</p>	<p>NFA</p> <p>NFA</p> <p>Text amended</p> <p>Text amended</p> <p>NFA</p> <p>NFA</p> <p>Amend figure</p> <p>NFA</p> <p>NFA</p> <p>NFA</p>	
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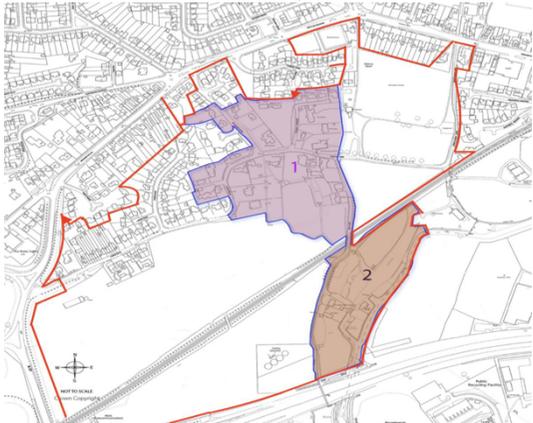
	<p>settlement?</p> <ul style="list-style-type: none"> ➤ Page 47 Figure 30 'approach from the south along..?' ➤ Page 54 Figure 35 photo caption of Bidbury Lawn is wrong (repeat of Fig 35). ➤ Page 57 Title should say Mission Hall not Chapel. ➤ Page 57 para 7.6 4th bullet point Lower Road not Lane. ➤ Page 59 para 7.18 should this include the banks of the sunken lanes? ➤ Page 60 para 7.20 new highway works 'and associated traffic management measure and/or signage'? 	<p>Changed to 'looking north from Lower Road'</p> <p>Caption as Bidbury Lawn</p> <p>The inscription on the building actually say Gospel</p> <p>Change to Road</p> <p>Noted</p> <p>Suggested wording is felt to be covered by existing text</p>	<p>Caption Changed</p> <p>Caption Changed</p> <p>Change to Gospel Hall</p> <p>Amend text</p> <p>NFA</p> <p>NFA</p>	
12	<p>'Recent evidence revelation related to Donkey Meadow (Mill Field). Deeds related to the former substation adjacent to the entrance to Bidbury Mead opposite Hulbert Road reveal the position of the railway siding serving the Biscuit Factory together with a building. On further investigation of the census records this turns out to be 'Sidings Cottage' a hitherto unknown addition to the buildings here.</p> <p>You may wish to add this to the account. It shows how relevant evidence continues to be uncovered'.</p>	<p>Whilst the information does show changes in the settlement development, neither the siding, biscuit factory remains in evidence. Therefore, in order not to further increase the 'history' section of the document further it has been decided to leave this information out of the appraisal as Conservation Area Appraisals are not intended to be a complete historical account.</p>	NFA	11
13	<p>There is a problem on pages 52 and 53 that may have arisen because HBC decided not</p>	<p>These pages refer to buildings at Old Manor Farm south of Lower Road. Which the Conservation Team had</p>	<p>Move to appendix Appendix of Local</p>	12

	to follow the consultants advice.	agreed to include on the Local list but sit out side of the conservation area. See also comment 14 below	Interest Buildings	
14	I am not clear as to whether it is still the intention of the review to draw attention to all the other positive buildings to be found in the surroundings of the conservation area like the converted Manor Farm barn shown in Figure 35 on page 53.	As the buildings have been identified by the Conservation Area review process I see no reason why they should not be mentioned within the document. See also no. 13	Add appendix of Local Interest Buildings and positive buildings	12
15	It seems to me that there would have been considerable merit in consulting on all of the recommendations in order to illicit comments and potential hitherto unknown evidence, even if this had a caveat such as paragraph 7.7. It could have then be followed, after consultation, by a commitment by HBC in the final guidance regarding the measures to be taken to safeguard and enhance all of the setting pending further review as set out in paragraph 7.30 on page 61.	The draft document went through a through review prior to the public consultation to ensure that the areas that were consulted on met the criteria for designation as a Conservation Area. On this second point, the setting is not required to be included within the Conservation Area to be afforded protection from planning legislation. The National Planning Policy framework paragraphs 189, 190, 193, and 194 all require various consideration to local heritage assets and their setting to be taken into account.	NFA NFA	12
16	The text in paragraphs 5.44 and 5.45 I think relate to The Barn in Mill Lane but there is no picture to accompany them.	Amend text to refer to the building as being in Mill Lane	Amend text	12
17	Figure 35 stands alone and is followed by paragraphs referring to Bidbury Lawn shown in the Figure on page 54 but wrongly titled	Remove photograph of Old Manor Farm and correct caption for figure 35 to Bidbury Lawn	Amendments	12
Comments 18-25 below were submitted against the Local Plan Consultation but refer to the Old Bedhampton Conservation Area so have been included				
18	The Land South of Lower Road site is not within the Conservation Area, nor is it	Noted and the Planning Policy Development Management Teams will be kept informed of the results	NFA	13

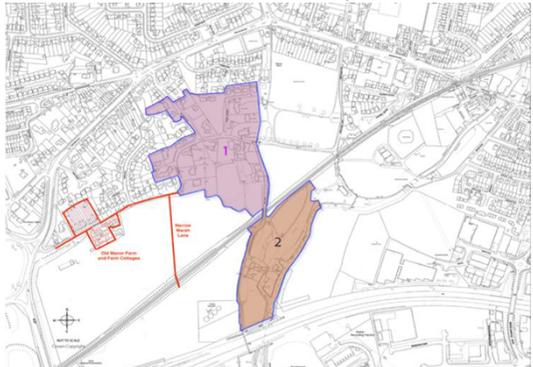
	<p>proposed to be through the reviewed conservation area.</p> <p>Nonetheless, this process is not yet complete but is likely to be prior to or during the course of the Examination. Following its completion, if the reviewed Conservation Area differs from that currently proposed, the Council may submit proposed changes to the Inspector regarding this allocation as a result.</p>	<p>and conclusion of the Conservation Area consultation. It is important to stress that the planning application process and the Local Plan process are separate to the decision on proposed Conservation Area boundary.</p>		
19	<p>Unavoidable delays meant that it was not complete before HBC wanted to progress work on the Local Plan. They therefore used the receipt of an earlier draft to call a meeting in August 2018 (when residents could not be represented) to determine a strategy for it.</p>	<p>Residents were represented at the meeting by the three publicly elected ward Councillors as well as Cllr Fairhurst (HCC) who was representing Friends of Bidbury Mead.</p>	NFA	13
20	<p>The meeting decided not to extend to the southwest “unless further evidence of its special architectural or historic interest is provided to justify its designation...” Historic England advised that “..the purpose of any consultation, therefore, should be to illicit views on whether any additional land is of such interest...” The consultant’s final report (October 2018) recommended consultation to include this area and this has not been done by HBC.</p>	<p>The meeting was to decide which areas suggested by the draft appraisal met the test for inclusion in the Conservation Area. E.g. had ‘special architectural or historic interest’. So that the document that was consulted on was not a referendum on which areas to included but an exercise to draw out further relevant information and concerns.</p>	NFA	13
21	<p>Further evidence has and continues to come to light concerning this area and this points to inconsistency of the HBC approach. To the northwest HBC propose two areas for inclusion. Bedhampton Road</p>	<p>Although the comment does not specify the nature of the further evidence it is presumed to relate to ‘Narrow marsh Lane’ the path across the field south of Lower Road; the former site of the biscuit factory or railway sidings.</p>	NFA	13

	to include post railway development and positive buildings and those of local interest. Bidbury Mead to include the historic use of the land in association with the Manor House and to recognise the sunken land character of Kingscroft and Bidbury Lanes.	Whilst they might be historic there is nothing evident to visitor to Old Bedhampton to suggest that these areas should be considered 'special historical interest'. The path, whilst shown on old maps and named is not accessible to the public (is not a public right of way) and nothing has come to light to suggest that the route was particularly special compared to other paths.		
22	To the south west there is also evidence post railway development, positive buildings and those of local interest, a similar quantity of the historic sunken lane network and significantly evidence of Narrow Marsh Lane. This is a significant pre-railway communication connection with Langstone Harbour and used to provide access to coastal lands used by the owners/occupiers of other notable buildings within the conservation area.	Yes, the railway development is historical but what makes this special? The curved bridge carrying Mill lane without a doubt falls into the special category, but the smaller private access bridge is not supportable as special historic or architectural interest. No further details of the design or construction of the bridge have come forward to support its inclusion into the Conservation Area.	NFA	13
23	It is not uncommon in the operation of the planning system that when development proposals are made this can result in hitherto unrecognised constraints emerging that can affect the proposals; trees that need protection, wildlife, archaeology, contamination and possibly buildings and other structures that need to be safeguarded. This is true of the heritage assets that have been uncovered here.	Noted That is why the council reviews its Conservation Areas from time to time. Other avenues open to acknowledging our heritage include putting structures forward for Listing, adding to the local list as well as the protection offered by the NPPF through its recognition of non-designated heritage assets whether or not they are included in a local list	NFA	13
24	The previous Inspector did not need this evidence or extended conservation area designation to decide in favour of no development on this site.	This was a planning decision not a decision on the Conservation Area. The two are separate issues. However, in terms of planning, decisions are weighed against benefits and negatives impacts, those may be subject to change over time as constraints and	NFA	13

		pressures change.		
25	At the minimum, a strip of land either side of Lower Road and including the cottages and converted farm buildings together with another strip of land either side of Narrow Marsh Lane to include the shelter belt (with a view to its removal) and the railway bridge would be justified and protect the future of this heritage and prevent unsympathetic alterations to those elements that form part of its historic character and setting for the rest of the Conservation Area	<p>The significance of lower Road would not warrant inclusion of a strip including the 'banks' either side of the road.</p> <p>The road whilst it may be on the line of a historic route the road that is seen to today is double carriageway in width with a minor bank most obvious on the northern side forming the edge of the garden to properties along the road. The argument of a sunken lane at least for Lower Road does not stack up in comparison to other sunken lanes. The National Trust says, 'Sunken lanes are roads or tracks that are incised below the general level of the surrounding land, often by several metres.'</p> <p>The exclusion to the buildings at Old manor farm, buildings are considered to be dis-engaged from the historic settlement and as such would relate poorly to the Conservation Area however their inclusion on the local list is a possibility.</p> <p>To include strips of land covering Narrow marsh lane; the path across an open field would also relate poorly to the features of architectural and historic interest and as explained early (21) the path is not considered to have 'special historical interest to warrant inclusion.</p>	NFA	
26	Soundness of policy H20	The soundness of policy H20 is a Local Plan issue not a Conservation Area review matter, likewise the impact on the conservation Area of Local Plan proposals	NFA	13
27	Support of the Conservation Area Appraisal particularly paragraph 7.7	Noted	NFA	14
28	propose an extension of the Conservation Area to include the carriageway, verges and hedges of Lower Road, Old Manor Farm, Farm and Workers Cottages as well as Narrow Marsh Lane and its railway bridge.	As comment 25 above	NFA	15

29	<p>This contribution shall seek to demonstrate how the whole area (Map 1)</p> 	<p>The National Planning Policy framework states ‘When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest.’ (paragraph 186)</p> <p>The key words are ‘Special Interest’ there is too much included in the suggested boundary that would not meet the criteria and would devalue the Conservation Area status.</p>	NFA	15
30	<p>The current review for consultation makes 9 recommendations which are broadly supported (paragraphs 7.8 to 7.29) but perversely and perhaps deliberately excludes one suggestion made by an Independent Heritage Consultant with superficial reasons that do not survive scrutiny</p>	<p>The review that has been consulted on makes the same number of recommendations as the report commissioned by Friend of Bidbury Mead. However, the wording has been altered and the extensions have been limited to Bidbury Mead and the area around the former school.</p> <p>The appraisal for public consultation makes two changes to the proposed extension in that it does not include the Portsmouth water land to the east or the land south of Lower Road. See previous comments on the matter</p>	NFA	15
31	<p>The Appraisal document also makes some presentation errors and factual inaccuracies which will be listed elsewhere.</p>	<p>See comments from 9 and 11</p>	NFA	15
32	<p>Narrow Marsh Lane and its Victorian railway bridge, Old Manor Farm (a positive building of local interest) and Lower Road Cottages have the same historical post railway importance as does</p>	<p>Narrow Marsh Lane (track across field south of Lower Road) and the railway bridge have a low contribution level for the following reasons:</p> <ol style="list-style-type: none"> a) No public access and therefore severely limited amenity value 	NFA	15

	<p>the Old Bedhampton School and Mission Hall Area.</p> <p>In addition, the surrounding land is considered to be of “Archaeological Importance” (paragraph 2.15).</p>	<p>b) Visually very difficult to see even from Lower Road which is outside of the proposed conservation area.</p> <p>HBC have agreed to add Lower Road Cottages and Manor Farm by to the local list along with the Gospel Hall.</p> <p>The surrounding land is considered to an area of high archaeological <u>potential</u> according to Hampshire CC archaeological service. Areas are also recorded as yellow archaeological alert. Area of High Archaeological Importance are a formal designation under section 33 of the Ancient Monuments and Archaeological Areas Act 1979 (of which there are 5 designated nationally; Canterbury, Chester, Exeter, Hereford and York) they should not be confused.</p>		
33	<p>The second road portal is Kingscroft Lane (B) which is a single track sunken lane with no pavements or verges which leads into Bidbury Lane and then Lower Road, all of a similar character. Travelling against the contour created a deeper cut (in Kingscroft Lane) than along the contour (in Bidbury Lane and Lower Road) thus resulting in less cut and spreading occurring.</p>	<p>We would not consider Lower Road to be a sunken Lane due to the width of the road and the lack of significant depth of the banking.</p> <p>Lower Road has a noticeably more open nature than Kingscroft Lane.</p>	NFA	15
34	<p>This balance between pedestrian and vehicular penetration of this area gives the experience of the whole area the same character. One that has been recognised as having an air of tranquillity that is attractive to visitors and contributes to a feeling of wellbeing.</p>	<p>The criteria for designation of Conservation Areas is the presence of ‘special architectural or historic interest’.</p> <p>The tranquillity has not been proven to be linked to the history or architecture of Bedhampton.</p> <p>The idea of protecting tranquillity would make an interesting Neighbourhood plan policy and could possibly fall within the scope of such a document.</p>	NFA	15

35	Kingscroft Lane, Bidbury Lane and Lower Road are the only remaining elements of the Havant to Portsmouth turnpike. The 3 elements of sunken lanes are a continuum of which the former 2 are deemed worthy of conservation.	Lower Road is significantly more open and not enclosed like Kingscroft and Bidbury Lane which were included inside the Conservation Area boundary on account of the boundary feature walls that meet the special architecture requirement and form part of the historical connection to water of the area.		15
36	<p>Extension of Conservation Area to Lower Road, Old Manor Farm, “Workers” Cottages and Narrow Marsh Lane, Map 4.</p> 	Buildings to be considered for local listing. A track would be required to be special historically to be worthy of conservation area status. A majority of paths and PROW stem from historical routes however what makes this route stand out above others and therefore special has not been proven.	NFA	15
37	Some non-designated buildings have been identified as positive buildings due to their heritage value as they make a positive contribution to the character and appearance of the conservation area, local distinctiveness and sense of place.....” (paragraph 7.12). “However, and even if on the local list, this provides no additional control, but it is an objective of the NPPF to conserve such buildings as they carry material weight when determining the outcome of a planning application” (paragraph7.13).	Noted	NFA Other than locally listing buildings that have been identified a positive	15
38	Quoting from the Appraisal document: “The	Para 2.9 refers to exception to the lack of change to the	Remove reference to	15

	<p>route of Narrow Marsh Lane which is known to have existed in circa. 1770 and on historic map dating from 1797 (Figure 6), which leaves Lower Road and leads to a bridge over the railway line to the land beyond. Recorded as a route in the late 18th century, it is now a track. The link to the harbour was severed by the construction of the A27 by pass (paragraph 2.9). The historical association with Belmont to the north is indicative of the historical importance and significance of this route for access to Broad Marsh and the harbour for the owner, to serve the adjacent lands and in the wider context for the settlement.” (paragraph 3.22). “There is evidence of the public use of Narrow Marsh Lane up to 1957 from the records of historian John Pile, dated 9.10.1994. ‘early routes remaining in use in 1957.’” (paragraph 3.36). In fact, there is recorded evidence of recreational use by local residents at least till circa 2005</p>	<p>historical landscape, which the track has been shown to have been present since 1770s. The change is the A27.</p> <p>There is significant difference between use, and public use. At present I am not convinced that there is sufficient to support the argument of public use.</p> <p>Local authority document cannot be seen to encourage use of a path or track over which there is no legal right of use.</p>	<p>track from this part of the text</p>	
39	<p>An ongoing historic search has yet to demonstrate a formal closure order.</p>	<p>The path referred to as Narrow Marsh Lane has not been designated as a public right of way and therefore evidence of a stopping up order is unlikely to be found.</p>	NFA	15
40	<p>There are no views identified from Lower Road on the above Townscape plan. There are several views available, such as Lower Road to the Mill Lane bridge.</p>	<p>Views from lower road were removed from the document that went out to consultation as the land to the south of Lower Road was not included in the Conservation Area as it does not meet the requirement of Special historic or architectural interest.</p>	NFA	15
41	<p>The 40-year-old shelter belt of 40’ high Leylandii type conifers is described as</p>	<p>Whether or not the trees are deserving of their TPO is not within the scope of this appraisal. The respondent</p>	NFA	15

	“intrusive” (para 2.9) and are not deserving of their TPO designation as they obliterate views to and from Lower Road to the Conservation Area at Mill Lane and completely obscure the open rural setting to the south and west of the Conservation Area.	should contact the Arboriculture Team for comment.		
42	Whilst some physical parts are deserving of designation as a Conservation Area, others are equally important for providing a semi-rural quality to the setting of the whole area.	Paragraph 186 of the NPPF states <i>‘When considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest’.</i>	NFA	15
43	To avoid taking a long term strategic view to protect and enhance the whole area (“Greater” Old Bedhampton) leaves the western approach (western Lower Road) vulnerable to piecemeal permitted development (e.g. brick walling Lower Road verge banks) which will erode its extensive character and in turn undermine The Conservation Area and its tranquillity that currently makes it such a valuable attraction for recreation and therefore health and wellbeing.	The ‘Greater Bedhampton Area’ (GBA see comment 29 map) as the submission proposes is a strange boundary, excluding some areas and including other with no justification based on the mix of housing styles included, and little link to architectural interest. GBA includes the bowling and tennis club to the north (which has an open space designation under the local plan) but not land to the east. The proposed boundary may work for a neighbourhood plan area were the scope of what can be protected by policies is much wider. However, too much of the suggested area would not meet the criteria for designation as a Conservation Area.	NFA	15
44	Conservation Area status accompanied with an Article 4 Direction should be agreed with local residents to prevent further erosion of the evidence and setting.	The implement of an Article 4 will follow the designation of the Conservation and would be subject to an additional consultation with residents. Unless councillors wish to pursue an article 4 with immediate effect (which may carry risk of compensation claims)	Include article 4 in recommendations for cabinet	15
45	Recommendations:	Noted that there is a positive agreement on the	NFA	15

