

HAVANT BOROUGH COUNCIL

At a meeting of the Development Management Committee held on 27 July 2017

Present

Councillor Buckley (Chairman)

Councillors Keast, Patrick, Satchwell, Davis (Standing Deputy), Lloyd and Quantrill (Standing Deputy)

27 Apologies for Absence

Apologies for absence were received from Cllr Hughes and Perry

28 Minutes

RESOLVED that the minutes of the previous meeting held on 29 June 2017 were approved as a correct record and signed by the Chairman.

29 Matters Arising

There were no matters arising

30 Site Viewing Working Party Minutes

The minutes from the Site Viewing working party, tabled in supplementary information, were received.

31 Declarations of Interest

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

32 Chairman's Report

The Chairman advised that a Development Consultation forum was scheduled to take place on 22nd August regarding the BaE site in Waterlooville and members of the Development Management Committee should make every effort to attend. It was also advised that notes from the most recent training session would be circulated by officers.

33 Matters to be Considered for Site Viewing and Deferment

There were none.

34 Deputations

The following deputation requests were noted by the Committee:

- 1) Ms. Zarina Jobbins – (APP/17/00388) 128-130 Sea Front, Hayling Island
- 2) Cllr Leah Turner – (APP/17/00388) 128-130 Sea Front, Hayling Island
- 3) Mr Buckingham – (APP17/17/00352) Former Site of 1 Hawthorne Grove, Hayling Island
- 4) Cllr J Perry - (APP17/17/00352) Former Site of 1 Hawthorne Grove, Hayling Island
- 5) Dr Sam Cope – (APP/17/00342) Foreshore at South Hayling Island.

35 APP/17/00388 - 128-130 Sea Front, Hayling Island, PO11 9HW

The Committee considered the written report, in addition to supplementary information, and recommendation from the Head of Planning Services to grant permission.

The Committee was addressed by the following deputees:

- 1) Ms. Zarina Jobbins who objected to the proposal for the following reasons:
 - a. The proposal would limit the already minimal amount of light available to her property to an unacceptable extent.
 - b. The distances given in the officer's report between the properties was inaccurate and misleading – the properties were much closer than reported.
 - c. The proposal was unacceptable by way of its dominating and oppressive design.
 - d. The design of the proposal was out of character with the rest of the area.
 - e. The proposal was described as a 3 storey building, however it should be regarded as a 4 storey building.
 - f. The health and wellbeing of local residents would be significantly detrimentally affected by the proposal.

In response to questions raised by the committee Ms Jobbins advised why she had disputed the measurements quotes in the officers report and how she had achieved her own measurements.

- 2) Cllr Leah Turner, who objected to the proposal for the following reasons:
 - g. The neighbouring properties located in the Sanderlings were already significantly detrimentally affected by other large buildings in the area. The proposal would only cause greater impact on these properties.

- h. Previous applications submitted to the Council had been refused due to their height and bulk and this new proposal did not appear much different.
- i. The proposal should be refused, quoting model reasons for refusal R26, R27 & R28. The significant loss of light to properties in the Sanderlings was unacceptable.
- j. Whilst the proposal had been reported to have an acceptable separation distance to existing dwellings, the perception of being overlooked was still prevalent and should be considered.

In response to questions raised by the Committee, officers advised that:

- A firm of chartered architects had taken measurements of the area and the reporting officer was satisfied that appropriately qualified professionals had drawn the plans.
- The distances quotes in the officers report were from the north elevation
- All windows on the lift enclosure and top floor were obscure glazed and non-opening
- Officers were satisfied that the impact the proposal would have on light was acceptable with regard to existing neighbouring dwellings.

The Committee discussed the application in detail together with views raised by the deputees. During the course of debate the following points were raised:

- The north elevation would be in-keeping with the street scene and would have a positive impact on the street scene.
- The impact on light was minimal and was acceptable in planning terms.
- The design of the proposal had sought to mitigate any unnecessary impact by use of a mansard style roof, decreasing the impact and dominance of the building.

Members debated the application and whilst some felt the impact on light was too significant the majority of the Committee felt it was acceptable in planning terms and it was therefore

RESOLVED that the Head of Planning Services be authorised to grant permission for application APP/17/00388 subject to the following conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance

with the following approved plans:

Block and Location Plan Drawing No. 15:027: 01 Rev B
Proposed Site Plan Drawing No. 15:027:05 Rev E
Proposed Floor Plans and Elevations Drawing No. 15:027:03 Rev N
Proposed and Existing Street Elevation Drawing No. 15:027:06 Rev L
Existing and Proposed Site Sections Drawing No. 15:027:09 Rev A
Existing and Proposed Site Sections Drawing No. 15:027:010 Rev A
Proposed Shadow Diagrams Drawing No. 15:027:11 Rev A

Reason: - To ensure provision of a satisfactory development.

