

Supplementary Information

HAVANT BOROUGH COUNCIL
PLANNING COMMITTEE
THURSDAY, 6TH APRIL, 2023

Please note that the attached supplementary information was unavailable when the agenda was printed.

Agenda No Item

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| 2 | Minutes | 1 - 2 |
| | To approve the minutes of the meeting of the Planning Committee held on 16 March 2023, and receive the minutes of the Site Viewing Working Party held on 30 March 2023. | |
| 5(a) | APP/19/01226 - Land west of Coldharbour Farm Road, Emsworth | 3 - 18 |
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HAVANT BOROUGH COUNCIL

At a meeting of the Site Viewing Working Party held on 30 March 2023

Present

Councillor: Crellin (Chairman)

Councillors: Fairhurst, Linger, Milne, Richardson and Weeks

Officers: Emma Carlyle, Democratic Services Officer
Ernest Lam, Democratic Services Officer
Lesley Wells, Principal Planning Officer

29 Apologies

Apologies for absence were received from Councillor Bowdell.

30 Declarations of Interests

There were no declarations of interests relating to matters on the agenda.

31 APP/19/01226 - Land west of Coldharbour Farm Road, Emsworth

Proposal: Construction of 44 dwellings with access, open space, landscaping and associated work and diversion of footpath No. 71 to the west

The site was viewed at the request of the Executive Head of Place.

The Working Party received a report by the Executive Head of Place.

The Working Party viewed the site, the subject of the application, from the footpath running alongside the east of the site to assess whether there were any additional matters that should be considered by the Planning Committee.

RESOLVED that, based on the site inspection and information available at the time, no additional information be provided to the Planning Committee.

The meeting commenced at 1.30 pm and concluded at 2.32 pm

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Chairman

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Agenda Item 5(a)

I would like to oppose any more building taking place in Coldharbour Farm Road. It is bog ground and it floods and the underpass floods as well.

I was given to understand that the environment agency said it was unsuitable for building on. There is a public footpath used by many people and any building would make this quite dangerous for families etc to use. Coldharbour Farm Road is very narrow and more traffic would make it very dangerous. How will contractors get their vehicles down there.?

We are rapidly losing our green spaces in Emsworth. There are no school places? The houses will be close the the dual carriage way and the petrol station!!

I strongly oppose the development.

Regards,
A Hadley

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Deputation on behalf of Telstar Ltd in respect of an application for the construction of 44 dwellings with access, open space, landscaping and associated works – Land West of Coldharbour Farm Road, Emsworth – APP/19/01226

Thank you for the opportunity to present to you today in respect of the application for 44 dwellings at Coldharbour Farm Road.

The application has been the subject of extensive discussions over a number of years with officers with a view to ensuring that the scheme satisfies all planning and policy requirements. The 119-page report before you is a very thorough and comprehensive assessment of the proposed scheme.

The site is an allocated site in the Local Plan, has been the subject of previous approvals, both for housing development and for the access arrangements alone. As such the principle of development is accepted upon the site. The current proposal has sought to respond to changes in flood modelling that occurred in 2020/2021 which required extensive work to be undertaken to meet the Environment Agencies requirements. As submitted the scheme proposal now has the support of all statutory consultees including the Environment Agency, Lead Local Flood Authority and highway authority amongst others. The response from statutory consultees is set out in Section 5 (page 9) of the report.

We note that Councillor Bowerman has requested that the application be brought before Committee for determination and objects to the proposal on highway safety grounds and in particular in relation to the public footpath which crosses the site access road. Those objections are without foundation. The application proposal fully delivers cycle facilities across the development, including the provision of a cycle path together with connections into the existing footpath/cycleway which crosses the site access. This in turn allows links to other existing cycle routes in the area. The site layout has been designed in a one-way system which is acceptable to the highway authority and will provide significant safety for cyclists and pedestrians alike. Furthermore, the access design and the footpath crossing have been the subject of a separate safety audit (see page 38). All revisions undertaken to the site layout and access detail reflected the requirements of the safety audit. As such the scheme attracts no objection from Hampshire County Council highways.

Furthermore, the Councils Countryside team have raised no objections to the access design and its impact on footpath 71, either in terms of the minor repositioning of the path or in terms of pedestrian/cycle and vehicle conflict. I would invite you to draw the same conclusion in assessing these issues.