	1. Enact the 9 recommendations made in the Appraisal document.	recommendation made in the appraisal that was consulted on.		
46	Extend the Conservation Area to include Lower Road, (carriage way, hedges, verges and banks), Old Manor Farm, "Workers" Cottages and Narrow Marsh Lane with Railway Bridge.	The reasons for not including these areas have been explained previously in this document.	NFA	15
47	Extend a path from the south side of Narrow Marsh Lane bridge to Mill Lane along the south side of the railway in order to make a circular walk for even the most physically challenged.	Narrow Marsh Lane is not publicly available for use as it has not been designated as a Public Right of Way. Any permissive use would have to be agreed with the land owner. The route suggested also lies out side of the proposed Conservation Area.	NFA	15
48	Work closely with Bedhampton Heritage Alliance to protect and enhance "Greater Old Bedhampton and Broad Marsh water front for future generations.	The Conservation Area appraisal review relates to built historic environment. Concerns relating to the water front may be best addressed to the East Solent Partnership and with individual land owners.	NFA	15
49	Consider establishing a visitor's centre to exhibit educational material of the local history, geology, environment and ecology with some refreshment.	Whilst the idea is positive this is beyond the scope of the conservation Area Appraisal.	NFA	15
50	Support the Alliance in developing its fledgling "Time Travellers Self-Guided Walk".	This sort of enterprise has previously been supported by the Economic Development Team and not really within the remit of this appraisal. We would normally be happy to offer support in terms of historic environment; However, Conservation Officer time is limited to two days a week.	NFA	15
51	Discuss with land owners and the local community innovative ways of using the farmland (community farm?) that protects and enhances the conservation Area and its settings as well as the local environment and ecology, if the land is no longer to be used for farming.	Whilst this is a commendable idea in an ideal world, the landowner is free to seek opportunities that they see as being appropriate for them.	NFA	15

52	The first point raised in this submission refers to a petition on the draft Local Plan seeking removal of the Lower Road Site on various grounds	That comment relates to proposed development site off Lower Road in the Local Plan and not the Conservation Area appraisal which are two different things.	NFA	16
53	Some by way of comment and also, based on the evidence available, to propose an extension of the Conservation Area westwards to include (i) the carriageway, banked verges and hedges of Lower Road, (ii) Old Manor Farm conversion and Farm Cottages (iii) the workers cottages on the north side of the Lower Road (iv) Narrow Marsh Lane and its railway bridge.	i) See previous response line 25 ii) See previous response line 25 iii) See previous response line 25		16
54	A separate submission is being made by BHA to cover the whole of the old village based upon it being a complete entity within the Borough's heritage and as such worthy of protection and enhancement. This submission will examine the evidence and case related to each identified parcel of properties/lands.	Issues will be responded to against that submission	NFA	16
55	Two relevant emails have been sent on 24th March 2019. One relates to errors of fact within the consultation. The other to typographical errors.	Issues will be responded to against that submission	NFA	16
56	This submission examines the Boundary Review and proposed extensions to the area and those currently excluded but recommended by the independent heritage consultant for consultation.	The boundary changes recommended by FBM consultant were considered against criteria for designation and amended to those that could meet requirements for designation. This process took place with ward Councillors the consultant and a	NFA	16

		representative of FBM		
57	Further prior submissions have been made by BHA in response to the consultation on the Pre-submission Local Plan (PsP) 2036 related to proposed housing on land south of Lower Road (H20) and the irreparable detrimental harm this will do to the Conservation Area and its setting and provided evidence of heritage assets here that are not currently protected but BHA consider are worthy of such protection and enhancement.	<p>Potentially a well designed low density scheme is not considered to be harmful beyond the weight of the public benefits it can provide.</p> <p>As demand for housing increases the benefit from such a scheme could increase.</p> <p>Designation of a Conservation Area does not prevent the possibility of development, however it will require clear justification and more stringent consideration of design factors and mitigation</p>	NFA	16
58	BHA has already illustrated how the PsP 2036 fails to follow the guidance in the NPPF(2019) {Review paragraph 1.2}. The advice given by Historic England came in August 2018 before the consultant's work was finished and may now require updating.	<p>This may be appropriate for the PsP 2036 consultation, but this is a consultation on the Conservation Area the two are separate and not related.</p> <p>The NPPF was up dated in July 2018 prior to the consultant completing their work and discussion with Historic England about the draft appraisal which was in August. The NPPF was up amended in Feb 2019</p>	The point of the comment is not clear NFA	16
59	The review appears to have some inconsistencies within the approach adopted and these have also guided these representations e.g. paragraph 4.2 mentions both Kingscroft and Bidbury Lanes as sunken 'rural' lanes but neglects to include Lower Road and any analysis of it despite it being of similar length and continuity and part of the same turnpike route.	<p>This is only an inconsistency if comparing the FBM document to the consultation document.</p> <p>As explained previously Lower Road was removed as being shown as a sunken lane as it has been significantly widened to take two lanes of traffic and is not significantly sunken. The length of the road is irrelevant in the consideration of what is a sunken lane.</p>	NFA	16
Bidbury Mead				
60	BHA supports the inclusion of Bidbury Mead and notes that HBC consider that the sunken lanes and the historic uses of the	The reference to sunken lanes have been reduced in the consultation document with the map only showing Kingscroft lane and part of Bidbury Lane as sunken.	NFA	16

	land contribute to the justification for its inclusion. noted that there are no historic buildings here only structures	Structures such as walls are key features of the open space of Bidbury Mead helping to define it. Unlike other land around the Conservation Area this is a public realm space and has a relationship with The Manor House signified through the presence of C16 gateway in the garden wall into the Bidbury Mead		
61	It is hoped that the management plan for this area will seek to prevent further erosion of the sunken lane character of Kingscroft Lane by the creation of accesses to properties on the east side. It should also resist any widening of the lane as a result of increased use by vehicles wishing to leave the area and travel in a easterly direction as a result of restricted movements being introduced at the exit from Brookside Road.	This is covered by recommendation 3	NFA	16
Old School and Gospel Hall				
62	BHA supports the inclusion of this area and notes that HBC consider that the presence of positive buildings (cottages) that are associated with post railway development contribute to the justification for its inclusion.	Noted	NFA	16
63	It is assumed that this will involve more research and analysis of the buildings here to add to the guidance together with any additions to the Management Plan.	Not necessarily. Positive building to be added to the local list are done separately from this appraisal the Local list and Conservation Area Appraisal are two separate documents with different constitutional processes to make alteration and additions. Additions to management plan would generally happen when an appraisal is updated as they would have to be approved by cabinet and Council	NFA	16

The Donkey Meadow (triangle of land south of Bidbury Lane)				
64	Known as Donkey Meadow (previously Mill Field) is devoid of special architectural interest but has a rich historic interest in the evolution of the village, which even now as a result of this consultation is still being revealed.	Believed to be in the ownership of Portsmouth Water a statutory undertaker could effectively carryout works that might not be deemed appropriate in the setting of a Conservation Area. One of the consideration when omitting this are from the consultation document the others being back of 'special' architectural or historic interest. The area is partly used for allotments however there is no tangible evidence of history	NFA	16
65	The hedgerow and brick wall along the northern boundary respectively form part of the sunken lane character of Bidbury Lane and one element of the various water related installations within the area. These will be safeguarded by their inclusion within the boundary of Bidbury Mead	Walls over 1m next to highway, included within the Conservation Area boundary would be protected from demolition without planning permission. Trees over 75mm at roughly chest height would require an application of notification to be felled	NFA	16
66	Historic interest comes from records that show, inter alia, here was a Manor House, that became the Poor House, a biscuit factory, some workers cottages, a railway siding and wagon turntable and only recently uncovered a related property known as Siding Cottage.	Again, the historic connection has been lost and is not tangible as no physical evidence remains on site. As a result, the area was not included in the boundary.	NFA	16
67	The absence of any buildings allow views across the land to be available that are only marred by the presence of the allotments. Relocation of the allotments and/or perimeter planting to provide a screen could enhance these views. In particular relatively close views from passing trains enable an appreciation of the openness of the current setting of the church, The Granary and Bidbury House. Bidbury Mead	The view does not include historic interest and would potentially be blocked by the suggested perimeter planting. It does serve a community function as allotments however they are visually intrusive and would not warrant inclusion in the Conservation Area. Area was not included in the boundary.	NFA	16

	also provides a vantage point from which to look across this land to appreciate the railway bridge on Mill Lane and the open setting of the village provided by its coastal rural position. This two-way facility includes views along the northern section of Mill Lane and from the railway bridge that can take advantage of the limited amount of enclosure along the western boundary of the land to appreciate the attractive setting of Bidbury Mead.			
68	BHA understand that HBC will engage in a dialogue and research with Portsmouth Water Company, who own Donkey Meadow, with view to possible measures to protect the heritage assets of the waterworks and tell the “Story of Water” and its role in the development of the Bedhampton and the Borough. Given this, BHA support the inclusion of this land within such a wider initiative.	Conservation team have already made a clear undertaking to consider this land and that to the west owned by Portsmouth water as a separate Conservation Area Appraisal related to water but not with the scope of Old Bedhampton.	Follow up with Portsmouth Water	16
69	Bidbury Mead Friends will be happy to discuss their proposals for further enhancements here and measures to prevent current threats to the amenities here.	There are no perceived threats to this area. The only threat being comment 67 to move the allotments from BHA with could potentially be result in a loss of amenity	NFA	16
land to the east owned by Portsmouth Water				
70	Murphy Associates identified that the land south of the railway and east of Mill Lane contains some significant buildings and structures associated with the operations of Portsmouth Water Company. A footpath	This comment related to land to the east in Portsmouth Water ownership and outside of the proposed boundary changes. There are no proposals affecting existing footpaths in the Conservation Area appraisal.	NFA	16

	runs through this area linking Mill Lane railway bridge with properties south of Bedhampton Halt. This route may be particularly attractive to employees at the businesses along Harts Farm Way.	Designation of Public Rights of Way is a County Council function.		
71	BHA recognise that a detailed examination of these assets and their potential to be part of an extended conservation area or a stand-alone designation was beyond the brief accepted by Murphy Associates.	This comment related to land to the east in Portsmouth Water ownership and outside of the proposed boundary changes. Noted	NFA	16
72	BHA support the approach outlined in above as it relates to this area.	This comment related to land to the east in Portsmouth Water ownership and outside of the proposed boundary changes. As previously stated we will follow up with Portsmouth Water	NFA at this time	16
Land south of Lower Road				
73	BHA does not support the exclusion of this area from consideration as a possible extension to the conservation area.	This area was excluded due to its lack of Special architectural or historic interest as required under the Listed Building and Conservation Areas Act section 69.	NFA	16
74	The issues surrounding heritage protection and enhancement have been heightened by the Local Plan 2036 proposals for site H20 which pre-date the Review and appear to be in conflict with the duty of HBC set out in the Introduction to the consultation Appraisal.	The appraisal and the Local Plan are two separate entities. Conservation Area designation does not exclude development but can place greater controls on design and density to make development acceptable	NFA	16
75	Bedhampton Historical Collection have so far uncovered much evidence related to the historical significance of the use of the farmlands and the public access to the harbour and foreshore by the population of the village as it grew and particularly by those with an ownership of parcels of the	There is yet to be anything uncovered that would be deemed special interest either historically or architecturally. Historic ownership links are not considered sufficient to be deemed Special historic interest. Otherwise any field linked to a manor could be designated.	NFA	16

	land who also have significant properties in the area as well as links with the Lord of the Manor and the Winchester Diocese.			
76	This relates in particular to Narrow Marsh Lane and its railway bridge. The remains of the harbour landing are still evident and, whilst the mid-section has been lost to land reclamation associated with the A27 bypass construction, the northern section remains and was in regular public use until recent times.	The area the comment relates to sit well out side of the proposed boundary with the landing being south of the railway line. The suggestion that these open fields should be protected by Conservation area designation would be contrary to the NPPF paragraph 186. Whilst the northern part of narrow marsh lane may have been in use there is no Public Right of Way across this parcel of land.	NFA	16
77	Protecting and designating this strip of land would be consistent with preserving evidence of other significant historic connecting routes within the Borough e.g. the Hayling Billy line and the Hayling Island wade way. It would also be consistent with the present conservation area boundary, which has a narrow section covering the Mill Lane bridge alone.	To protect a strip of land that cover a path that is not publicly accessible with a designation for special architectural or historic interest would be at odds with the criteria for designation. The comparison with the Billy trail is considered to be mis-placed as the Billy trail follows the former track bed of the line and is a reflection on the industrial past that makes it special.	NFA	16
78	It should be noted that previous uses of Bidbury Mead are used by HBC in support of an extension here. Historically the use of Bidbury Meads was ' <i>mainly fields</i> '. So, recognising the previous uses of the farmland, whilst it might be difficult to decide where to draw any boundary line, would not be inconsistent with this justification.	The Council has not recognised any former use of Bidbury Mead, however there is an acknowledgement that there was some form of connect to the Manor via the C16 gateway in the wall. There is nothing on the historic mapping to indicate that its formal use was agricultural, Bidbury Mead's formal park setting is the main reason for inclusion. HCC image shows Maypole dancing in 1935 which would suggest that historically over the last 100yrs it has been used for recreational purposes.	NFA Not considered to be inconsistent judgement	16
79	The area is despoiled by the presence of the non-native shelterbelt. This blocks continuous vistas of the setting of the	The shelter belt sits outside of the proposed Conservation Area boundary however it is not the only vegetation belt that block the view into the village from	NFA No changes to the boundary	16

	village. Its original purpose was short lived, and it has no current purpose. It is not set on any historic boundary line. Its removal would enhance the setting of the existing conservation area. To include this line of trees together with Narrow Marsh Lane would provide an opportunity to remove them as part of a Management Plan. It offers a logical position for a tightly drawn boundary extension.	the south. There is the tree line that follows the CA boundary from the railway to the corner of Lower Road, trees beside the Lower end of Mill Lane. To include the path and the belt of trees would be to include items that have no 'special architectural or historic interest' regardless of whether the boundary is tightly drawn		
80	Lower Road contains a greater amount of post railway development (positive buildings) than found in Bedhampton Road together with converted buildings that have retained their ' <i>special architectural or historic interest</i> '. The workers cottages on the north side of the road are set above the carriageway, which reinforces the sunken lane character of the road.	The cottages on the north side have been altered in various ways which lowers their interest value and they are poorly related to the Conservation Area. The Conservation Team have said we would look at potentially seeing if they meet the criteria for adding to the local list. The east-west section of Lower Road has been considerably opened out to take two-way traffic that it really cannot be considered a sunken lane based on a road way cut into a slope.	NFA	16
81	This evidential character is continued along both sides of the road up to the present conservation area boundary. It would appear inconsistent to include these characteristics found in Kingscroft and Bidbury Lanes within the Bidbury Mead proposal and leave out a length (almost as long as these two when combined) of the former turnpike in Lower Road. Inclusion could provide the opportunity to prevent unsympathetic permitted development that erodes these attributes.	The characteristic of Lower Road is different, and this has been highlighted by comments in the appraisal referring to Kingscroft and Bidbury Lanes being described as single track lane. The length of the lanes has no relevance in whether it is considered sunken or not.	NFA	16
82	BHA oppose excluding this area from	See responses to 79 and 80	NFA	16

	<p>consideration for an extension and support a 'T' shaped extension of the conservation area boundary to include Narrow Marsh Lane (north of the railway) and a strip alongside it to include the shelterbelt together with its railway bridge.</p> <p>Alternatively, there could be merit in including all the land up to the Glebe lands. Also, a strip either side of Lower Road at its eastern end and at the western end to include the farm cottages, barn conversion on the south side and workers cottages on the north side.</p>			
83	<p>Circulation of the "Appraisal" document has been very well received by The EGOA and grateful thanks has already been conveyed to Bidbury Mead Friends (BMF)</p>	<p>No comment required</p>	<p>NFA</p>	<p>17 EGOA</p>
84	<p>It is acknowledged that Havant Borough Council (HBC) is responsible for conducting such reviews and the last occasion was over 25 years ago in 1994, but insufficient resource has been the stated reason for such a lapse.</p>	<p>This is a resourcing issue and does not require any amendment to the appraisal. The recently published Conservation Area Appraisal, designation and management advice from Historic England makes a recommendation of every 5 years subject to resources and development pressures in the area. There are 14 Conservation Areas with the Borough and at present the Conservation Office resource stands at 2 days a week.</p>	<p>NFA</p>	<p>17 EGOA</p>
85	<p>Absence of notable and relevant "hyperlinks" to included references such as the National Planning Policy Framework (NPPF) is disappointing</p>	<p>These documents can change over time and therefore the hyperlink would require updating as older versions are archived</p>	<p>Add link to NPPF</p>	<p>17 EGOA</p>
86	<p>Proposed corrections to the 'Appraisal' document have already been clearly defined and submitted by the Old Bedhampton Heritage Alliance. These</p>	<p>Comments made by BHA will be addressed 13, 15 and 16</p>	<p>NFA</p>	<p>17 EGOA</p>

	corrections are entirely agreed by The EGOA and to avoid unnecessary repetition are not included as part of this submission.			
87	<i>Extension of the current CA boundary to include Bidbury Mead and Old Bedhampton School & Chapel are very welcomed and supported.</i>	Noted	NFA	17 EGOA
88	<i>A further area extension to include land south of Lower Road with former farm buildings and agricultural lands is also very strongly supported. This land and former farm buildings are integral to the entire CA and this must be acknowledged by their inclusion.</i>	This area was not included in the appraisal as it lacked special architectural and historic interest. Conservation Areas are not a landscape designation. However, HBC is seeking to protecting the borough's heritage for future generation through use of designation powers.	NFA	17 EGOA
89	<i>Omission of our heritage key points at Narrow Marsh Lane, Victorian Railway Bridge and Old Manor Farm will inevitably mean these historical assets will be lost. HBC have a responsibility to future generations who have a citizen's right for them to be preserved.</i>	Evidence has not been produced to support why this private track and bridge is of particular or special interest above any other path or bridge outside of a conservation area. For example, Mill Lane bridge is 'special' due to its unique design and its connection to the mill and granary however the same cannot be said of this bridge. Conservation Area designation does not exclude development, it is a tool to ensure that ensures development is beneficial and will enhance the area. Where there are losses benefits must outweighs the harm. NPPF paras 193-196	NFA	17 EGOA
90	Recommendation Two – cumulative impact of minor alterations to all buildings within the declared CA including those that are <i>not</i> listed. A 'bold' statement regarding the removal of permitted development rights and for the removal of: <ul style="list-style-type: none"> Existing means of enclosure and 	The recommendation to remove permitted development rights is fairly standard in Conservation Area appraisals. It is a recommendation at this stage and would require further detailed consideration regarding possible financial and legal implications.	Include in recommendation to report back on article 4	17 EGOA

	<p>boundary treatments</p> <ul style="list-style-type: none"> • Hardstandings • Front porches • Rooflights • Solar arrays • Changing the colours of already painted surfaces • Changing roof material • Changing windows and doors • Eaves and barge boards 			
91	<p><i>Clarification is sought regarding how retrospective enforcement will work in terms of owners and residents changing the outward appearance of their homes. Interpretation of this stated recommendation in its current form will undoubtedly cause confusion. The impact is potentially very significant on current buildings and any new developments. Given the clarification required, this recommendation is not yet supported by the EGOA.</i></p>	<p>Conservation Area designation cannot be enforced retrospectively. However, the test for future development is that it should seek to preserve and enhance and the NPPF requires LPA to seek those opportunities where they arise in relation to designated heritage assets such as Conservation Areas. Benefits of designation as Conservation area are generally seen incrementally over time.</p>	NFA	17 EGOA
92	<p>Recommendation Three – resisting proposals to remove boundary walls, piers and railings and resist applications for new boundary treatments that fail to respect the form and materials of traditional boundary treatment. Any existing evidence of former historic boundary treatments, including gateposts and decorative details, their reinstatement will be encouraged. <i>Despite clarification being sought for</i></p>	Noted	NFA	17 EGOA