- 3 No development shall take place until plans and particulars specifying the following matters have been submitted to and approved in writing by the Local Planning Authority:

(i) The provision to be made within the site for contractors' vehicle parking during site clearance and construction of the development;

(ii) The provision to be made within the site for a material storage compound during site clearance and construction of the development.

Thereafter, throughout such site clearance and implementation of the development, the approved parking provision and storage compound shall be kept available and used only as such.

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

- 4 Notwithstanding any description of materials in the application no above ground construction works shall take place until samples and a full specification of the materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials. Only the materials so approved shall be used, in accordance with any terms of such approval.

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

- 5 The landscaping works shown on the approved plans Proposed Site Plan Drawing No. 15:027:05 Rev E shall be carried out in accordance with the approved details and in accordance with any timing / phasing arrangements approved or within the first planting season following final occupation of the additional residential units hereby permitted, whichever is the sooner. Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by

trees or shrubs of similar size and species to those originally required to be planted.

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

- 6 No additional residential units shall be first occupied until details of the type, siting, design and materials to be used in the construction of all means of enclosure including boundaries, screens or retaining walls, have been submitted to and approved in writing by the Local Planning Authority and the approved structures have been erected in accordance with the approved details. The structures shall thereafter be retained.

Reason: To safeguard the amenities of the locality and occupiers of neighbouring property and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 7 The car parking (including garages), servicing and other vehicular access arrangements shown on the approved plans to serve the development hereby permitted shall be made fully available for use prior to the development being first brought into use and shall be retained thereafter for their intended purpose.

Reason: In the interests of highway safety and having due regard to policy DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

- 8 The first and second floor balconies hereby approved shall not be brought into use unless and until screens are fitted to the east and west elevations and between balconies with textured glass which obscuration level is no less than Level 4 of the Pilkington Texture Glass scale (or equivalent) to a height of no less than 1.7m above finished floor level, and retained as such thereafter.

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

- 9 Notwithstanding the provisions of any Town and Country Planning (General Permitted Development) Order 2015, prior to first occupation of the extension hereby permitted the following windows:

West Elevation:
Second Floor Living Area Window

North Elevation:
First Floor Communal Stair/Lift Lobby
Second Floor 2 x Utility, 2 x Store and Communal Stair/Lift Lobby

(All as shown on Proposed Floor Plans & Elevations Drawing No. 15:027:03 Rev N)

Shall be fitted with, to a height of no less than 1.7m above finished floor level, non-opening lights and textured glass which obscuration level is no less than Level 4 of the Pilkington Texture Glass scale (or equivalent) and retained as such thereafter.

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

- 10 The additional residential units hereby permitted shall not be occupied unless and until full details and specifications of the proposed bin and cycle stores have been submitted to and approved in writing by the Local Planning Authority. The bin and cycle stores shall thereafter be provided prior to occupation and maintained in accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that appropriate bin storage is provided and in the interests of providing sustainable transport options having due regard to policies CS16, DM10 and DM13 of the Havant Borough Local Plan (Core Strategy 2011 and the National Planning Policy Framework.

36 APP/17/00352 - Former site of 1 Hawthorne Grove, Hayling Island

The Committee considered the written report, in addition to supplementary information, and recommendation for the Head of Planning Services to grant permission. The Committee was addressed by the following deputies:

- 1) Mr Buckingham, speaking on behalf of Ms Liz Tester, who objected to the proposal for the following reasons:
 - a. The proposal would regularise the disruptive nature of the speed ramp, having a negative impact on quality of life
 - b. The speed ramp had caused demonstrable harm to the neighbouring property by way of vibration, noise, speed, danger and damage to the building.
- 2) Cllr Perry who objected to the proposal for the following reasons:
 - c. set out in Appendix A

In response to questions raised by the committee, officers advised that:

- Council Officers would investigate the discharge of conditions for planning consent.
- The location and design of the ramp was due to protection of a nearby Root Protection Zone and to assist in traffic calming measures.