The site is allocated in the Havant Borough Local Plan (Allocations) Plan 2014. In addition, the Council cannot currently demonstrate a deliverable supply of housing and therefore great weight should be attached to the delivery of suitable sustainable housing sites unless clear and demonstrable harm can be demonstrated (paragraph 11(d) of the Framework). The presumption in favour of planning permission is granted by the Framework, but notwithstanding this, the scheme proposals are acceptable in their entirety. The scheme is fully policy compliant. The proposal will deliver 44 much needed homes along with 13

affordable homes agreed as part of the S106 agreement. As such the development will make a substantial contribution to the Boroughs housing need and for those reasons alone planning permission is justified.

In the absence of any technical objections to the application proposal or any identified harms, the presumption in favour of planning permission prevails. That is the view taken by your officers who have very carefully assessed the proposal and worked with the applicant over a long period of time to deliver an acceptable scheme.

The conclusions set out at Section 8 (page 77) helpfully summarise the reasons why planning permission should be granted. I respectfully request that Members agree with the Officer's findings and approve the application before you this evening.

Application no. APP/19/01226.

Deputation on behalf of Havant Green Party.

1. We support Cllr Bowerman's objections to this plan. Putting a road across a cycle path used by many, including children going to school, is not acceptable. We agree the solutions offered are not adequate.
2. The plan is for only 9 affordable homes. We ask that the allocation for affordable housing is increased. The local plan allows for up to 40% to be allocated and we would argue for this. There is a need for affordable homes in Emsworth as there is across the Borough. There are more than 1600 households on the housing waiting list. Increasing the allocation is more important than ever now that the Government's help to buy scheme has ceased. Many landlords are selling their properties or raising rents, adding to the pressure. We ask this application to be rejected on the grounds it is not matching local housing needs.
3. There will be a net loss of grassland and scrub which are carbon sinks and are more effective than trees in locations like this. So, we ask for the plan to be amended allowing some real wild areas and that there is education for residents on the reasons for leaving a wild area and support for any local volunteer groups to manage the area.
4. We see a good plan for the maintenance of newly planted trees and hedges. We welcome the plan for a wildflower area. This also needs expert management to be effective as a habitat for insects and wildlife. We ask that the plan be altered to include continuous, expert management of this important ecological resource. Without ongoing maintenance for the long term, the opportunity to support biodiversity will be wasted.
5. The housing has good enough insulation. Given our exposure to energy insecurity, all new builds need non fossil fuel heating as a priority. Retrofitting is much more expensive. We need all applications for residential development to include heat pumps, solar panels and community energy.
6. We are very concerned by this application. The Southleigh site is for 2100 homes and a school. By allowing Southleigh to be developed in a piecemeal fashion, developers are able to avoid their responsibilities to build for the community. Whilst this site might not be part of the Southleigh site officially, it should be, given its proximity. There needs to be a coherent plan for the whole Southleigh Site to ensure local needs are met. For example, the development of 600 homes on Hayling Island was supposed to include a Doctor's surgery. On completion, there was no Doctor's surgery. Will the same happen here if we allow small developments to nibble away at the site? This fragmentary development of Southleigh is a mish mash, removing the responsibility for developers to build for Emsworth where the schools are already full to bursting and promises to increase accommodation have been broken. If granted, this application will give precedent for more small developments and we will end up with Southleigh being like a horse developed by a committee – and not what we need in Emsworth.

To the Planning Committee, Havant Borough Council

Your officers claim that 'the principle of a vehicular access from Coldharbour Farm Road, over an existing footpath, has clearly been established ...'. They base this claim on an expired outline planning permission dating from 2014, but a lot has happened since 2014, notably the strong emphasis on Active Travel coming from HM Govt, Hampshire County Council and HBC itself. The new application has to be looked at in that altered context and considered afresh.

Emsworth has only two routes joining its southern and northern areas. One, the path through the A27 underpass from Washington Road to the Recreation Ground is heavily used by parents and children wishing to reach St James Primary School or Emsworth Primary School. Moreover, the Havant LCWIP makes it clear that the other route via North Street cannot be adapted for safe cycling without a 20 mph speed limit and a reduction in traffic volume; this route is also very unwelcoming to pedestrians because of the narrow pavements, the heavy traffic and the intimidating 'cavern' under the A27. The path from Washington Road to the Recreation Ground should therefore be seen as a strategic off-road route for Active Travel and should not be compromised by building a road through it.