	<i>“Recommendation Two” this recommendation is generally supported.</i>			
93	<p>Recommendation Four – the Council will seek to ensure that all existing historic features are retained and new highway works, and other works of general enhancement, will bring improvement to the CA.</p> <p><i>This recommendation is most welcome and supported.</i></p>	Noted	NFA	17 EGOA
94	<p>Recommendation Five – Tree Preservation Orders, in appropriate circumstances, where a tree has significant amenity value and considered to be under threat.</p> <p><i>Recommendation is supported. Conversely, a proposal to include circumstances where a tree poses a high risk to life and property. Tree preservation has an important role, but there are some circumstances in which a tree has become a real danger, such as being permitted to grow to an exceptional size and in close proximity to properties. The Council should consider all trees within the Conservation Area and carry out a risk assessment on those that are clearly posing a high level of risk to people and property, taking the necessary enforcement action if appropriate.</i></p>	The support to the recommendation is noted, however the safety of trees and management of risk lies with the individual landowners of trees and not the Council.	NFA	17 EGOA
95	<p>Recommendation Seven – Consider a 20mph speed limit within Old Bedhampton to include Kingscroft Lane, Bidbury Lane, Mill Lane, Lower Road, Brookside Road and Edward Gardens, ensuring pedestrians,</p>	Noted	NFA	17 EGOA

	cyclists and horse-riders are given priority over vehicular traffic. <i>Recommendation is fully supported.</i>			
96	Recommendation Eight – consider placing ‘welcome signs’ to the entry to the area within the highway without causing obstruction or conflict. <i>Clarification is sought regarding the nature and content of such signage and how it will potentially impact on the public realm of Old Bedhampton. Street furniture, as stated several times within the ‘Appraisal’ is limited resulting in a rural setting being created as opposed to an urban one.</i>	The nature of any street furniture or welcome signs is not within the scope of this appraisal as that would be a Highway issue however the appraisal would be a material consideration in that process and could influence it design.	NFA	17 EGOA
97	Recommendation Nine – In coordination with Hampshire County Council and landowners, seek to prevent loss or erosion of the verges, earth banks and hedgerows to each side of the sunken lane running through the settlement. <i>Recommendation is fully supported.</i>	Noted	NFA	17 EGOA
98	Review – HBC statutory duty under Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to review conservation areas from time to time. This clause appears to be weak and would benefit from a stronger statement that commits HBC to a designated date to enable interested parties to anticipate and prepare for a review. Such preparations may include calling key people together to discuss any improvement plans HBC keeps under constant review in support of the	The recommendation is worded to provide flexibility in order that the limited heritage resource within the Council can be used to address the Conservation Area of most concern at the time. For example, if there is potential threat from development or if a Conservation Area is considered to be at risk. The recommendation is considered to be within the suggestion of ‘from time to time’ by Historic England.	NFA	17 EGOA

	majority of recommendations put forward in the 'Appraisal' document.			
99	The extension of this protected status to the east of The Church of St Thomas and Mill Lane is welcomed, bringing trees of significant amenity value in these areas under statutory control.	Noted	NFA	18 HBC Tree Team
100	The appraisal lacks a succinct summary of the special interest of Old Bedhampton. On p.28 there is a list of features which contribute to the special interest but there is no overview which explains how such features combine to give a unique character.	Summary of features changed to Features List of features has explanation of their contribution to the character added to it. Will also add a summary to the front of the appraisal for ease of use	Additional text in	19 Historic England
101	The contribution made by setting to the special interest of Old Bedhampton could be better explained, how the remaining open fields illustrate the rural setting of the settlement and help define its morphology.	Addition of para 2.3 Setting	Addition to text	19 Historic England
102	The historical background section is very long for a document of this type and could be summarised.	The history section was left in as the document was prepared on behalf of the community group who decided on the content with their consultant. It provides background.	Reformat document to bring more essential information forward, emphasise the more critical section from a planning perspective. See also comment 100	19 Historic England
103	The informal semi-rural layout of the roads suggests that there is relatively little traffic through the conservation area and I assume that the place is relatively tranquil? If this is the case this needs to be described as character is also about experience which relates to sounds and activity as much as	Text added in section 4	Additions to text	19 Historic England

	views.			
104	The title to section 3 has a word missing- 'Evidential and Historic <i>Value</i> '?	Word added	Text amended	19 Historic England
105	The title on p.52 'Other positive buildings' lacks clarity, how are they 'positive'? Presumably you mean buildings which make a positive contribution to the special character and appearance of the conservation area.	Noted Insert brief paragraph to explain positive buildings at the start of that section.	Positive buildings are buildings or structure that through their character, be it design, or materials make a positive contribution to the character of the Conservation Area.	19 Historic England
106	The mapping images at the rear of the document would benefit from being larger and clearer.	Noted	Will make maps A3 sized and crop tighter to reduce white space	19 Historic England
107	Based on the information within the document we would support the extension of the conservation area as proposed in recommendation 1. We would also support the proposed Article 4 Direction.	Noted	Include article 4 in recommendations in cabinet report	19 Historic England

Hill, Jessica

From: [REDACTED]
Sent: 17 February 2019 10:10
To: Planning Policy and Urban Design
Subject: Old Bedhampton Conservation area review

Dear sirs,

As a local resident I am wholly in favour of the inclusion of Bidbury Mead and the Old School and its surrounding into the existing conservation area.

This is one of few green areas available to residents for healthy walking & other exercise. It also help maintain wildlife in an area of high air pollution; the result of heavy traffic on Bedhampton road.

The pleasure afforded by this conservation area is one of few compensations for the constant traffic noise in the area.

My partner and I walk the Mead every day and encounter many people of all ages making use of this open space. By including it into the conservation area it would further ensure the security of this land against future housing developments.

thank you for your work towards securing this positive review.

[REDACTED]

Hill, Jessica

From: [REDACTED]
Sent: 02 February 2019 13:01
To: Planning Policy and Urban Design
Subject: Old Bedhampton Conservation Area review, Consultation documents.

Follow Up Flag: Follow up
Flag Status: Completed

Appendix 6 link is not correct. The link is not to "Trees".
Can the correct link be inserted.

[REDACTED]

Hill, Jessica

From: [REDACTED]
Sent: 28 March 2019 10:37
To: Planning Policy and Urban Design
Subject: Old Bedhampton Conservation Area Review 2019

I am responding to this review as a long-time resident of Bedhampton an allotment holder on the Donkey Meadow and one of the Friends of Bidbury Mead.

I support all 9 recommendations in the appraisal apart from recommendation 2; the permitted development rights for solar arrays should be retained because the benefits to the environment of renewable energy outweigh the importance of preserving the appearance of buildings.

Recommendation 1, extending the conservation area to include Bidbury Mead, the old school and chapel would be of particular benefit in raising local awareness of our village and demonstrating that the very special character of Bedhampton extends beyond Old Bedhampton. Protecting our sunken lanes (recommendation 9) should also be a priority as should the protection of pedestrians and cyclists and horse riders offered in recommendation 7.

I walk or cycle in Bedhampton on a daily basis and believe that protecting and enhancing the local environment will benefit the entire community.

[REDACTED]

Consultation on Bedhampton Conservation Area

I strongly support the proposal to extend the conservation area as proposed but would support the inclusion of Donkey Field. This area is of great historical significance but also acts a “breathing space” for the residents of Bedhampton. As urbanisation of our residential area continues at pace it has never been more important to retain attractive open spaces where people can walk, run, play and generally enjoy the outdoors. The buildings and open spaces are essential to creating the atmosphere of the area.

I would argue that “The Donkey Field” opposite Bidbury House should also be included in the plan. It contributes to the sense of openness and gives attractive views from Bidbury Mead to the railway bridge on Mill Lane and vice versa. The importance of this bridge is briefly described below. It has important historical significance for the area. The large biscuit factory in this field exported its produce first by sea and then rail to support the troops. The grade 2 listed Bidbury House, on Bidbury Lane, was constructed for the owner of this factory. Recently the appearance of the field and the views towards “The Mead” have been degraded by the development of allotments. Sympathetic screening of these allotments by hedging could easily help enhance the area (see images below). It would be a mistake to degrade the field by further development.

Bidbury Mead and Old Bedhampton offer a visually attractive and easily accessible space at the southern end of a densely populated area. Recent work to improve the Mead and especially the children’s play area has resulted in a significant increase in footfall in this area. By extending the conservation area there will be further emphasis on preserving the “feel” which people find so attractive.

One of the greatest threats to our health is lack of exercise. This area allows all ages to partake in exercise ranging from the team sports to more sedentary strolls across the Mead and everything in between. An important element in an individual’s decision to “go for a walk” is not only the attractiveness of a place but also the presence of a circular route. A circular route gives a greater sense of

satisfaction that a goal has been achieved. Several circular routes exist around the current conservation area and there is scope to increase the number and length to involve Broadmarsh to the south. The Conservation Area acts as an “entrance” via Mill Lane to the magnificent views of Langstone Harbour that can be gained from Broadmarsh and the coastal path. Furthermore the wide variety of marine bird life on the harbour is an additional benefit.

Conservation of the area for future generations will help preserve the important historical elements that lie behind the development of Bedhampton. Importantly it’s all within walking distance and the majority is wheelchair accessible. Some examples from recent history are:

- The links to the Crimean war and feeding the troops from the biscuit factory in Donkey Field.
- The importance of international trade – Bedhampton’s riches collapsed after the Mid West of America started exporting Corn.
- The power of the Bedhampton land-owners in demanding the construction of the slowly sloping bridge on Mill Lane. This allowed their horses to traverse the railway without hindrance as they delivered their wares to the quay at Broadmarsh. This resulting elegant bridge over the newly built London to Portsmouth railway is a powerful statement as to the importance of agriculture in the area.
- Portsmouth takes it’s water supply from the 7 Springs on and near Bidbury Mead – there is an opportunity to illustrate the importance of the “water cycle” especially given the predicted shortages with global warming. Portsmouth is inexorably linked to The South Downs via these important springs and their associated buildings.
- Keats stayed and was inspired to write poetry here.



Donkey Field allotments degrade the view from Mill Lane towards Bidbury Mead.



Bidbury Mead acts a gateway to the under-appreciated views of Broadmarsh



Hill, Jessica

From: [REDACTED]
Sent: 28 March 2019 21:45
To: Planning Policy and Urban Design
Subject: Response to the Old Bedhampton Conservation Area Review 2019

To the HBC Policy Design Team

In response to the Old Bedhampton Conservation Area Review, I would like to express my disappointment on the recommended areas of extension to the conservation area only being proposed for areas to the north east. The original and independent conservation review included additional areas that HBC have dismissed.

I strongly believe the conservation area extension should include Lower Road, the Old Manor Farm, the Workers Cottages in Lower Road and also Narrow Marsh Lane with the historic Victorian Railway Bridge to the south edge.

The adjacent setting of the conservation area is an important aspect of its significance, particularly areas such as Bidbury Mead, lands to the south of Bidbury Lane and farmlands to the south and south west of Lower Road. These lands have provided a rural setting of the conservation area and settlement and should be included within the conservation area extensions.

The opportunity to protect the complete setting of this valuable asset (a gem within Havant) for future generations should not be wasted. I would strongly encourage HBC to think long and hard on this review and consider extensions of the conservation area to include Lower Road sunken lane, the Old Manor Farm, the Workers Cottages and Narrow Marsh Lane along with the Railway Bridge to the south western areas.

Regards

[REDACTED]

Hill, Jessica

From: [REDACTED]
Sent: 28 March 2019 15:00
To: Planning Policy and Urban Design
Subject: Response to the Old Bedhampton Conservation Area Review Appraisal.

The Policy Design Officer
Havant Borough Council

28 March 2019

Dear Sir,

Response to the Old Bedhampton Conservation Area Review Appraisal

Refs:

- A. The Old Bedhampton Conservation Area Review Appraisal, HBC January 2019.**
- B. Bedhampton Heritage Alliance Representation March 2019.**
- C. Bedhampton Heritage Alliance Submissions March 2019.**

The purpose of this email is for you to record our full agreement and therefore support of the 2 submissions, and the included recommendations, from the Bedhampton Heritage Alliance appertaining to the Old Bedhampton Conservation Area Review Appraisal.

As such, we have nothing further to add apart from asking the appropriate Havant Borough Council officials and all Councillors to give these representations and documents their fullest possible positive support.

Yours Sincerely,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Hill, Jessica

From: [REDACTED]
Sent: 22 February 2019 09:54
To: Planning Policy and Urban Design
Subject: Old Bedhampton Conservation Area Appraisal consultation

My wife and I deem it a privilege to live in this area surrounded as we are by areas of particular interest and significance. Any proposal that seeks to retain this unique quality and the impact it has upon our lives is to be wholeheartedly and strongly supported.

My mother was Headmistress at the Old School, our children and grandchildren have grown up used and enjoyed the benefits of Bidbury Mead and the walks and scenery available. There are few people who have such a feature as Chad's well at the end of their road or who are so close to an area so rich in features of all sorts.

We fully support all the recommendations contained in the Appraisal and see the implementation of these recommendations as key to the continued availability of all that we currently enjoy being available for future generations to enjoy, explore, and understand their significance.

[REDACTED]

Sent from [Mail](#) for Windows 10

Hill, Jessica

From: [REDACTED]
Sent: 05 February 2019 11:46
To: Planning Policy and Urban Design
Subject: re: Old Bedhampton Conservation Area Appraisal

Re: Old Bedhampton Conservation Area Appraisal consultation.

I am 100% for extending the Conservation Area, it is a wonderful idea, especially in the light of all the new housing estates which are urbanizing this beautiful area of ours. I couldn't be more pleased, and thank you for such good news.

Sincerely yours,

[REDACTED]

Hill, Jessica

From: Hill, Jessica
Sent: 26 March 2019 14:29
To: Planning Policy and Urban Design
Subject: Bedhampton CAA consultation FW: Fwd:Old Bedhampton, corrections part 1
Attachments: OUR VILLAGE Bedhampton.doc

Jessica Hill
Conservation Officer

Tel: 01730 234 219 (Mon, Wed, Thurs & Fri)

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and

Conservation Officer
Tel: 02392 446424 (Tuesday)

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From: [REDACTED]
Sent: 24 March 2019 12:41
To: Hill, Jessica <Jessica.Hill@Havant.gov.uk>

Cc: Fellows, Peter <Peter.Fellows@havant.gov.uk>; Hayward, David <david.hayward@havant.gov.uk>
Subject: Fwd:Old Bedhampton, corrections part 1

Dear Jessica,

I am forwarding this email and the attachment for your information and attention. It arose because of the consultation letters going to Mill Lane Langstone instead of Bedhampton.

As promised, I will send a second email with editing points before submissions matters.

██████ is a former Bedhampton resident, known to ██████, now living in ██████, who did a tremendous amount of local history research and I think has been acknowledged on previous material produced by HBC. It seems ██████ contacted ██████ and, because of pressures on ██████ time arising from other current commitments, ██████ was keen not to get involved.

I do not have personal contact details for ██████.

The Bedhampton Historical Collection has a great deal of ██████ work and you will know that some of this has come to light recently providing more evidence surrounding the significance of Narrow Marsh Lane.

In conversation with ██████ and from the tone/frustration of ██████ edited email, I get the impression that HBC have already been advised by ██████ of the errors regarding the historical development of Bedhampton. Perhaps your files will have this information. It is a pity that ██████ was not given access to the material. I think it was only to be expected that ██████ would rely upon HBC published material.

I think ██████ experience and advice was absolutely correct back in August 2018, before ██████ had completed ██████ report, when ██████ said that evidence often comes to light as a result of the consultation process and this formed a reason for a wider consultation that HBC have committed to.

No doubt you will examine how HBC can best safely record in a readily accessible manner any material of a heritage importance that might inform present and future heritage policies.

Kind regards

Ron

Tel/Fax ██████████

----- Forwarded message -----

From: ██████████ <██████████>

Date: Thu, Feb 7, 2019 at 9:00 PM

Subject: FW: Old Bedhampton

To: ██████████ ██████████

Dear ██████

Extract from ██████ email below, plus the attached which ██████ wrote some time ago.

Just a couple of examples of the more obvious inaccuracies. Fig. 7 is described as '1825 OS Map Extract'. It is not; it is part of my tracing of the Parish Map that was used as the basis of the Bedhampton Tithe Map. The original is in Portsmouth City Records Office. The caption to Fig. 8 gives the impression that I annotated this map in 1842!

The old error, that Bedhampton was laid to waste by the Danes in the 10th century is trotted out once more, when I have shown quite conclusively that this is due to confusion with Beddington in Surrey.



OUR VILLAGE



The site of Bedhampton village, with its unfailing water supply, its marshlands and harbour and its fertile soils, has always attracted both transient hunters and fishermen and people looking for a place in which to settle. Flint tools of the Mesolithic and Neolithic periods have been found here and a Neolithic long-barrow known as Bevis's Grave once stood, until ploughed away, on the crest of Portsdown to the west of Belmont Castle. The Portsdown ridge also formed a convenient and dry route for a prehistoric trackway.

The Roman road from Chichester to Winchester via Wickham was probably built soon after the conquest in 43 AD. It passed through what is now Bedhampton, following the route of the present main road from Havant and continued in a straight line to join Purbrook Heath Road. Havant was probably a small market town in Roman times and there is evidence that occupation continued intermittently along West Street as far as Bedhampton Social Hall where Roman pottery was found when the foundation trenches of the new building were dug. A Roman villa was discovered in 1925 close to the site of South Downs College and just a little further to the west, but beyond the parish boundary, a Roman tile kiln was excavated in 1974-5.

When the Romans left, early in the fifth century AD, their administration was replaced by that of a number of Germanic kingdoms including the Saxons and Jutes who settled in our area. At first, the newcomers built their villages on the hilltops with cemeteries nearby. A Saxon cemetery, deliberately sited on Bevis's Grave, was excavated between 1974 and 1976 when it was found to contain seventy-one graves. When Christianity was established in the kingdom of Wessex in the 7th century the old villages and cemeteries were abandoned in favour of more sheltered sites in the valleys. The present village of Bedhampton with a preaching-cross or a timber church may have been established at this time. In the 820s or '30s Egbert king of Wessex gave his estate at Bedhampton to the cathedral church at Winchester, but the story that a subsequent attack by the Danes laid the estate to waste is untrue and due to confusion with the similarly named Beddington in Surrey.* When Domesday Book was compiled in 1086 the estate, or manor, was called Betametone 'the farm of the inhabitants of the estate where beet is grown'.

After 1066, William the Conqueror gave the Saxon estates to his followers from Normandy; and Bedhampton passed from the Saxon thane Alfsi to Hugh de Port from Port-en-Bessin in Calvados. The Domesday Book entry for Bedhampton reads:

Hugh of Port holds Betametone from the Abbey. Alfsi held it from the Abbot. Before 1066 and now it answered for 10 hides. Land for 8 ploughs. In lordship 1 plough; 12 villagers and 7 smallholders with 7 ploughs. A church; 7 slaves. 2 mills for the hall; 2 salt-houses at 37s 8d; meadow 3 acres; woodland at 30 pigs. Value before 1066 and now £12; when acquired £10.

* Lease of Beddington, Surrey, by Denewulf, bishop of Winchester, to King Edward the Elder (899-908). Translation in Whitelock, D (ed.), *English Historical Documents c.500-1042*, Eyre & Spottiswoode, 1955.

Historians have long puzzled over the exact meaning of Domesday Book entries such as this, but from the information it provides about the population of Bedhampton in 1086, a figure of between 100 and 150 would probably be a reasonable estimate. These would have been Saxons, and although Hugh de Port may have visited his manor occasionally, the tenants and officials would have been the native inhabitants of the place under new management.

Soon after the Norman Conquest, the northern part of the parish was enclosed within a palisade fence on top of a bank and an internal ditch, to form a deer-park. Inside were fish ponds, a rabbit warren and a keepers lodge, the whole forming a living larder for the lord of the manor. Although it was disparked around 1600, and the land divided into farms, Park Lane perpetuates the memory of this once important feature of the medieval manor. The agricultural land lay in the form of acre and half-acre strips in the open fields that occupied the best soils on the coastal plain between the present Forty Acres and Hooks Lane Recreation Ground. Portsdown provided sheep pasture and there were saltmarsh commons by the shore and 100 acres of common grazing on Padnell Common in the far north of the parish. Manorial tenants also had access to extensive wood-pasture in the Forest of Bere which stretched from the River Meon to the Havant boundary.

The later 17th and the 18th century saw the increasing importance of Portsmouth Naval Dockyard and the surrounding area became attractive to naval officers and the 'gentry' who wished to live in rural surroundings but within easy reach of their work. The Belmont Estate was formed during this period and it was owned by a succession of well-to-do naval and army officers, professional and business men and their families. The estate survived well into the 20th century, but it was steadily reduced in size as parts were sold off for residential development. Eventually, in 1938, the house itself, on the site of No.6 Norman Way, was demolished. Work on the Belmont Residential Estate was halted by the Second World War after only 10 houses had been built and the vacant plots were covered by the Nissen huts of Belmont Naval Camp. In 1950 the Parish Church Council purchased the camp sick-bay for £140 and the site on which it stood for £1,400 to form the nucleus of what is now the St Nicholas Church Centre.