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**Deputation from Havant Friends of the Earth and Havant Climate Alliance
re. APP/ 19/01226 to Build 44 homes on land west of Coldharbour Farm.**

We oppose this development.

1. We agree with Councillor Bowerman that there should not be an access road cutting across a well used footpath which is particularly important for cyclists and pedestrians, including school children. The road will create risks where this is currently a safe off road route.
2. It is not acceptable to be building homes so close to the A27, as has happened with a number of other developments in this borough. People should not have to live in a home where they are exposed to so much noise and air pollution, that they cannot open their windows and have to rely on mechanical ventilation.
3. Under the original Southleigh Masterplan 2017 Frameworks 1 and 2 this plot formed part of a green wildlife corridor running north-south beside the West Brook. There were also to be no homes adjacent to the A27, but instead the land on the south side of the site was to have been a mixture of green space and pools or SUDS. This application is another example of piecemeal planning of Southleigh, which will be to the detriment of future residents

If, despite these objections, the committee decide to grant permission, the following should be addressed:

4. There will be a net loss of scrub and grassland which has a valuable role in acting as a carbon sink. The wildflower area is not large enough. Instead there should be a wide strip of wildlife corridor both beside the West Brook and along the border with the A27. This could include a high bund to help with noise reduction. It will need a long term management plan.
5. Increasing the height of the acoustic fence to 4 meters should be considered. Reducing noise and air pollution should be a high priority.
6. Given the housing crisis, the number of affordable homes should be increased from 30% to 40% so that more can be available for social rent.
7. Homes will have a reasonable level of insulation, but to meet carbon reduction targets they should also be built with solar pv or solar thermal on roofs, with ground source heat pumps which are easy to install during construction. Community heating should be explored. Infrastructure should be in place to allow EV charge points to be installed for any resident who wants it.
8. Despite our objections there are some aspects of this development which we can support i.e.
 - a) bike storage sheds
 - b) retaining existing hedgerows and re-inforcing them with native shrubs
 - c) the addition of bird and bat boxes, although more could be considered.

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Good evening committee members, As a formal introduction – my name is Cllr Lulu Bowerman and I am ward councillor for Emsworth and also Hampshire County councillor for Emsworth and St Faiths

I have asked for this application to be considered by this committee due to its location and to raise the issue of the access road to the proposed development which crosses a popular pathway through the Recreational Park which is used by both cyclists and pedestrians of all ages.

I understand the need for such sites as this in Havant Borough but would still question if this the right development in the right location due to this access road and the blending of vehicles with pedestrians and cyclists on an existing path.

I would ask you to consider the whole proposal in principle on the grounds of suitability of location with an increased number of vehicles driving through a narrow existing quiet residential road with parked vehicles on other side and the safety aspects of vehicles and pedestrians/cyclists mixing on the crossing of the path through the Recreational Park.. Obviously there will also be construction traffic using these routes before the dwellings are built or occupied.

This path is used throughout the day by cyclists and pedestrians and particularly by parents and school children between Emsworth Primary School and St James Primary School before 9am in the morning and in the mid afternoon for collection from the schools. Hampshire County Council encourages the use of this pathway as an “active” travel route. I do not understand how this has not been mentioned either by Highways or how either of the authorities can encourage active travel using this route in the future when there would be a mixing of vehicles with cyclists and pedestrians every day, particularly school children.

There is currently a national drive by Active travel England to improve walking and cycling

Active Travel England is inviting local authorities in England to apply for funding to make improvements to enable people to choose active travel, which can help them save money and stay healthy. Projects will be designed in consultation with residents and businesses to ensure schemes are safe and work for local communities

In February this year - The second cycling and walking investment strategy (CWIS2) was launched that outlines the government's ambition to make cycling and walking the natural choices for shorter journeys.