The landscape of Bedhampton has been changing continually since the earliest times of which we have any knowledge and this is as true of the street pattern as any other aspect of the village. The 18th and 19th centuries might be called the age of the squire, when the resident gentry fashioned the landscape and built new roads or moved old ones to suit their own convenience. Scratchface Lane from its junction with Hulbert Road to Hillmead Gardens was the creation, around 1790, of the owner of Belmont House. It was designed to divert traffic from the vicinity of his residence by replacing the ancient Pudding Lane that ran past the house from a point near the present traffic lights on Hulbert Road. The usual state of the lane may be judged from its name 'pudding' which refers to the thick mud that covered it for much of the year. Further improvements to the roads were made under the Cosham to Chichester Turnpike Act of 1762 when two straight sections of metalled road were built: one from the traffic lights to Maylands Road and the other being Bedhampton Hill between Brookside

Road and Fir Tree Corner. Prior to this, all traffic from Havant to Cosham went down Brookside Road and along Lower Road. Hulbert Road was named after and built at the expense of George Alexander Hulbert of Stakes Hill Lodge and opened for public use in 1881. New Road was built around 1850 by Sir George Staunton of Leigh Park to bypass two level crossings on the new railway line that had been opened in 1847.

I was asked to list the 10 oldest buildings in Bedhampton, a difficult if not impossible task as the correct dating of a building often depends upon the identification of features hidden from view, and it is rarely possible to date a building on documentary evidence alone. Most of Bedhampton's earliest surviving buildings are, not surprisingly, to be found around the church and manor house in the centre of the old village and the earliest by far is St Thomas's Church, which dates to the 12th century. Next in age comes the Manor House (Edward Gardens) parts of which are probably 17th century, followed by The Elms (Lower Road) the core of which may also be of 17th century date although it received an extraordinary Gothick face-lift more than two centuries later. The popularity of Bedhampton as a gentlemen's residential area in the 18th century is evident from the survival of several Georgian houses of this period. These include the Old Rectory and Bidbury House (both in Bidbury Lane) and the smaller and somewhat later Manor Cottage (Lower Road), Old Mill House (Mill Lane), Spring Lawn (Brookside Road) and Hill Lodge (No.42 Bedhampton Hill). Belmont Castle (Portsdown Hill Road) began c.1800 as a belvedere or tower from which to contemplate the 'beautiful view' and it was afterwards enlarged in the fashionable Gothick style. The Golden Lion (Bedhampton Road), which has been a pub since the earliest known records, also dates from the early 19th century. Also in Bedhampton Road, the Old School opened in 1868, and now the Arts Centre, contributes so much to the character of this part of the village that I cannot leave it off although my list has now reached a dozen!

Hill, Jessica

From: Hill, Jessica
Sent: 26 March 2019 14:28
To: Planning Policy and Urban Design
Subject: Bedhampton CAA consultation FW: Conservation Area Review: corrections 2

Jessica Hill
Conservation Officer

Tel: 01730 234 219 (Mon, Wed, Thurs & Fri)

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From: [REDACTED]
Sent: 24 March 2019 14:53
To: Hill, Jessica <Jessica.Hill@Havant.gov.uk>
Cc: Hayward, David <david.hayward@havant.gov.uk>; Fellows, Peter <Peter.Fellows@havant.gov.uk>
Subject: Conservation Area Review: corrections 2

Dear Jessica,

As promised, here is the second contribution, picking up the typos etc.

Page 6 para 2.3 line 4 Bidbury Lane not Mead:line 6 'east' not 'west'?

Page 7 para 2.9 line 5 should the 'track' be indentified by its now identified name Narrow Marsh Lane?...and should the record show the 19th century provision of the railway bridge?

Page 7 para 2.10 line 1 space between 'setting' and 'but'.

Page 8 para 2.17 add "and all linkd to access via Narrow Marsh Lane."

Page 8 para 2.23 line 1 delete 'up'.

Page 9 para 3.1 line 10 delete the reference to the Danes (see email re John Pile comments).

Page 13 para 3.17 line 4 separate 'post the'.

Page 16 Fig 8 clarify the date for [REDACTED] annotations e.g. 'annotated to show 1842 records by [REDACTED] in XXXX (1990's?)' or refer to Bedhampton Historical Collection records?

Page 21 para 3.35 line 4 the map date is inconsistent with Fig 11.

Page 28 para 4.2 first bullet point Lower Road is also part of the sunken lane network adjacent to the Conservation Area.

Page 30 para 4.10 there are views of the swathe from the railway which provide both the setting of Bedhampton and Havant.

Page 32 para 4.16, perhaps as a separate paragraph, should there be reference to the earth bank boundaries throughout the settlement?

Page 47 Figure 30 'approach from the south along..'?

Page 54 Figure 35 photo caption of Bidbury Lawn is wrong (repeat of Fig 35).

Page 57 Title should say Mission Hall not Chapel.

Page 57 para 7.6 4th bullet point Lower Road not Lane.

Page 59 para 7.18 should this include the banks of the sunken lanes?

Page 60 para 7.20 new highway works 'and associated traffic management measure and/or signage'?

I hope this helps.

In my earlier email I intended to mention the recent evidence revelation related to Donkey Meadow (Mill Field). Deeds related to the former sub station adjacent to the entrance to Bidbury Mead opposite Hulbert Road reveal the position of the railway siding serving the Biscuit Factory together with a building. On further investigation of the census records this turns out to be 'Sidings Cottage' a hitherto unknown addition to the buildings here.

You may wish to add this to the account. It shows how relevant evidence continues to be uncovered.

Kind regards

[REDACTED]

Tel/Fax [REDACTED]

Hill, Jessica

From: Hill, Jessica
Sent: 26 March 2019 14:27
To: Planning Policy and Urban Design
Subject: Bedhampton CAA consultation FW: Conservation Area Review: corrections 3

Jessica Hill
Conservation Officer

Tel: 01730 234 219 (Mon, Wed, Thurs & Fri)

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From: [REDACTED]
Sent: 26 March 2019 11:22
To: Hill, Jessica <Jessica.Hill@Havant.gov.uk>
Cc: Fellows, Peter <Peter.Fellows@havant.gov.uk>; Hayward, David <david.hayward@havant.gov.uk>
Subject: Conservation Area Review: corrections 3

Hello again,

I am sorry that I did not pick this up before but I think there is a problem concerning pages 52 and 53 that may have arisen because HBC decided not to follow the consultant's advice. The cut and paste involved may have resulted in this error.

I am not clear as to whether it is still the intention of the review to draw attention to all the other positive buildings to be found in the surroundings of the conservation area like the converted Manor Farm barn shown in Figure 35 on page 53.

It seems to me that there would have been considerable merit in consulting on all of the recommendations in order to illicit comments and potential hitherto unknown evidence, even if this had a caveat such as paragraph 7.7. It could have then be followed, after consultation, by a commitment by HBC in the final guidance regarding the measures to be taken to safeguard and enhance all of the setting pending further review as set out in paragraph 7.30 on page 61.

The text in paragraphs 5.44 and 5.45 I think relate to The Barn in Mill Lane but there is no picture to accompany them. Figure 35 stands alone and is followed by paragraphs referring to Bidbury Lawn shown in the Figure on page 54 but wrongly titled (previously reported to you).

Kind regards



Tel/Fax



Pre-Submission Local Plan

Submit your comments to the Government inspector

February 2019

The council is required to prepare and adopt a **Local Plan** which will guide the development of the new homes, commerce as well as community facilities such as schools and shops that the borough needs up to 2036.

The pre-submission is the version of the plan which the council considers to be 'sound' having taken on board extensive research, advice and public feedback, before it is formally submitted for examination by an independent inspector appointed by the Government.

What is the pre-submission consultation?

This consultation is for you to formally tell the Government inspector whether or not you consider the council has prepared a sound and legally compliant Local Plan. Parties wishing to submit their view **must** ensure their comments specify whether the plan is **sound** and/or **legally compliant**.

The law requires that comments are made in a certain way. **This form is the only way to submit comments to the Government inspector.**

The form is designed to follow the Government's requirements. Additional support is available online via www.havant.gov.uk/localplan. This includes further guidance and a completed example. If your comments are not submitted using the consultation form, they cannot be accepted.

Your completed form must be returned by **5pm on Monday 18 March 2019**. We appreciate your feedback and commitment to making the Local Plan a document that serves the borough now and for future generations.



Your privacy matters

How this information will be used

Our legal basis for using your personal data is to meet our legal obligations under planning legislation - the Town and County Planning (Local Planning) (England) Regulations - which require public consultation to be undertaken.

A copy of this form will be passed onto the Planning Inspectorate so that an effective examination of the Local Plan can take place informed by the representations submitted.





How to complete this form

1. This form can be completed as a PDF document.
2. Please download the PDF before completion, and use viewing software such as Adobe Reader. Do **not** use your internet browser.
3. Please click on the relevant area of the form to complete the section.
4. Sections will **only** accept typed content - **not** images - to fill the available space.
5. You should include **all** of the necessary details and information to support your submission, as a further opportunity to comment is unlikely.
6. Please **re-save** your document with your name included.
7. Please email the completed document to **policy.design@havant.gov.uk**. A hand-completed form can be returned to the address below.
8. Where applicable, please indicate any supporting documents you are submitting alongside your comments in Part C.
9. The Planning Policy Team can be contacted on **023 9244 6539** with any queries you may have.
10. The closing date for completed forms is **5pm** on **Monday 18 March 2019**.

Planning Policy Team

E: policy.design@havant.gov.uk

T: 023 9244 6539

Public Service Plaza, Civic Centre Road, Havant, Hampshire, PO9 2AX

Havant
BOROUGH COUNCIL

PART A: CONTACT DETAILS

Please provide your contact details and those of your agent (if appointed).

Contact name	<input type="text"/>
Organisation	<input type="text"/>
Email	<input type="text"/>
Phone	<input type="text"/>
Address	<input type="text"/>
Postcode	<input type="text"/>

Agent name (if applicable)	<input type="text"/>
Organisation	<input type="text"/>
Email	<input type="text"/>
Phone	<input type="text"/>
Address	<input type="text"/>
Postcode	<input type="text"/>



PART B: YOUR REPRESENTATION

Legal Compliance:

1: Which part of the Local Plan are you commenting on?

Policy number	<input type="text"/>	Evidence Base Study <input type="text"/>
Paragraph number	<input type="text"/>	
Page number	<input type="text"/>	

2: Do you consider the Local Plan has been prepared in line with legal and procedural requirements?

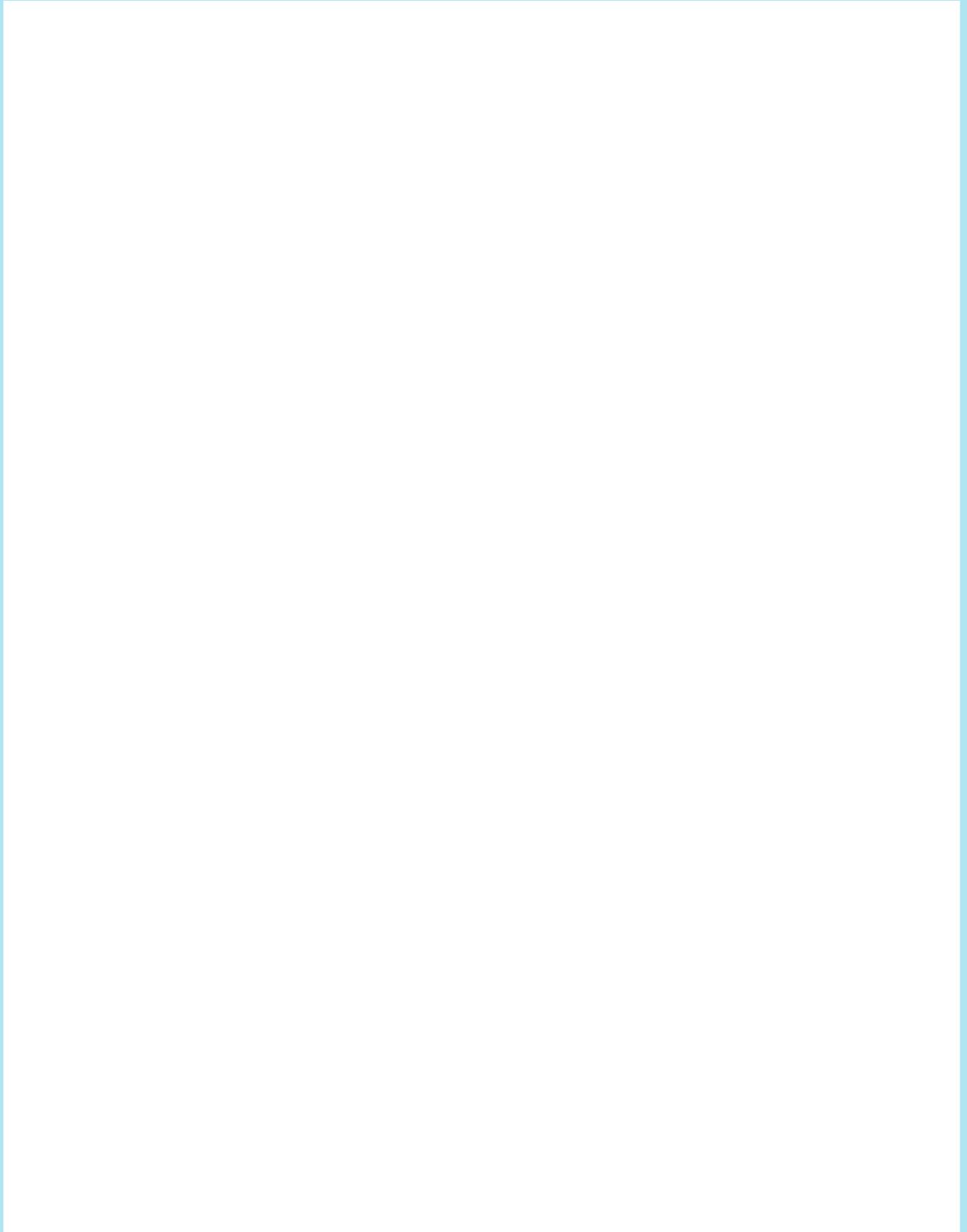
Please see guidance notes.

Yes	<input type="text"/>	No	<input type="text"/>
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3: Please give the reason(s) why you do or do not consider the Local Plan document to have been prepared in line with legal and procedural requirements?

Please be as specific and concise as possible in your response.



4: Please explain what changes or actions are needed to make the Local Plan legally compliant.

Please suggest revised wording of any policy or text.



Soundness:

5: Which part of the Local Plan are you commenting on?

Policy number	<input type="text"/>	Evidence base study <input type="text"/>
Paragraph number	<input type="text"/>	
Page number	<input type="text"/>	

6: Do you consider the Local Plan is sound in terms of being:

	Yes	No
Justified	<input type="text"/>	<input type="text"/>
Effective	<input type="text"/>	<input type="text"/>
Positively prepared	<input type="text"/>	<input type="text"/>
Consistent with National Policy	<input type="text"/>	<input type="text"/>

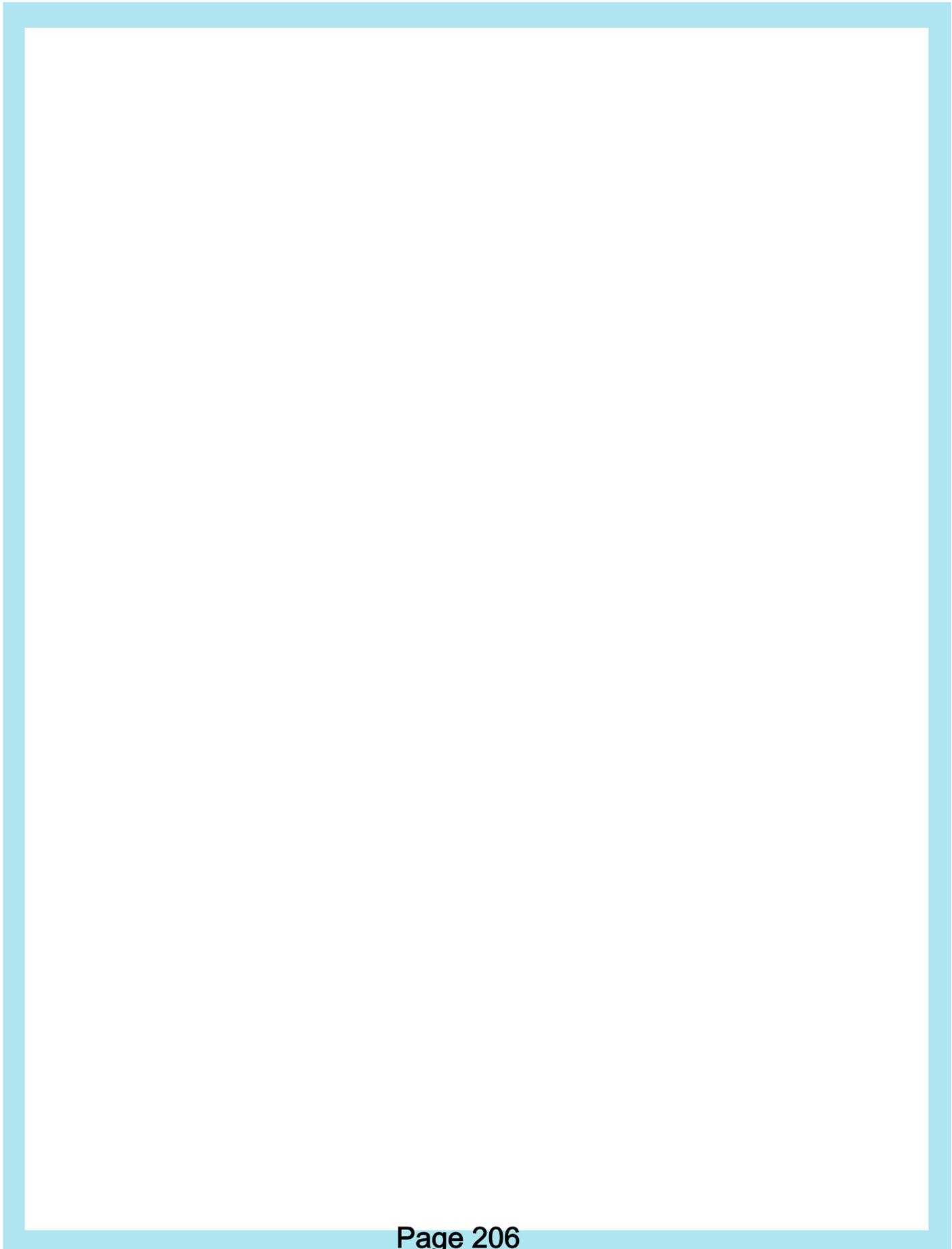


7: Please give the reason(s) why you do or do not consider the Local Plan document to be sound.

Please be as specific and concise as possible in your response.

8: Please explain what changes are needed to make the Local Plan sound.

Please suggest revised wording of any policy or text.



9: If you are seeking a change to the plan, would you like to appear at the examination hearings?

Yes

No

Please be aware that your comments within this form will carry the same weight as any evidence presented at the examination hearings. It is the inspector's choice as to who is invited to appear at the hearings.

10: If you wish to appear before the inspector at the examination hearings, please explain why this is necessary.

11: Do you wish to be notified of the following:

- The Local Plan has been submitted for examination
- The appointment of an independent examiner
- The adoption of the Local Plan

Yes

No

12: Please confirm the date that this form was completed.

Date

PART C: SUPPORTING DOCUMENTS

Please list any supporting documents that you are submitting with this form.

Hill, Jessica

From: [REDACTED]
Sent: 18 March 2019 15:40
To: Planning Policy and Urban Design
Subject: Old Bedhampton Conservation Area consultation

Dear Sir/Madam

I am writing in response to your consultation on the above document. As you are aware we control land to the south of Lower Road, which has been identified as suitable for residential development in the Council's emerging Local Plan. Our planning consultants, Luken Beck, have submitted separate representations supporting this allocation as part of the Council's recent Local Plan consultation.

We support the findings of the Old Bedhampton Conservation Area Appraisal and in particular paragraph 7.7 which concludes that it would not be appropriate to extend the current Conservation Area boundary to incorporate land south of Lower Road.

Should the Council be minded to make changes to the document following this consultation exercise, we would be grateful if you could notify us.

Regards

[REDACTED] | Head of Planning

Tel: +44 (0)23 [REDACTED] | [REDACTED]

Website : www.bargatehomes.co.uk



[REDACTED]

Old Bedhampton Conservation Area Appraisal, January 2019.

Bedhampton Heritage Alliance Representation March 2019.

This submission is made on behalf of the [REDACTED] formed to protect the Heritage of Old Bedhampton. It consists of [REDACTED], [REDACTED]

[REDACTED]. It also represents the 1,785 residents and visitors who petitioned Havant Borough Council on 13TH February 2018. The Alliance held a public meeting on 27th February 2019 at which several unanimous votes backed the Alliance to make a number of representations to HBC regarding The Old Bedhampton Conservation Review Appraisal. Some were in favour of the Borough's proposals based on the evidence available. The meeting, also unanimously mandated the Alliance to propose an extension of the Conservation Area to include the carriageway, verges and hedges of Lower Road, Old Manor Farm, Farm and Workers Cottages as well as Narrow Marsh Lane and its railway bridge.

Conservation Area and Heritage Assets.

This contribution shall seek to demonstrate how the whole area (Map 1) provides a cohesive place with historic evidence that surrounds the core of the village and why the Appraisal should make a change to its recommendations for boundary extensions to HBC Cabinet and Full Council.

The Conservation Area was last reviewed 25 years ago, 1994. Best practice guidance suggests a review cycle of every 5 – 10 years. The current review for consultation makes 9 recommendations which are broadly supported (paragraphs 7.8 to 7.29) but perversely and perhaps deliberately excludes one suggestion made by an Independent Heritage Consultant with superficial reasons that do not survive scrutiny. The Appraisal document also makes some presentation errors and factual inaccuracies which will be listed elsewhere (R Tate email to Jessica Hill 24/03/19, part 1 & 2) .

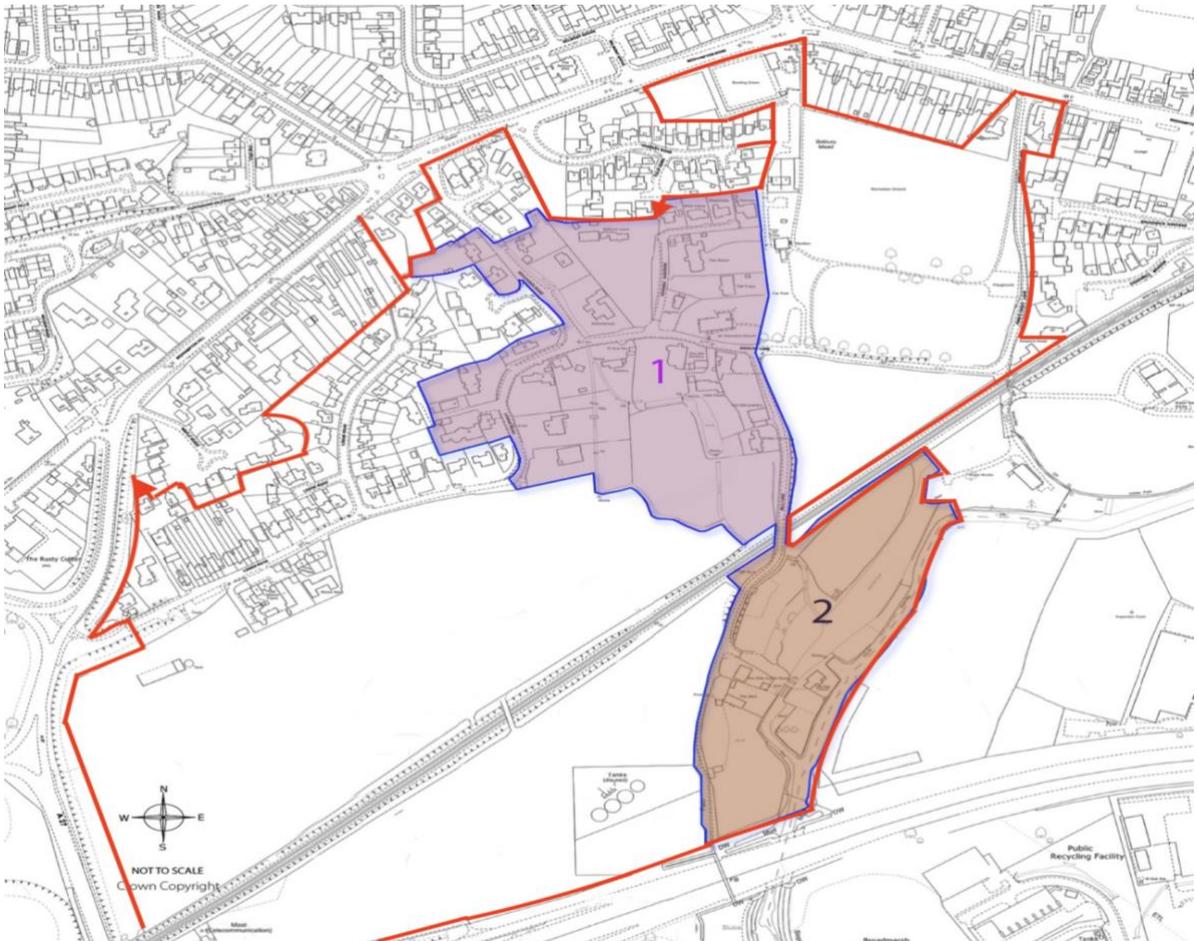
The knowledge and understanding of the current Conservation Area, the History, the Heritage and its settings are relatively well documented although there appears to be a palpable lack of understanding of the uniqueness of Old Bedhampton amongst decision makers. The Old Bedhampton Conservation Area Appraisal, January 2019 is in the main playing catch up, given the 25 years that have elapsed since the last review. There is no detailed assessment of future threats and consequently no documentation of a strategic plan for ongoing maintenance and development of Old Bedhampton. Paragraphs 7.6 and 7.7 acknowledges the Independent Heritage Consultant's suggestion of a further extension

to include Lower Road west of the Triple Bend. This has been rejected on the grounds that the farmland should not be included as it is of no architectural or historic interest and lacks physical content. However quoting from paragraph 2.8 of the Appraisal document: “.. the historic landscape and field patterns remains remarkably intact, including the network of routes, tracks and paths, some of which have their origins recorded as far back as the 1770s. Narrow Marsh Lane and its Victorian railway bridge, Old Manor Farm (a positive building of local interest) and Lower Road Cottages have the same historical post railway importance as does the Old Bedhampton School and Mission Hall Area. In addition, the surrounding land is considered to be of “Archaeological Importance” (paragraph 2.15).

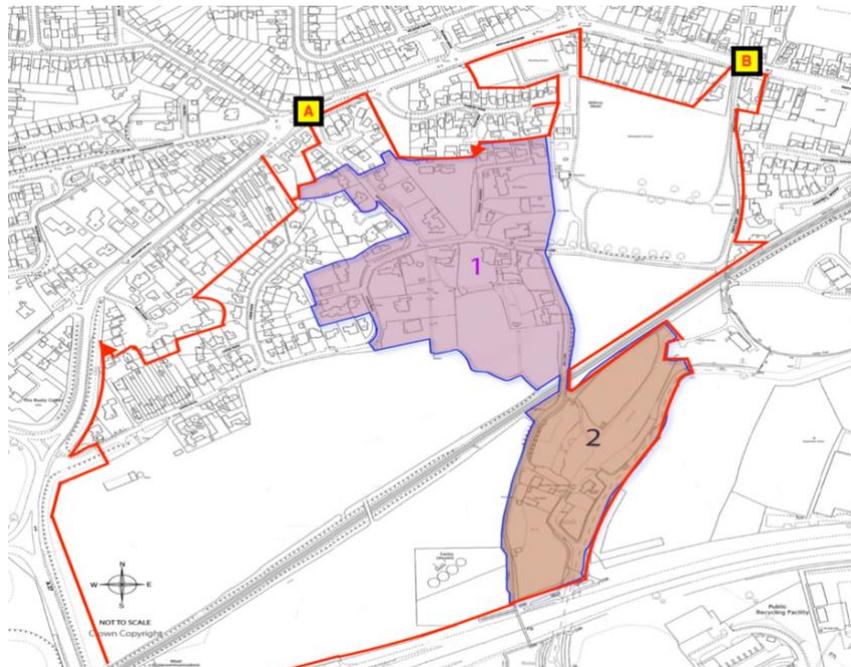
Up to this date, any appraisal of Old Bedhampton has naturally focused on the core centre around the Church of St. Thomas and Mill Lane. The area bounded in red on Map 1 demonstrates a single discrete area (“Greater” Old Bedhampton) which measures approximately 1km from west to east (west Lower Road to north Kingscroft Lane) and 0.75km from north to south (the Hulbert Road portal to the southern end of Mill Lane). This area is only accessed by 2 vehicle access points (Map 2). This is in comparison to 8 pedestrian/cyclist access points (Map 3). The discrepancy between walkers/cyclists and motor vehicles explains and emphasises the social character of the area as a tranquil and safe pedestrian/cycling asset. This asset serves not just local residents but also residents from the west, north and east of Old Bedhampton who come to enjoy the History and Heritage assets at its core. The area is also an important transit point for walkers and cyclists to access The Broad Marsh shore line of Langstone Harbour safely by using the pedestrian bridge across the A27. Once at Broad Marsh there is then the choice of using the coastal path to Langstone (Wayfarers Walk) and beyond or the coastal path to Farlington (Shipwrights Way Walk) and beyond.



Broad Marsh looking south across Langstone Harbour across to Portsmouth.



“Greater” Old Bedhampton Area (Map 1).



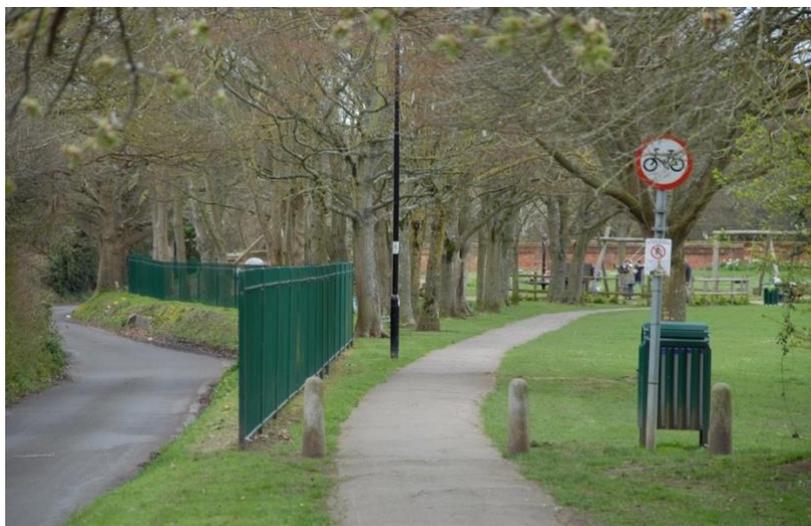
**Motor vehicle access points. (Map 2).
The area is served by only Brookside Road and Kingscroft Lane.**

Brookside Road (A) is the main access. It is in substantial parts a shared space (without pavements) and runs through the Conservation Area to the heart of Old Bedhampton. It currently serves 126 households, St. Thomas Church, The Tennis Courts and Bowling Club, Cricket and Football on the Mead as well as Family recreation at the adventure area and an authorised light industrial Unit at the western end of Lower Road.

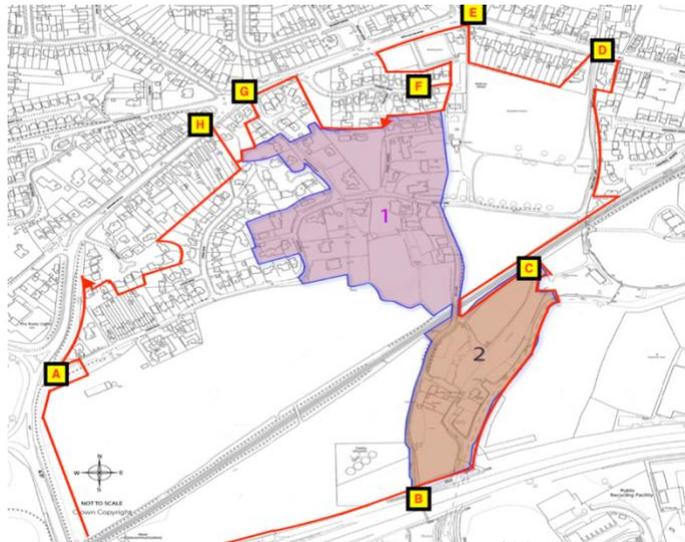


Brookside Road.

The second road portal is Kingscroft Lane (B) which is a single track sunken lane with no pavements or verges which leads into Bidbury Lane and then Lower Road, all of a similar character. Travelling against the contour created a deeper cut (in Kingscroft) than along the contour (in Bidbury Lane and Lower Road) thus resulting in less cut and spreading occurring.



Kingscroft Lane.



8 Pedestrian/cyclist Access Portals (Map 3).

All 8 of these pedestrian/cycle portals convey a distinct feeling of arriving at or leaving the area of “Greater” Old Bedhampton. On the one side there is the frenetic activity and congestion of traffic on either the Rusty Cutter Roundabout, Bedhampton Hill Road or Bedhampton Road (B2177), whilst on the other side and within yards there is the immediate transformation to an area of tranquillity and beauty with the feeling of safety.

This balance between pedestrian and vehicular penetration of this area gives the experience of the whole area the same character. One that has been recognised as having an air of tranquillity that is attractive to visitors and contributes to a feeling of wellbeing.

A. The western end of Lower Road



Leaving

Arriving

B. The south end of Mill Lane



Leaving



Arriving

C. Mill Lane, east



Leaving



Arriving

D. Kingscroft Lane, north

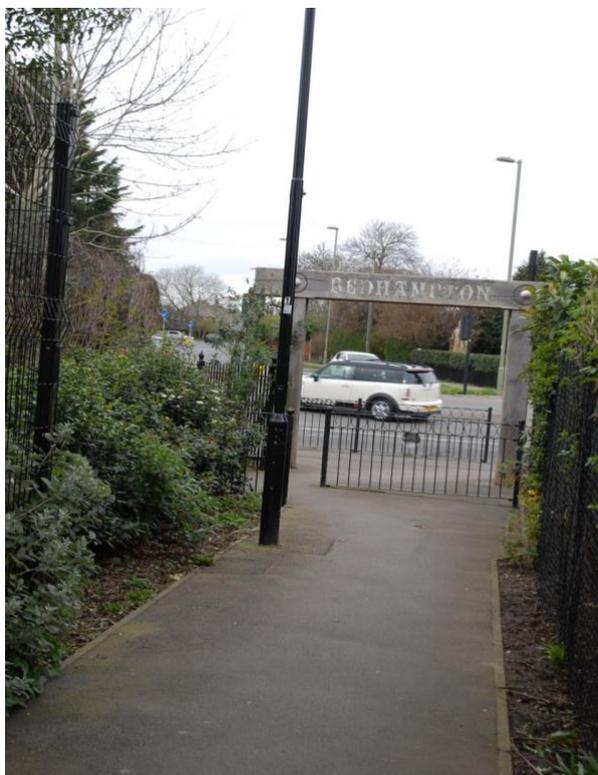


Leaving



Arriving

E. Hulbert Road

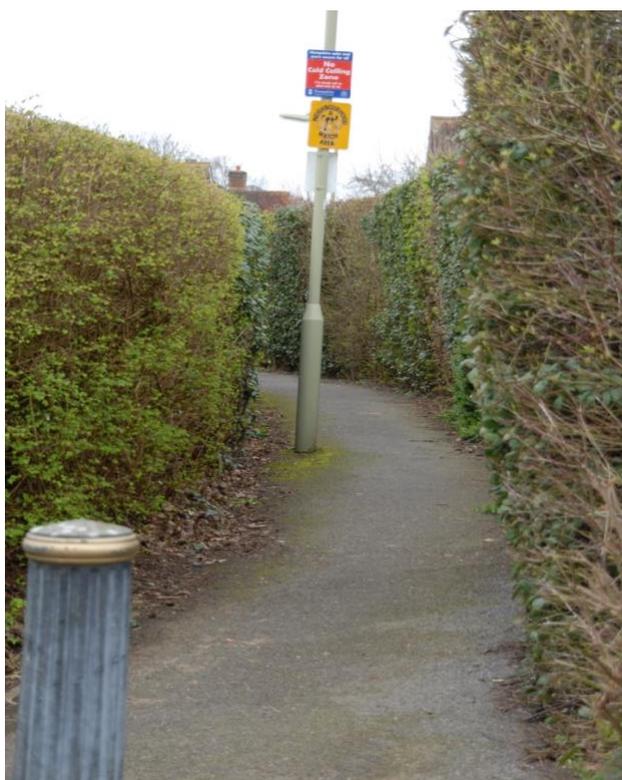


Leaving



Arriving

F. Nursery Road



Leaving



Arriving

G. Brookside Road



Leaving



Arriving

H. Lodge Road Cut



Leaving



Arriving

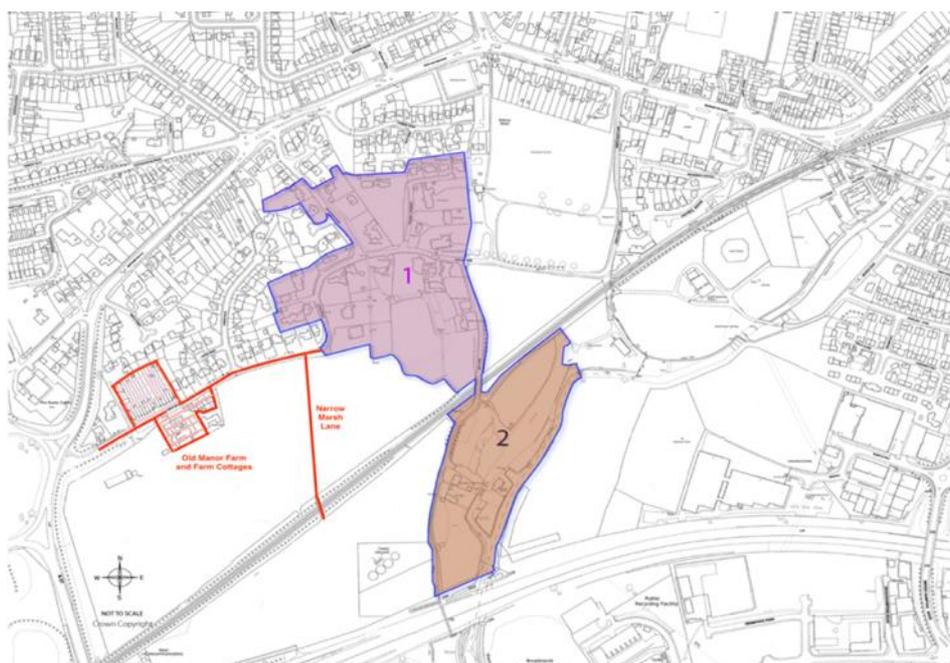
Walkers and cyclists appreciate and enjoy the ease of access to these beautiful areas. The sense of wellbeing is enhanced by the tranquillity, ambiance of significant heritage and relative safety resulting from a lack of vehicular interference. Through cyclists preferring to use Lower Road and Kingscroft Lane as opposed to the nearby trunk road network when passing from west to east and visa versa. This privileged facility is a definite positive factor promoting health and wellbeing for all residents living within "Greater" Old Bedhampton and its surrounding wards.