The main aims and targets in this strategy are:

- To increase walking AND
- To double the rate of cycling
-
- Most importantly in this case - increase the percentage of children aged 5 to 10 to walk to school by developing safer routes for children to walk to or cycle to school with **improved safety at junctions** so the percentage can increase to 55% by 2025 using active travel

I know that many parents are keen to become involved in Active Travel in Emsworth, if they are not already and this particular route between the 2 schools is well established and increasingly popular especially at the beginning and end of the school day. This is also a the preferred route to be used rather than driving on the already congested residential roads around the schools.

There is also a recently refurbished childrens' playground a short distance away from the proposed crossing which is frequently accessed from the Washington Road underpass to the south.

Nearly 8 years ago in October 2014, outline planning permission was granted by Havant Borough Council with various specifications coming forward to the developer.

Specifications such as a “table top feature” to be included at the junction of the cycle path/footpath 71 to be constructed before the occupation of the first 25 dwellings

And also prior to the commencement of development, details would be provided and agreed by the Local Planning Authority with regards to suitable interim and advance warning signage to be erected at the junction of Footpath 71 and the pathway

It is unclear if this is just for construction traffic yet I can find no mention of this in the current papers or that the warning signage would be permanent as a precaution to pedestrians and cyclists.

Highways recommended a Road Safety audit after their usual computer “modelling” for the junction layout and road safety.

In the recent report, the auditor raised a number of safety concerns with the access design, including the visibility available to pedestrians attempting to cross the public footpath which bisects the new access road. Given the constrained alignment and land availability, the applicant agreed to look at providing additional carriageway width and a relocated crossing location where sufficient visibility could be achieved.

In the plans, the carriageway has been widened to the north to provide additional width for vehicles to manoeuvre and better forward visibility to anticipate any large oncoming vehicles. The crossing point on the access road has been relocated to the west where visibility can be achieved within the applicant’s land control. The crossing includes the raised “table top” to improve awareness of the pedestrian and cycle crossing movements taking place in this location and to reduce vehicle speeds on the approach to the crossing point.

The revised crossing location therefore could be deemed to be a solution in overcoming the previously identified safety concerns -

but even a vehicle travelling at a reduced speed colliding with a cyclist or pedestrian will have an impact. Advance warning signs around the park from all directions and at the crossing itself would help to reduce this risk.

Interestingly, the minor deviation in the route of the off road cycle path is not considered to result in a reduction in cyclists using this route

In the outline planning permission of 2014 it was stated that any agreed “table top” feature shall be provided prior to the occupation of the first 25 dwellings constructed in order to ensure the safety of pedestrians and cyclists using Footpath 71 –I am unsure if this is still a condition.

In 2022 the modified designs met with HCC approval

However, the Highway Authority are aware and has acknowledged that although the crossing does not completely meet the standards for new infrastructure, it has sought to provide a betterment over the consented access road and crossing point arrangement considering the extant consent for the site.

But I do not feel that these conditions are sufficient if this application is approved

Conclusion

I would not be representing my residents in Emsworth effectively if I had not asked for this application to come to committee for consideration and voiced my concerns with regards to health and safety and the 'blending' of vehicles and cyclists and pedestrians. It is important that these matters are discussed in the public forum.

I believe that Contrary to Policies CS1 and CS20 - this application does not increase opportunities for walking and cycling and severs the only off-road connection between north and south Emsworth, It creates an artificial solution that could create a significant barrier to safe walking and cycling and the route may now be bypassed by users in favour of a more direct, congested and unsafe route.

As a result of advice from Hampshire County Council to provide suitable sightlines a less than desirable solution has been designed.

I would also question the calculations of Vehicular flow associated with the 44 dwellings being considered as low with only 20 two-way trips in the respective AM and PM peak hours as most houses have 2 cars per household and most home owners are working. This also does not allow for delivery drivers and utilities on a daily basis

I believe improvements for the safety of our residents could be made in the management of risks at this site with the access road, and the "table top" raised feature where they combine with the well used pathway to ensure no accidents occur or anything worse! I do not want to think that we as an authority have not asked these questions. It is not enough to say that the 3.0m wide shared use path with a raised table crossing point will not result in a reduction in cyclists utilising the route. Local residents may no longer view this route as safe!

If the application is approved I would like to see at the very least, additional conditions or an amendment attached to the application to ensure appropriate and adequate signage is installed at the junction and also on the path leading up to the meeting of vehicles, pedestrians and cyclists!

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