Families and sportsmen/women enjoying the facility of Bidbury Mead appreciate the beauty, tranquillity and feeling of safety as compared to those areas surrounding Old Bedhampton to the north, east and west.



Kingscroft Lane, Bidbury Lane and Lower Road are the only remaining elements of the Havant to Portsmouth turnpike. The 3 elements of sunken lanes are a continuum of which the former 2 are deemed worthy of conservation. It appears arbitrary and illogical to ignore Lower Road and its converted farm buildings and workers cottages which are also of equal value and historic duration as Bedhampton School and Mission Hall Area.



Extension of Conservation Area to Lower Road, Old Manor Farm, “Workers” Cottages and Narrow Marsh Lane, Map 4.



Part of Old Manor Farm, circa 1900, now converted to residential properties. A Positive Building of Local Interest.

Quoting from the Appraisal document: “There are a limited number of designated listed buildings within the conservation area. Some non-designated buildings have been identified as positive buildings due to their heritage value as they make a positive contribution to the character and appearance of the conservation area, local distinctiveness and sense of place.....” (paragraph 7.12). “However, and even if on the local list, this provides no additional control, but it is an objective of the NPPF to conserve such buildings as they carry material weight when determining the outcome of a planning application” (paragraph 7.13).

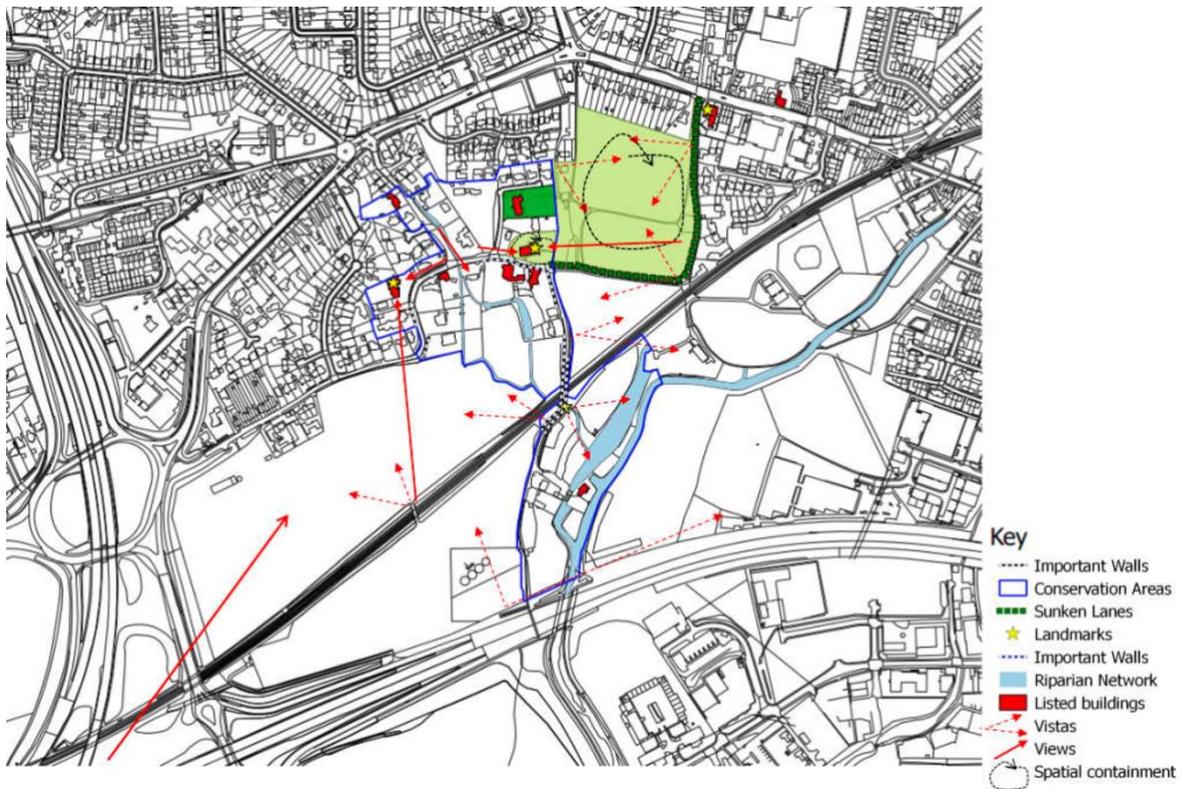


Lower Road “Workers” Cottages

Quoting from the Appraisal document: “The route of Narrow Marsh Lane which is known to have existed in circa. 1770 and on historic map dating from 1797 (Figure 6), which leaves Lower Road and leads to a bridge over the railway line to the land beyond. Recorded as a route in the late 18th century, it is now a track. The link to the harbour was severed by the construction of the A27 by pass (paragraph 2.9). The historical association with Belmont to the north is indicative of the historical importance and significance of this route for access to Broad Marsh and the harbour for the owner, to serve the adjacent lands and in the wider context for the settlement.” (paragraph 3.22). “There is evidence of the public use of Narrow Marsh Lane up to 1957 from the records of historian John Pile, dated 9.10.1994. ‘early routes remaining in use in 1957.’” (paragraph 3.36). In fact, there is recorded evidence of recreational use by local residents at least till circa 2005 at which time access was denied. An ongoing historic search has yet to demonstrate a formal closure order.



**The north end of Narrow Marsh Lane leading to the early Victorian railway bridge.
The southern end of Narrow Marsh Lane at Landing Place in Langstone harbour as seen
on the historic map above.**



There are no views identified from Lower Road on the above Townscape plan. There are several views available, such as Lower Road to the Mill Lane bridge.

The 40 year old shelter belt of 40' high Leylandii type conifers is described as “intrusive” (para 2.9) and are not deserving of their TPO designation as they obliterate views to and from Lower Road to the Conservation Area at Mill Lane and completely obscure the open rural setting to the south and west of the Conservation Area.



Mill Lane Bridge from Lower Road.

Not shown, are views to be had from the large numbers of trains passing daily that provide an image not only of the setting of Old Bedhampton but also that of Havant itself and its historic relationship with the valuable coastal lands on the shore of Langstone Harbour.

It is hoped that the area of “Greater” Old Bedhampton as outlined on Map 1 has been shown to be one discrete entity with all parts being interdependent to form what is a unique enjoyable historical and architectural environment and is in part an Area of Archaeological Importance (paragraph 2.15). Whilst some physical parts are deserving of designation as a Conservation Area, others are equally important for providing a semi-rural quality to the setting of the whole area. It may be argued that this is a unique microcosm in Havant Borough which demonstrates the history of the area over the past 250 years whilst remaining vibrant in tranquil unassuming way.

To avoid taking a long term strategic view to protect and enhance the whole area (“Greater” Old Bedhampton) leaves the western approach (western Lower Road) vulnerable to piecemeal permitted development (e.g. brick walling Lower Road verge banks) which will erode its extensive character and in turn undermine The Conservation Area and its tranquillity that currently makes it such a valuable attraction for recreation and therefore health and wellbeing. Conservation Area status accompanied with an Article 4 Direction should be agreed with local residents to prevent further erosion of the evidence and setting.

1.19 Paragraph 185 of the NPPF requires that, “Plans should set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. This strategy should take into account: b) the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring;

The HBC Old Bedhampton Conservation Appraisal January 2019 has made a reasonable attempt at catch up from 1994 but now needs to be more imaginative and put in place safeguards for the whole of “Greater” Old Bedhampton. Protection and enhancement will not be achieved with quarter century reviews. The strategic plan should be considered to be a living and evolving project as more and more evidence continues to come to light. It is clearly understood that Havant Borough Council heritage resources are severely constrained, but The Bedhampton Heritage Alliance is willing to assist as it has already demonstrated with numerous positive actions to date.

Recommendations:

1. Enact the 9 recommendations made in the Appraisal document.
2. Extend the Conservation Area to include Lower Road, (carriage way, hedges, verges and banks), Old Manor Farm, “Workers” Cottages and Narrow Marsh Lane with Railway Bridge.

3. Extend a path from the south side of Narrow Marsh Lane bridge to Mill Lane along the south side of the railway in order to make a circular walk for even the most physically challenged.
4. Work closely with Bedhampton Heritage Alliance to protect and enhance “Greater Old Bedhampton and Broad Marsh water front for future generations.
5. Consider establishing a visitor’s centre to exhibit educational material of the local history, geology, environment and ecology with some refreshment.
6. Support the Alliance in developing its fledgling “Time Travellers Self Guided Walk”.
7. Discuss with land owners and the local community innovative ways of using the farmland (community farm?) that protects and enhances the conservation Area and its settings as well as the local environment and ecology, if the land is no longer to be used for farming.

References:

1. NPPF 7/18.
2. The Old Bedhampton Conservation Area Review Appraisal, HBC January 2019.

Submission to Havant Borough Council regarding the Old Bedhampton Conservation Area Review 2019.

1. Introduction.

- 1.1 This submission is made on behalf of the [REDACTED] [REDACTED] formed to protect the Heritage of Old Bedhampton. It consists of [REDACTED] [REDACTED], [REDACTED] [REDACTED] and [REDACTED]. It also represents the 1,785 residents and visitors who petitioned Havant Borough Council on 13th February 2018.
- 1.2 The Alliance held a public meeting on 27th February 2019 at which unanimous support backed the Alliance to make a number of representations to HBC regarding the Old Bedhampton Conservation Review Appraisal. Some representations in favour of the Borough's proposals. Some by way of comment and also, based on the evidence available, to propose an extension of the Conservation Area westwards to include
- (i) the carriageway, banked verges and hedges of Lower Road,
 - (ii) Old Manor Farm conversion and Farm Cottages
 - (iii) the workers cottages on the north side of the Lower Road
 - (iv) Narrow Marsh Lane and its railway bridge.
- 1.3 A separate submission is being made by [REDACTED] to cover the whole of the old village based upon it being a complete entity within the Borough's heritage and as such worthy of protection and enhancement. This submission will examine the evidence and case related to each identified parcel of properties/lands.
- 1.4 Two relevant emails have been sent on 24th March 2019. One relates to errors of fact within the consultation. The other to typographical errors.
- 1.5 This submission examines the Boundary Review and proposed extensions to the area and those currently excluded but recommended by the independent heritage consultant for consultation.
- 1.6 Further prior submissions have been made by [REDACTED] in response to the consultation on the Pre-submission Local Plan (PsP) 2036 related to proposed housing on land south of Lower Road (H20) and the irreparable detrimental harm this will do to the Conservation Area and its setting and provided evidence of heritage assets here that are not currently protected but BHA consider are worthy of such protection and enhancement.

2. NPPF, Planning (Listed Buildings and Conservation Areas) Act 1990 and advice from Historic England.

- 2.1 [REDACTED] has already illustrated how the PsP 2036 fails to follow the guidance in the NPPF(2019) {Review paragraph 1.2}. The advice given by Historic England came in August 2018 before the consultant's work was finished and may now require updating.
- 2.2 [REDACTED] understands that the HBC officers wish to focus primarily upon the physical aspects of *special architectural or historic interest* to be found within the area. With this in mind [REDACTED] have sought to concentrate on this

aspect of the heritage assets located within the surroundings of the current conservation area boundary albeit they have uncovered much evidence of the use of the lands that has historic significance.

- 2.3 Notwithstanding this, the review appears to have some inconsistencies within the approach adopted and these have also guided these representations e.g. paragraph 4.2 mentions both Kingscroft and Bidbury Lanes as sunken 'rural' lanes but neglects to include Lower Road and any analysis of it despite it being of similar length and continuity and part of the same turnpike route.

3. Bidbury Mead.

- 3.1 ■■■■ **supports** the inclusion of Bidbury Mead and notes that HBC consider that the sunken lanes and the historic uses of the land contribute to the justification for its inclusion.
- 3.2 It is noted that there are no historic buildings here only structures.
- 3.3 The Local Plan 2036 also indicates that it will be designated as a 'Green Space', which too is supported.
- 3.4 It is hoped that the management plan for this area will seek to prevent further erosion of the sunken lane character of Kingscroft Lane by the creation of accesses to properties on the east side. It should also resist any widening of the lane as a result of increased use by vehicles wishing to leave the area and travel in a easterly direction as a result of restricted movements being introduced at the exit from Brookside Road.

4. Old School and Mission Hall area.

- 4.1 ■■■■ **supports** the inclusion of this area and notes that HBC consider that the presence of positive buildings (cottages) that are associated with post railway development contribute to the justification for its inclusion.
- 4.2 It is assumed that this will involve more research and analysis of the buildings here to add to the guidance together with any additions to the Management Plan.

5. Triangle of land south of Bidbury Lane.

- 5.1 Known as Donkey Meadow (previously Mill Field) is devoid of special architectural interest but has a rich historic interest in the evolution of the village, which even now as a result of this consultation is still being revealed.
- 5.2 The hedgerow and brick wall along the northern boundary respectively form part of the sunken lane character of Bidbury Lane and one element of the various water related installations within the area. These will be safeguarded by their inclusion within the boundary of Bidbury Mead (3 above).
- 5.3 Historic interest comes from records that show, inter alia, here was a Manor House, that became the Poor House, a biscuit factory, some workers cottages, a railway siding and wagon turntable and only recently uncovered a related property known as Siding Cottage.
- 5.4 The absence of any buildings allow views across the land to be available that are only marred by the presence of the allotments. Relocation of the allotments and/or perimeter planting to provide a screen could enhance these views. In particular relatively close views from passing trains enable

an appreciation of the openness of the current setting of the church, The Granary and Bidbury House. Bidbury Mead also provides a vantage point from which to look across this land to appreciate the railway bridge on Mill Lane and the open setting of the village provided by its coastal rural position. This two way facility includes views along the northern section of Mill Lane and from the railway bridge that can take advantage of the limited amount of enclosure along the western boundary of the land to appreciate the attractive setting of Bidbury Mead.

- 5.5 All these attributes are worthy of safeguards, interpretation and enhancement. The guidance should embrace this.
- 5.6 [REDACTED] understand that HBC will engage in a dialogue and research with Portsmouth Water Company, who own Donkey Meadow, with view to possible measures to protect the heritage assets of the waterworks and tell the “Story of Water” and its role in the development of the Bedhampton and the Borough. Given this, [REDACTED] **support** the inclusion of this land within such a wider initiative.
- 5.7 Bidbury Mead Friends will be happy to discuss their proposals for further enhancements here and measures to prevent current threats to the amenities here.

6. Portsmouth Water Company.

- 6.1 Murphy Associates identified that the land south of the railway and east of Mill Lane contains some significant buildings and structures associated with the operations of Portsmouth Water Company. A footpath runs through this area linking Mill Lane railway bridge with properties south of Bedhampton Halt. This route may be particularly attractive to employees at the businesses along Harts Farm Way.
- 6.2 [REDACTED] recognise that a detailed examination of these assets and their potential to be part of an extended conservation area or a stand-alone designation was beyond the brief accepted by Murphy Associates.
- 6.3 [REDACTED] **support** the approach outlined in 5.6 above as it relates to this area.

7. Land south of Lower Road.

- 7.1 [REDACTED] **does not support** the exclusion of this area from consideration as a possible extension to the conservation area.
- 7.2 This area includes all the farmlands north of the A27 bypass, east of the Broadmarsh Junctions and west of Mill Lane excluding the Glebe lands south of the Rectory that are already within the conservation area boundary. The commission also looked at properties in Lower Road itself.
- 7.3 The issues surrounding heritage protection and enhancement have been heightened by the Local Plan 2036 proposals for site H20 which pre-date the Review and appear to be in conflict with the duty of HBC set out in the Introduction to the consultation Appraisal.
- 7.4 Bedhampton Historical Collection have so far uncovered much evidence related to the historical significance of the use of the farmlands and the public access to the harbour and foreshore by the population of the village as it grew and particularly by those with an ownership of parcels of the land who also have significant properties in the area as well as links with the Lord of the Manor and the Winchester Diocese.

- 7.5 Whilst the lands may not contain anything of '*special architectural interest*' there is clear evidence of two items of '*special historic interest...which is desirable to preserve or enhance.*' This relates in particular to Narrow Marsh Lane and its railway bridge. The remains of the harbour landing are still evident and, whilst the mid section has been lost to land reclamation associated with the A27 bypass construction, the northern section remains and was in regular public use until recent times.
- 7.6 Protecting and designating this strip of land would be consistent with preserving evidence of other significant historic connecting routes within the Borough e.g. the Hayling Billy line and the Hayling Island wade way. It would also be consistent with the present conservation area boundary, which has a narrow section covering the Mill Lane bridge alone.
- 7.7 It should be noted that previous uses of Bidbury Mead are used by HBC in support of an extension here. Historically the use of Bidbury Meads was '*mainly fields*'. So, recognising the previous uses of the farmland, whilst it might be difficult to decide where to draw any boundary line, would not be inconsistent with this justification.
- 7.8 The area is despoiled by the presence of the non-native shelterbelt. This blocks continuous vistas of the setting of the village. Its original purpose was short lived and it has no current purpose. It is not set on any historic boundary line. Its removal would enhance the setting of the existing conservation area. To include this line of trees together with Narrow Marsh Lane would provide an opportunity to remove them as part of a Management Plan. It offers a logical position for a tightly drawn boundary extension.
- 7.9 Lower Road contains a greater amount of post railway development (positive buildings) than found in Bedhampton Road together with converted buildings that have retained their '*special architectural or historic interest*'. The workers cottages on the north side of the road are set above the carriageway, which reinforces the sunken lane character of the road.
- 7.10 This evidential character is continued along both sides of the road up to the present conservation area boundary. It would appear inconsistent to include these characteristics found in Kingscroft and Bidbury Lanes within the Bidbury Mead proposal and leave out a length (almost as long these two when combined) of the former turnpike in Lower Road. Inclusion could provide the opportunity to prevent unsympathetic permitted development that erodes these attributes.
- 7.11 **oppose** excluding this area from consideration for an extension and **support** a 'T' shaped extension of the conservation area boundary to include Narrow Marsh Lane (north of the railway) and a strip alongside it to include the shelterbelt together with its railway bridge. Alternatively, there could be merit in including all the land up to the Glebe lands. Also a strip either side of Lower Road at its eastern end and at the western end to include the farm cottages, barn conversion on the south side and workers cottages on the north side.

The Edward Gardens Owners' Association

Chairperson: [REDACTED]
Vice Chair: [REDACTED]
Secretary: [REDACTED]
Treasurer: [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Your Ref: Old Bedhampton – Conservation Area Appraisal dated January 2019

Our Ref: CAA\Sub_Final-V1.0

Date: 27th March 2019

Policy Design
Havant Borough Council
Public Service Plaza
Civic Centre Way
Havant
PO9 2AX

Old Bedhampton Conservation Area Review Appraisal

This submission is made on behalf of [REDACTED] and serves to convey the general consensus of opinion of its members in response to the Conservation Area Review Appraisal dated January 2019.

The unique location of Edward Gardens situated at the very heart of the Old Bedhampton Conservation Area (CA) engenders an appreciation of living amongst a long and established heritage. With St Thomas' Church towering over the junction of Bidbury Lane and Edward Gardens it invariably acts as a constant beacon of enduring conservation. While the church is arguably the nucleus of Old Bedhampton, the several listed buildings surrounding it form a North and South legacy of great historical importance.

Circulation of the "Appraisal" document has been very well received by The [REDACTED] and grateful thanks has already been conveyed to [REDACTED] who very kindly contracted conservation specialists to undertake a long overdue review. The raising of funds through private donations is commendable and demonstrates the determination of a few individuals to conserve the heritage of Old Bedhampton. It is acknowledged that Havant Borough Council (HBC) is responsible for conducting such reviews and the last occasion was over 25 years ago in 1994, but insufficient resource has been the stated reason for such a lapse.

Proposed inclusions to the 'Appraisal' and responses to the nine recommendations in the Management Plan are listed in the attached Appendix.

Yours faithfully

[REDACTED]
[REDACTED]
[REDACTED]

Appendix: [REDACTED] Proposed Inclusions and Recommendation Responses

The 'Appraisal' document is clearly laid out and contains a coherent flow of detail although, as a "living" document and one that will be consistently referred to until the next review, it is suggested that a document control page is included. This will enable the document to be kept under review and record any future iterations it may undergo.

Absence of notable and relevant "hyperlinks" to included references such as the National Planning Policy Framework (NPPF) is disappointing. This document is distributed in the *Portable Document Format (PDF)* that specifically lends itself to including hyperlinks to assist the reader in accessing supporting reference material. Despite the NPPF undergoing constant updating, the destination hyperlink to access it should inevitably remain constant. Understandably, listing hyperlinks as footnotes results in further navigation by the reader and ultimately, some of these can be overlooked!

Proposed corrections to the 'Appraisal' document have already been clearly defined and submitted by the Old Bedhampton Heritage Alliance. These corrections are entirely agreed by The EGOA and to avoid unnecessary repetition are not included as part of this submission.

7 - Management Plan. This plan lists nine recommendations proposed by HBC to conserve, enhance and extend the Old Bedhampton CA. Drawn comment from the EGOA includes:

7.8 Recommendation One – That the boundary of the conservation area be extended to include Bidbury Mead and Old Bedhampton Scholl and Chapel.



Extension of the current CA boundary to include Bidbury Mead and Old Bedhampton School & Chapel are very welcomed and supported.

A further area extension to include land south of Lower Road with former farm buildings and agricultural lands is also very strongly supported. This land and former farm buildings are integral to the entire CA and this must be acknowledged by their inclusion. Omission of our heritage key points at Narrow Marsh Lane, Victorian Railway Bridge and Old Manor Farm will inevitably mean these historical assets will be lost. HBC have a responsibility to future generations who have a citizen's right for them to be preserved.

7.17 Recommendation Two – cumulative impact of minor alterations to all buildings within the declared CA including those that are *not* listed. A 'bold' statement regarding the removal of permitted development rights and for the removal of:

- Existing means of enclosure and boundary treatments, e.g. fence panels;
- Hardstandings;
- Front porches;
- Rooflights;
- Solar arrays;
- Changing the colours of already painted surfaces;
- Changing roof materials in use;
- Changing windows and doors;
- Eaves and barge boards;

All that are visible from the public domain.

Clarification is sought regarding how retrospective enforcement will work in terms of owners and residents changing the outward appearance of their homes. Interpretation of this stated recommendation in its current form will undoubtedly cause confusion. The impact is potentially very significant on current buildings and any new developments. Given the clarification required, this recommendation is not yet supported by the EGOA.

7.18 Recommendation Three – resisting proposals to remove boundary walls, piers and railings and resist applications for new boundary treatments that fail to respect the form and materials of traditional boundary treatment. Any existing evidence of former historic boundary treatments, including gateposts and decorative details, their reinstatement will be encouraged.

Despite clarification being sought for “Recommendation Two” this recommendation is generally supported.

7.20 Recommendation Four – the Council will seek to ensure that all existing historic features are retained and new highway works, and other works of general enhancement, will bring improvement to the CA.

This recommendation is most welcome and supported. Enhancements that promote safety, particularly for our very young school children who walk along Bidbury Lane and Kingscroft to attend school, is urgently needed. Traffic calming measures are essential, but immediate actions could include maximum speed signage. Currently there are none!



7.23 Recommendation Five – Tree Preservation Orders, in appropriate circumstances, where a tree has significant amenity value and considered to be under threat.

Recommendation is supported. Conversely, a proposal to include circumstances where a tree poses a high risk to life and property. Tree preservation has an important role, but there are some circumstances in which a tree has become a real danger, such as being permitted to grow to an exceptional size and in close proximity to properties. The Council should consider all trees within the Conservation Area and carry out a risk assessment on those that are clearly posing a high level of risk to people and property, taking the necessary enforcement action if appropriate.

7.25 Recommendation Six – Review of the existing “Local List” to establish the inclusion of *positive* buildings and assessing those that may warrant designation as a listed building.

Recommendation is supported.

7.27 Recommendation Seven – Consider a 20mph speed limit within Old Bedhampton to include Kingscroft Lane, Bidbury Lane, Mill Lane, Lower Road, Brookside Road and Edward Gardens, ensuring pedestrians, cyclists and horse-riders are given priority over vehicular traffic.

Recommendation is fully supported. Existing narrow footpaths and the rural nature of these roads and lanes naturally put anyone on foot or cycling at risk of collision with vehicles. This photograph highlights the limited options that a pedestrian or cyclist can use to transit Bidbury Lane.



7.28 Recommendation Eight – consider placing ‘welcome signs’ to the entry to the area within the highway without causing obstruction or conflict.

Clarification is sought regarding the nature and content of such signage and how it will potentially impact on the public realm of Old Bedhampton. Street furniture, as stated several times within the ‘Appraisal’ is limited resulting in a rural setting being created as opposed to an urban one.

7.29 Recommendation Nine – In coordination with Hampshire County Council and landowners, seek to prevent loss or erosion of the verges, earth banks and hedgerows to each side of the sunken lane running through the settlement.

Recommendation is fully supported.

7.30 Review – HBC statutory duty under Section 69(2) of the Planning (Listed Buildings and Conservation Areas) Act 1990 to review conservation areas from time to time. This clause appears to be weak and would benefit from a stronger statement that commits HBC to a designated date to enable interested parties to anticipate and prepare for a review. Such preparations may include calling key people together to discuss any improvement plans HBC keeps under constant review in support of the majority of recommendations put forward in the ‘Appraisal’ document.



Ms Jessica Hill
East Hampshire District Council - Planning
Penns Place
Petersfield
HAMPSHIRE
GU31 4EX

Direct Dial: 01483 252017

Our ref: PL00552702

8 March 2019

Dear Ms Hill

Old Bedhampton Conservation Area Appraisal and Review of Boundary

Thank you for consulting Historic England on the proposed conservation area appraisal for Old Bedhampton along with the proposed changes to the boundary.

You will know that conservation areas are designated locally and are reviewed, regulated and managed through local planning policy and control. A good assessment of character and appearance and what makes a conservation area 'special' relies on detailed local knowledge which Historic England cannot be expected to have across the whole country. As a consequence we generally defer to your intimate local knowledge and where we do comment on appraisals our comments tend to be brief and about the overall content rather than the specifics of the area. With this in mind I would like to make the following brief comments:

- The appraisal lacks a succinct summary of the special interest of Old Bedhampton. On p.28 there is a list of features which contribute to the special interest but there is no overview which explains how such features combine to give a unique character.
- The contribution made by setting to the special interest of Old Bedhampton could be better explained, how the remaining open fields illustrate the rural setting of the settlement and help define its morphology.
- The historical background section is very long for a document of this type and could be summarised.
- The informal semi-rural layout of the roads suggests that there is relatively little traffic through the conservation area and I assume that the place is relatively tranquil? If this is the case this needs to be described as character is also about experience which relates to sounds and activity as much as views.
- The title to section 3 has a word missing- 'Evidential and Historic *Value*'?
- The title on p.52 'Other positive buildings' lacks clarity, how are they 'positive'? Presumably you mean buildings which make a positive contribution to the special character and appearance of the conservation area.
- The mapping images at the rear of the document would benefit from being larger and clearer.
- Based on the information within the document we would support the extension



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of the conservation area as proposed in recommendation 1. We would also support the proposed Article 4 Direction.
I hope that the above comments are of assistance. Please contact me if you have any queries.

Yours sincerely,



Marion Brinton
Inspector of Historic Buildings and Areas
marion.brinton@HistoricEngland.org.uk



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Hill, Jessica

From: Hayward, David
Sent: 24 May 2019 08:58
To: Fellows, Peter; Hill, Jessica
Subject: FW: Old Bedhampton: New evidence!

Hi both

Just in case you haven't picked this up. I'll pop in some time to discuss on Tuesday.

Perhaps at that point one of you could tell me the difference between a sunken lane (just about got my head around that one) and a hollow lane...

I'd suggest we add [REDACTED] email as a formal rep being nice and transparent. Jess – probably worth asking Asha to redact. There's some personal emails of the cllrs as well.

Thanks

David

David Hayward

Planning Policy Manager
Havant Borough Council, Civic Centre Road, Havant, PO9 2AX
Tel: 023 9244 6174
Email: david.hayward@havant.gov.uk

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From: [REDACTED]
Sent: 23 May 2019 17:55
To: Hayward, David <david.hayward@havant.gov.uk>
Cc: Fellows, Peter <Peter.Fellows@havant.gov.uk>; Hill, Jessica <Jessica.Hill@Havant.gov.uk>; Haywood, Daphney <Daphney.Haywood@havant.gov.uk>; [REDACTED]; [REDACTED]; [REDACTED]; [REDACTED]; Mark Inkster <markinkster@havant.gov.uk>; [REDACTED]; [REDACTED]
Subject: Old Bedhampton: New evidence!

Dear David,

For reasons that will be apparent below, I have copied this to members and officers to alert them to some late and very recent findings related to the Conservation Area Review.

Bedhampton Heritage Alliance (BHA) was concerned to have an authoritative confirmation of their stance regarding the 'sunken lanes' running through the village. Initial contact with Portsmouth

University resulted in them contacting Southampton University and through this BHA have been introduced to a Hampshire resident [REDACTED] who has already made two visits to Old Bedhampton.

His lifetime's, mostly volunteer, work is focussed on the production of a map of the whole county that interprets the landscape to be found within it. One example of the benefits of this is the time and cost saving that arises when looking into potential archaeological evidence. Having the ability to pinpoint where evidence may lie means fewer costly excavations. He has worked with a number of local authorities and the most recent example close by was with Rowlands Castle when the case was made for inclusion in the South Downs National Park.

You and/or the East Hant's heritage officers may be familiar with him.

He has promised a brief summary of his initial findings within the next week or so: but, given the urgency of the officers preparing the most up to date member briefing on the 12th June, we wanted to give you a 'heads up' asap. We will forward a copy of his findings once we have it. [REDACTED] will continue examining the records held by the Bedhampton Historical Collection to see what these might add to his work.

So, the first thing he said was that the present lanes form part of a network of roads and lanes that pre date Roman times and the establishment of any settlements by approximately 1,000 years. They will have been created and consolidated by drift routes used for the movement of livestock summer/winter to, for example, take advantage of the salt marshes in summertime.

He is referring to Kingscroft Lane and its extension southwards into the area now occupied by Portsmouth Water Company, Bidbury Lane, Brookside Road and Lower Road together with Mill Lane, Narrow Marsh Lane and Broad Marsh Lane (now lost to the A3M). He personally would describe Kingscroft Lane, Bidbury Lane and Lower Road as 'Hollow Ways', not sunken lanes, to describe how they are formed. The latter two are not as pronounced because the banks on their north sides would slip from time to time. Originally they could have been wider on their south side to cater for livestock and avoiding poor ground. The ancient hedging will have been provided at a later stage.

Secondly, Bedhampton is older than Havant. It had more benefits and a richer mix of them. It was settled to take advantage of the fertile narrow arable coastal strip, the salt marshes, the spring water quality (safer than stream water that might be contaminated) and access to the harbour for navigation and the variety of food sources it provided which added essential diet supplements for both humans and animals. This is confirmed by the presence of the link to Narrow Marsh Lane within the harbour to the position of the landing stage. A yearly balance could be made between the coastal strip around Bedhampton with clay soil to the north, which couldn't be worked but was left to forest (Bere) to provide game.

Thirdly, based upon his experience, and given the above circumstances, [REDACTED] believes that the initial dwellings that would have been temporary in nature would have existed either side of Lower Road in the vicinity of the present workers cottages and converted farm buildings. This may account for why Manor Farm was created here and not within the main village. Effectively the farm and workers cottages were developed on 'brownfield' land.

These three findings all place greater significance on the area to the south west of the conservation area that add to the case for inclusion within an extension area.

- The evidence of the roads and lanes being part of the same pre Roman network.
- The connections between and the combined impact of factors that came together to foster the making of this place.

- The origin of early dwellings at the western end of Lower Road a precursor to the later establishment of Old Bedhampton prior to the settlement of Havant.

It is possible that [REDACTED] further work may add to this understanding and provide more evidence. If development proceeds the understanding of this heritage will be lost.

I assume your briefing will include measures to take a less reactive and more proactive response to the future of this area: to provide a vision for the protection and enhancement of the heritage over short and long-term future e.g. the removal of the alien shelterbelt. This was not part of the consultation but it would be good to have sight of this strategy as soon as it is available.

Kind regards

[REDACTED]

[REDACTED]

Hill, Jessica

From: Poulton, Adele
Sent: 29 March 2019 13:46
To: Hill, Jessica
Subject: Bedhampton Conservation Area Proposed Extension

Good afternoon Jess,

Thankyou for your consultation regarding the proposed extension to the Bedhampton Conservation Area. The extension of this protected status to the east of The Church of St Thomas and Mill Lane is welcomed, bringing trees of significant amenity value in these areas under statutory control.

With kind regards

Adele Poulton – Arboricultural Officer (non-working day Monday)
East Hampshire District Council, Penns Place, Petersfield, GU31 4EX
Tel: 01730 234218
Email: adele.poulton@easthants.gov.uk

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NON EXEMPT

HAVANT BOROUGH COUNCIL

CABINET

11 September 2019

2018/19 PROVISIONAL REVENUE AND CAPITAL OUTTURN

Lydia Morrison, Chief Finance Officer and Director of Corporate Services

FOR INFORMATION

**Portfolio: Portfolio Holder for Finance
Cllr Leah Turner**

Executive Director: Lydia Morrison

Key Decision: No

1.0 Purpose of Report

1.1 This report provides summary information regarding the provisional outturn for 2018/19.

2.0 Recommendation

2.1 That Cabinet endorses the provisional outturn for 2018/19, including the transfers to and from Reserves and Balances actioned by the Chief Finance Officer.

2.2 That Cabinet endorses the carry forward of underspends and grants actioned by the Chief Finance Officer.

3.0 Executive Summary

3.1 All authorities have a legal duty to produce annual accounts, in support of openness and accountability. It is pleasing to report that the statutory deadline of 31 May was met and the Draft Statement of Accounts were completed and signed off by the Chief Finance Officer on that date. The audit of accounts by Ernst Young is currently underway and for information the draft Statement of Accounts itself is freely available on the Council's website.

3.2 This report provides Cabinet with an update on the provisional outturn, and seeks endorsement on certain matters.

4.0 Provisional Revenue Outturn Summary

4.1 A summary of the revenue outturn position for the financial year 2018/19 is set out in the following table.

	Budget	Provisional Outturn	Variance (Favourable) / Adverse
	£'000	£'000	£'000
Net Revenue Expenditure	16,175.8	18,234.2	2,058.4
Council Tax, Business Rates & Grants	(16,175.8)	(18,263.2)	(2,087.4)
NET (SURPLUS) / DEFICIT		(29.0)	(29.0)

4.2 The 2018/19 financial year saw further cuts in Government funding amounting to £707K in respect of Revenue Support Grant and New Homes Bonus. The outturn should be considered in that context.

4.3 After allowing for various year-end adjustments, there has been a net underspending of £29K against the overall Budget for 2018/19 and a summary statement is included at *Appendix A*. The underspending represents 0.6% of the Council's net revenue budget. If compared with the Council's gross budget, however, which is in the region of £23M, the level of net underspending is very minor.

4.4 Variance analysis is provided at *Appendix B*. There are some significant adverse variances which will need to be addressed going forward, to ensure they do not continue. Of particular concern are areas where budget challenges and income targets were not met. In total this amounted to £907K, and the main areas are as follows:

Main Areas	Under Recovery £'000
Leisure Management	300
Norse Contract	100
Neighbourhood Support	250
Planning	50
Investment Properties	207
Total	907

4.5 However, this shortfall has been offset by a combination of additional income (£725K) in other service areas, vacancy savings (£139K) and other net variances (£72K).

4.6 Overall the outturn position is positive, which is encouraging given the significant financial uncertainty and challenges ahead. The current financial strategy is still based on taking proactive management

decisions to save money and maximise income. However, where income targets are set it is essential they are met. More targeted monitoring of income budgets will be needed with more proactive management actions taken where it is found to be under performing.

- 4.7 The results of the outturn will feed into the forthcoming review of the Medium Term Financial Strategy (MTFS), which in turn will lead into the 2020/21 budget setting process.

5.0 Reserves and Balances

- 5.1 In closing the accounts for last year the Council's reserves have been reviewed. A full statement is attached at *Appendix C* and the main transfers regarding are highlighted specifically below:

- General Fund Balance – carry forward of underspends and grants of £796,666 transferred in – these will be released back to services in 2019/20. In addition, the overall underspend of £29,028 has been transferred into the reserve.
- General Fund Reserve - £22,000 draw down for play equipment maintenance, £189,007 for additional contract costs and £206,108 budgeted transfer to cover Retained Business Rates deficit.
- Transformation Reserve – £334,982 contribution to fund Regeneration (South) and £178,807 to cover redundancy costs.

- 5.2 The transfers have already been reflected in General Fund summary position outline earlier, hence Cabinet is asked to endorse them.

- 5.3 After allowing for these transfers, the General Fund net reserves balance at 31 March 2019 amounts to £9.623M.

6.0 Carry Forwards of Underspensing and Overspensing

- 6.1 Inevitably each year services have underspends due to the timing of works or commitments not completing before the year end, or have received grant monies for specific purposes which will be spent in the following financial year.

- 6.2 Attached at *Appendix D* is a list of the carry forward requests that have been approved by the Chief Finance Officer. It should be noted that the requests approved relate to commitments and that those for discretionary spend have been rejected.

- 6.3 The Chief Finance Officer will be undertaking a review of overspends to determine whether they were controllable or uncontrollable to inform the MTFS review. In future, consideration will also be given as to whether overspends on controllable budgets are carried forward and

drawn from the following year's budget. This will encourage better financial management within services, but also reduce the need to draw on reserves to fund such overspends.

7.0 Capital Outturn

7.1 *Appendix E* includes a provisional capital expenditure and financing statement for the year, which is summarised in the following table:

Capital Programme	Budget £'000	Actual £'000
Housing	1,628	967
Operational Land & Buildings	523	459
Vehicles & Equipment	77	51
Total Programme	2,228	1,477

Capital Financing	Budget £'000	Actual £'000
Use of Specific Reserves	218	0
Capital Receipts	39	510
Grants & Developer Contributions	1,971	967
Total Financing	2,228	1,477

7.2 Spend against the programme was behind forecast mainly in respect of Disabled Facilities Grants.

7.3 During 2019/20 detailed capital monitoring will be introduced to better control the budgeting and spending in all areas, which in turn will be incorporated into future financial monitoring reports.

8.0 Performance Against Corporate Strategy

8.1 *Appendix F* provides an overview of the Council's performance for the year against the key priorities within the Corporate Strategy, in addition to a full analysis of operational performance indicators.

9.0 Additional Budgetary Implications

9.1 None.

10.0 Background and relationship to the Corporate Strategy and Directorate Business Plan

10.1 This report provides Members with an update on the Council's performance against the Corporate Strategy.

10.2 Reporting of the outturn and completion of the Statement of Accounts forms part of the Directorate Business Plan.

11.0 Options considered and reasons for the recommendation

11.1 None.

12.0 Resource Implications

12.1 Financial Implications – as set out in the body of the report.

12.2 Human Resources Implications – none.

13.0 Legal Implications

13.1 None.

14.0 Risks

14.1 The Statement of Accounts is currently being audited and until that process is completed the outturn is still provisional. Any material changes impacting on the outturn will be reported to Members following the completion of the audit.

10 Consultation

10.1 None.

11 Communication

11.1 None.

Appendices:

Appendix A – Provisional Summary Revenue Outturn
Appendix B – Variance Analysis
Appendix C – Reserves and Balances
Appendix D – Carry Forward Approvals
Appendix E – Provisional Capital Outturn
Appendix F – Performance Against Corporate Strategy

Background Papers: None.

Agreed and signed off by:

Monitoring Officer: (date)
S151 Officer: date
Director: (date)
Portfolio Holder: (date)

Contact Officer: Andrew Clarke
Job Title: Deputy Section 151 Officer
Telephone: 02392 446602
E-Mail: Andrew.Clarke@Easthants.gov.uk

Appendix A

Havant Borough Council - 2018/19 Outturn

SERVICE	Budget	Actuals	Variance (Fav) / Adv
	£000's	£000's	£000's
Head of Neighbourhood Support	(142.8)	(12.0)	130.8
Head of Planning	568.9	680.1	111.2
Head of Coastal Partnership	192.7	111.7	(81.0)
Head of Housing	548.9	386.6	(162.3)
Head of Communications	204.8	223.6	18.8
Head of Development	74.5	(105.2)	(179.7)
Head of Community Engagement	919.4	714.0	(205.4)
Estates	496.1	505.5	9.4
Head of Property	(1,402.7)	(1,195.7)	207.0
OPERATIONS & PLACE SHAPING	1,459.8	1,308.6	(151.2)
Head of Finance	966.7	597.3	(369.4)
Head of Organisational Development	918.6	946.2	27.6
Head of Legal	342.4	289.8	(52.6)
Head of Programmes Redesign & Quality	3,060.2	2,776.2	(284.0)
Head of Customer Services	3,681.7	3,564.9	(116.8)
5 Councils Staff and Contract	359.3	531.0	171.7
STRATEGY AND GOVERNANCE	9,328.9	8,705.4	(623.5)
Head of Commercial Development	127.5	161.7	34.2
Head of Regeneration (South)	(335.0)	132.4	467.4
Head of Environmental Services	3,888.1	4,397.9	509.8
COMMERCIAL	3,680.6	4,692.0	1,011.4
CONTRIBUTION (favourable) or adverse	14,469.3	14,706.0	236.7
Other Operating Income & Expenditure	852.8	770.8	(82.0)
Movement in Reserves	853.7	2,757.4	1,903.7
TOTAL CORPORATE MOVEMENTS	1,706.5	3,528.2	1,821.7
TOTAL NET EXPENDITURE	16,175.8	18,234.2	2,058.4
Council Tax & Business Rates	(11,462.4)	(12,671.6)	(1,209.2)
General Grants	(4,713.4)	(5,591.6)	(878.2)
FUNDING	(16,175.8)	(18,263.2)	(2,087.4)
(SURPLUS)/ DEFICIT	0.0	(29.0)	(29.0)

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Appendix B

VAR TO BUDGET		SERVICE	NARRATIVE
Adverse	(Favourable)		
250.0	(119.2)	Head of Neighbourhood Support	Adverse variance due to £250k budget challenge not being met . Partially offset by additional parking income of (£23k) and vacancy savings of (£79k).
111.3	-	Head of Planning	Adverse variance due to £50k budget challenge not being met , and additional staffing costs of £50k.
-	(81.0)	Head of Coastal Partnership	Favourable variance due to grant income received from the Environmental Agency in 18/19 but spend anticipated in 19/20 due to a delay of commencement of works.
211.7	(374.0)	Head of Housing	Favourable variance comprised of (£234k) additional unbudgeted grant funding. Bed and Breakfast income increased by (£140k). Partially offset by £173k increased spend on homelessness prevention
18.8	-	Head of Communications	In line.
-	(179.7)	Head of Development	Favourable variance mainly attributable to higher than anticipated planning and inspection fees (£108k), plus unbudgeted grant income (£5k).
-	(205.4)	Head of Community Engagement	(£175k) national lottery funding received for Wecock farm, big local plan, remainder is due to vacancy savings (£30k).
9.4	-	Estates	In line.
207.0	-	Head of Property	Adverse variance due to reduction in expected investment property income.
-	(369.4)	Head of Finance	Favourable variance is mainly due to (£250k) review of balance sheet provisions, interest on investments (£50k) and lower than anticipated interest payable.
85.0	(57.4)	Head of Organisational Development	Corporate budget adjustment of £85k partially achieved through vacancy savings (£42k) and a reduction in supplies and services costs (£15k).
-	(52.6)	Head of Legal	Favourable variance due to reduced spend on external legal and professional services.
111.1	(395.0)	Head of Programmes Redesign & Quality	Favourable variance due to delay of non-essential building maintenance (£395k). Partially offset by a reduction in land charges income of £33k due to reduced demand, and increase in ICT licences across the council above anticipated budget and in-house CRM development £74k.
40.3	(157.0)	Head of Customer Services	Favourable variance mainly due to vacancy savings (£157k).
171.6	-	5 Councils Staff and Contract	Mainly due to additional pension transition costs and changes to staffing recharges.
77.1	(43.0)	Head of Commercial Development	Adverse variance due to a net staffing overspend of £77k. This has been partially offset by (£11k) additional income for professional services and a reduction in external third party professional fee and software purchases costs (£32k).
467.4	-	Head of Regeneration (South)	Overspend partially offset by a transfer from reserves reported through the Movement in Reserves.
509.8	-	Head of Environmental Services	Adverse variance due to £400k of budget challenges (£300k Leisure & £100k Norse) not being met and an additional unanticipated £105k cost relating to waste services contract.

*Please note only material variances are analysed out in detail.

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RESERVES STATEMENT

	2018/19				
	Opening Balance	From Services	To Services	Transfers	Closing Balance
CAPITAL RESERVES	£000's	£000's	£000's	£000's	£000's
Usable Capital Receipts	1,437,303	0	0	(52,756)	1,384,547
Capital Grants & Unapplied Contributions	2,534,326	2,295,551	0	0	4,829,877
Community Infrastructure Levy & Developer Contributions Unapplied	5,377,058	2,048,945	(148,173)	0	7,277,829
Capital Reserve	776,011	0	0	0	776,011
TOTAL	10,124,698	4,344,496	(148,173)	(52,756)	14,268,265

earmarked REVENUE RESERVES

General Fund Balance	4,802,310	796,666	0	29,028	5,628,004
Working Capital Reserve	2,000,000	0	0	0	2,000,000
Contingency Reserve	500,000	0	0	0	500,000
Insurance Reserve	652,666	0	0	0	652,666
General Fund Earmarked Reserve	443,078	0	(417,115)	385,000	410,963
Transformation Reserve	1,330,016	0	(513,789)	(385,000)	431,227
TOTAL	9,728,070	796,666	(930,904)	29,028	9,622,860

COMBINED CAPITAL AND REVEUNE RESERVES

	19,852,768	5,141,162	(1,079,077)	(23,728)	23,891,125
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APPROVED CARRY FORWARD REQUESTS

SERVICE AREA	£	COMMENTS
Community Development	7,500	Allocated S106 funding via Winchester City Council to be used on the West of Waterlooville Major Development site for ongoing Public Art Community Engagement.
Community Development	10,000	Sport England match funding was carried forward from 2017/18 to be used for Active Ageing project.
Community Development	8,605	Public Health match funding was carried forward from 2017/18 to be used for Active Ageing project.
Health Wellbeing Development	14,592	External funding carry forward from 2017/18 to fund physical activity project in 2019/20.
Health Wellbeing Development	11,940	Public Health funding carry forward from 2017/18 to fund Insight work re Childhood Obesity in 2019/20.
Health Wellbeing Development	10,000	New Direction project funding initiative commences in June 2019.
Health Wellbeing Development	146,918	Funding received from Local Trust (Lottery) which is managed on behalf of Wecock Farm Big Local community group. Agreement in place for a further 18 months with payments being drawn down every 6 months.
HBC Coastal	30,000	Timber maintenance contractor unable to commence works on the beach until the final week of March 2019, therefore remainder of budget required to be carried forward.
HBC Coastal	30,500	Carry forward required to fund consultancy costs relating to the Broadmarsh feasibility study, and forms part of a successful bid to the Environment Agency that incorporated HBC contributing £30.5k. A change in scope has delayed the planned spend and will therefore be incurred in 2019/20.
Homelessness	369,111	MHCLG - Homelessness Grant - to fund additional resources to assist with homelessness prevention.
Community Safety	7,500	Funds specifically ringfenced for the use in improving the quality of place for Leigh Park residents supported by local Councillors and Aldermen. The planned expenditure will include additional litter patrols in the area and anti fly tipping campaigns and payment for community payback to supplement Council delivery in the area.
Building Maintenance	150,000	Carry forward of underspend on planned maintenance works which will now be undertaken in 2019/20.
	796,666	

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CAPITAL EXPENDITURE AND FINANCING - 2018/19

	BUDGET	ACTUAL
	£'000	£'000
CAPITAL EXPENDITURE		
Housing		
Disabled Facilities	1,628	967
Total	1,628	967
Operational Land & Buildings		
Front Lawn Works	168	306
Barton Green Pavilion	80	86
Refurbishment of Equipped Play Area	75	25
Brock	200	0
FCERM Scheme	0	32
S106 Funded - HBC Assets Acquisition of Land	0	2
S106 Funded - Non HBC Asset Capital Grant	0	8
Total	523	459
Vehicles and Equipment		
Noise Monitoring Equipment	22	11
Neighbourhood Quality Fleet Refurbishment	17	23
Building Control - Software	18	17
Southern Coastal	20	0
Total	77	51
TOTAL CAPITAL SPEND	2,228	1,477
FINANCING:		
Use of Specific Reserves	218	0
Capital Receipts	39	510
Grants and Developer Contributions	1,971	967
TOTAL FINANCING	2,228	1,477

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HBC PERFORMANCE INDICATORS



Q4

'?' = No response to data requests

(Quarter Actual) / Cumulative

Service	ID	Indicator	Year	Performance				Year End Actual	Target 2018/19	Q4 Commentary/Action Taken
				Q1	Q2	Q3	Q4			
Housing Services	A	Affordable homes delivered (cumulative) - Social rented, Affordable rented, First buy (shared ownership)	2018/19	20	60	8	6 (94)	94	70	Total of 94 affordable units created over the year against a target of 70 which represents a strong performance
			2017/18	52	(28)/80	(18)/98	(30)/128	128		
			2016/17	57	(87)/144	(51)/195	(57)/252	252		
			2015/16	79	34 / 113	29 / 142	112 / 254	254		
	B	Homelessness acceptances (cumulative)	2018/19	4	2	0	1 (7)	7	Under 65 (Year end cumulative)	A total of only 7 homelessness acceptances for the entire year is a record achievement for the Council. This figure represents the significant levels of intervention and casework processed by the Housing Team
			2017/18	8	(6)/14	(11)/25	(18).43	65		
			2016/17	13	(9)/22	(4)/26	(4)/30	30		
			2015/16	14	14 / 28	4 / 32	9 / 41	41		
	C	Successful homelessness prevention outcomes (cumulative)	2018/19	194	123	215	272 (804)	804	950 (year end cumulative)	Fewer cases have been achieved during the year, missing the overall target and this partly reflects new legislation which came into effect this year as to how cases are handled and processed. Personal Housing Plans are developed for each person/household requesting assistance prior to moving onto prevention relief/outcomes. Going forward this KPI will be reviewed to reflect the new approach to handling cases under the new legislation.
			2017/18	311	(265)/576	(313)/889	(377)/1266	1266		
			2016/17	232	(325)/557	(232)/789	(268)/1057	1057		
			2015/16	285	242 / 527	276 / 803	197 / 1000	1000		
	D	Number of households in B&B (cumulative)	2018/19	23	20	19	16 (78)	78	Under 65 (year end cumulative)	Reflecting the increased persons/households requesting assistance the number of those placed in B&B missed the year end target of under 65.
			2017/18	15	(15)/30	(13)/43	(17)/60	60		
			2016/17	12	(17)/29	(12)/41	(13)/54	54		
			2015/16	14	19 / 33	24 / 57	16 / 73	73		
E	Number of weeks in B&B (cumulative round up full weeks)	2018/19	87	76	87	57	307	N/A	Focus is on reducing weeks in B&B and during the quarter a reduction was seen against the position in Q3. However, further work is required to move households to alternative accommodation as soon as possible but further assistance is required from the private sector to assist this work further.	
		2017/18	41	63	71	53	228			
		2016/17	51	82	40	41	214			
		2015/16	48	51	43	73	215			

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HBC PERFORMANCE INDICATORS

Q4

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(Quarter Actual) / Cumulative

Service	ID	Indicator	Year	Performance				Year End Actual	Target 2018/19	Q4 Commentary/Action Taken
				Q1	Q2	Q3	Q4			
Parking Services	A	Income from pay & display machines (cumulative £value)	2018/19	£342,481	£400,756	£287,197	£294,288	£1,324,722	£1,115,000 (year end cumulative)	Achieved
			2017/18	£322,591	£343,408	£338,983	£285,340	£1,290,332		
			2016/17	£289,105	£393,308	£249,248	£260,093	£1,191,754		
			2015/16	£289,160	£330,338	£250,127	£224,326	£1,093,951		
	B	Income from Penalty Charge Notices (cumulative £value)	2018/19	£53,324	£39,560	£53,006	£40,936	£186,000	£178,400 (year end cumulative)	Achieved
			2017/18	£64,323	£41,275	£32,045	£27,928	£165,571		
			2016/17	£67,219	£51,559	£50,366	£55,600	£224,744		
			2015/16	£59,859	£57,353	£41,507	£58,400	£217,119		
	C	FPN Collection Rate (%)	2018/19	59.7	55.0	69.2	54.9	60%	60%	End year figure expected to rise as FPNs issues towards end of the month will still be within the time period allocated to pay
			2017/18	83.40	71.00	65.70	68.70	72%		
			2016/17	60.77	72.40	57.53	76.47	0.72		
			2015/16	67	56.7	60.9	65.8	62.60%		

HBC PERFORMANCE INDICATORS



Q4

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(Quarter Actual) / Cumulative

Service	ID	Indicator	Year	Performance				Year End Actual	Target 2018/19	Q4 Commentary/Action Taken
				Q1	Q2	Q3	Q4			
Planning Development	A	Major planning apps decided in the quarter (Number)	2018/19	4	4	5	3	16	N/A	Monitored to calculate % completed on time and demand on service
			2017/18	7	3	8	3	21		
			2016/17	0	9	5	9	23		
			2015/16	8	3	8	3	22		
	B	Major planning apps decided within 13 weeks or agreed extension (%)	2018/19	100.0	100.0	80.0	100.0	95%	60%	Achieved
			2017/18	100	100	100	100.00	100%		
			2016/17	100	100	100	88.9	97%		
			2015/16	75	100	100	66.67	85%		
E	Minor planning apps decided in the quarter (Number)	2018/19	27	35	43	40	145	N/A	Monitored to calculate % completed on time and demand on service	
		2017/18	36	45	46	45	172			
		2016/17	33	47	41	29	150			
		2015/16	49	41	33	33	156			
F	Minor planning apps decided within 8 weeks or agreed extension (%)	2018/19	77.8	77.1	90.7	82.5	82%	65%	Achieved	
		2017/18	97.2	93.3	93.5	86.67	92.7			
		2016/17	97.9	100.0	97.6	93.1	97.2			
		2015/16	63.27	78.05	93.94	100.00	83.81			
I	Other planning apps decided in the quarter (Number)	2018/19	128	141	155	115	539	N/A	Monitored to calculate % completed on time and demand on service	
		2017/18	143	150	124	167	584			
		2016/17	138	165	125	133	561			
		2015/16	143	141	140	121	545			
J	Other planning apps decided within 8 weeks or agreed extension (%)	2018/19	86.7	92.2	94.8	95.7	92%	80%	Achieved	
		2017/18	98.60	94.00	95.97	94.12	65.67			
		2016/17	98.80	98.18	100.00	97.74	98.70			
		2015/16	88.81	89.36	92.14	94.21	91.13			
O	Percentage of all applications determined in 26 weeks (actual)	2018/19	100.0	99.4	100.0	100.0	99%	98%	Achieved	
		2017/18	100.00	100.00	99.4	99.40	99.70%			
		2016/17	99.55	98.64	99.42	96.49	99.52			
		2015/16	96	100.00	97.79	100.00	98.00			

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Planning Development

HBC PERFORMANCE INDICATORS



Q4

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(Quarter Actual) / Cumulative

Service	ID	Indicator	Year	Performance				Year End Actual	Target 2018/19	Q4 Commentary/Action Taken
				Q1	Q2	Q3	Q4			
Building Regulations	P	Number of discharge of condition apps determined within 8 weeks (%)	2018/19	59.1	73.5	90.2	82.9	76%	80%	By the end of Q4 performance had improved from Q1 due to the additional effort focussed on progressing these cases
			2017/18	96.3	57.0	not supplied	81.7	64.8		
			2016/17	79.4	84.1	79.3	100.0	85.1		
			2015/16	80.95	73.81	70.97	95.00	80.18		
	Q	Number of Major application decisions allowed on appeal (%)	2018/19	1.0	1.0	1.0	1.0	1.00	Less than 20%	Achieved
			2017/18	2.04	2.38	2.08	2.17	2.17		
			2016/17	0	1	0	0	1.0		
			2015/16	0	0	0	0	0.0		
	R	Number of Minor and Other application decisions allowed on appeal (%)	2018/19	0.5	0.41	0.48	0.64	0.50	Less than 30%	Achieved
			2017/18	0.42	0.49	0.41	0.42	0.44		
			2016/17	0.50	0.47	0.00	0.62	0.40		
			2015/16	0.5	0	0.58	1.3	0.6		
A	Building Regulations – Full Plan applications checked within 15 days (cumulative)	2018/19	96.10	94.41	93.61	90.33	93%	90%	Achieved	
		2017/18	not supplied	97.80	98.39	97.68	97%			
		2016/17	97.89	96.94	97.35	not supplied	97%			
		2015/16	92.4	92	93.2	93.8	92%			
Legal & Democratic Services	A	Number of FOI requests received	2018/19	189	189	159	200	737	n/a	Number recorded to monitor demand and calculate % achieved
			2017/18	135	160	159	149	603		
			2016/17	121	138	127	150	536		
			2015/16	186	168	155	168	677		
	B	FOI requests completed in 20 day statutory deadline (%)	2018/19	90%	87.30%	88.05%	80%	86%	95% (quarter actual)	Services have been reminded of the importance of responding in a timely manner. A new process has been put in place in order to improve performance with new staff involved centrally to ensure returns are achieved.
			2017/18	91%	92%	93%	90%	92%		
			2016/17	93%	73%	93%	91%	88%		
			2015/16	96%	98%	98%	90%	96%		
& Benefits	A	Council tax cash collection rate cumulative (%)	2018/19	28.9	56.47	84.44	96.82	96.82	97.2% (cumulative year end)	Although did not meet year end target was an improvement on the performance in the previous year. Action plan in place to ensure collection rate remains high with focus on achieving target set next year
			2017/18	29.81	57.52	85.52	96	96.0		
			2016/17	29.7	57.3	85.3	97	97		
			2015/16	(29.67)	(57.42)	(85.6)	(97.06)	(97.06)		
	B	Non domestic rates cash collection rate cumulative (%)	2018/19	27.59	53.98	83.88	99.2	99.20	98.8% (cumulative year end)	Strong performance in exceeding the year end target
			2017/18	29.49	56.68	81.87	98.76	98.8		
			2016/17	29.6	57.2	84.3	99	99		
			2015/16	(32.42)	(61.07)	(88.89)	(98.95)	(98.95)		

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HBC PERFORMANCE INDICATORS



Q4

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(Quarter Actual) / Cumulative

Service	ID	Indicator	Year	Performance				Year End Actual	Target 2018/19	Q4 Commentary/Action Taken
				Q1	Q2	Q3	Q4			
Revenue	C	Average processing time – Housing Benefit & Council Tax Benefit Change Events (days) cumulative	2018/19	13.86	13.27	7.7	5.42	5.4	7 days	Significant improvement in last half of year and it is expected this improvement will continue into next year
			2017/18	7.85	6.37	7.9	7.73			
			2016/17	4.6	4.7	2.9	3.8			
			2015/16	9.71	8.49	7.75	4.04			
	D	Average processing time – Housing Benefit & Council Tax Benefit New Claims (days) cumulative	2018/19	26.58	20.6	15.33	8.17	8.17	13 days	Significant improvement in last half of year and it is expected this improvement will continue into next year
			2017/18	10.71	11.01	10.62	9.6			
			2016/17	10.9	10.2	8.2	8.8			
			2015/16	14.5	14.24	14.5	13.42			

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