The Committee discussed the application in detail together with views raised by the deputees. The Committee discussed the location of the speed ramp and local buildings and the potential impact it had on neighbouring properties. Throughout debate members agreed that the ramp was acceptable in planning terms and found no reasons for refusal. It was therefore

RESOLVED that the Head of Planning Services be authorised to grant permission for application APP/17/00352 subject to the following condition:

- 1 The development hereby permitted shall be carried out in accordance with the following approved plans:

Drwg. No. 4159/01 Rev H - Engineering Layout
Drwg. No. 4159/15 Rev C – External Works Layout

Reason: - To ensure provision of a satisfactory development.

37 APP/17/00342 - Foreshore at South Hayling, Sea Front, Hayling Island

The Committee considered the written report, in addition to supplementary information, and recommendation from the Head of Planning Services to grant permission.

The Committee was addressed by the following deputees:

- 1) Dr Sam Cope who supported the proposal for the following reasons:

Set out in Appendix B

In response to questions from the committee, Dr Cope advised:

- There would be no damage to local points of interest such as Winner Bank.
- The process was relatively short lasting between 2-4 weeks.
- Any local concerns would be carefully managed and there would be minimal impact on residents and access to the beach.

The Committee discussed the application in detail together with views raised by the deputees. Through the course of the debate members agreed that the proposal would make a positive contribution to the Hayling Island Sea Front and was in the best interests of members of the public as it would maintain safety and help to reduce risks of flooding. It was therefore

RESOLVED that

- (A) the Development Management Committee, as 'competent Authority' for the purposes of an Appropriate Assessment under Regulation 81 of

the 2010 Habitats Regulations, adopts the Appropriate Assessment at Appendix C of the officer's report which concludes that the proposed development would not have a significant effect on the European site subject to appropriate mitigation & conditions as detailed in Appendix C, including Table 1; and

(B) the Head of Planning Services be authorised to grant permission for application APP/17/00342 subject to the following conditions:

- 1 The development must be begun not later than three years beginning with the date of this permission.
Reason: To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.
- 2 The development hereby permitted shall be carried out in accordance with the following approved plans:
BEACH MANAGEMENT PLAN - NON TECHNICAL SUMMARY - REVISION 1.0
ENVIRONMENTAL STATEMENT - BEACH MANAGEMENT PLAN - REVISION 1.0
ENVIRONMENTAL STATEMENT APPENDICES - BEACH MANAGEMENT PLAN - REVISION 1.0
HABITATS REGULATIONS ASSESSMENT REVISION 1.0
PLANNING STATEMENT - BEACH MANAGEMENT PLAN REVISION 1.0
WATER FRAMEWORK DIRECTIVE ASSESSMENT REVISION 1.0
AERIAL BOUNDARY PLAN
Reason: - To ensure provision of a satisfactory development.
- 3 Development shall proceed in accordance with the ecological avoidance and mitigation measures detailed within the Hayling Island Beach Management Plan Environmental Statement and Hayling Island Beach Management Plan Habitats Regulations Assessment (ESCP, March 2017) unless otherwise agreed in writing by the Local Planning Authority. All avoidance and mitigation features shall be implemented in strict accordance with the agreed details.
Reason: To protect biodiversity in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011
- 4 The activities hereby permitted shall only take place between 06.00 - 22.00 hours on Mondays - Fridays and not at all on weekends and all recognised Public Holidays.
Except for :
 - I. the discharging of dredged material from the hopper barges (rainbowing) which can take approximately 2 hours either side of high tide over any 24 hour period
 - II. And if emergency works are required, which need to take place as and when necessary.

Reason: To limit the impacts on neighbouring properties, the highway network and features of ecological importance in the area in accordance with policies CS11 and CS16 of the Havant Borough Core Strategy 2011

- 5 Development shall proceed in accordance with the submitted Construction Environmental Management Plan (CEMP) (ESCP, May 2017) for the September 2017 programme unless otherwise agreed in writing by the Local Planning Authority. All avoidance and mitigation features shall be implemented in strict accordance with the agreed details.

Reason: To protect biodiversity in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

- 6 Prior to the commencement of each phase/campaign of development activities a Construction Environment Management Plan (CEMP) shall be submitted to and agreed in writing by the Local Planning Authority. This shall include details of all avoidance and mitigation measures in relation to ecological features, to be informed by ongoing survey and monitoring works. In addition it will identify how works will comply with the requirements of the Bathing Waters Directive, to ensure that the works are acceptable and will not have an impact on the Water Framework Directive Bathing Water Protected Area.

Reason: To protect biodiversity in accordance with the Conservation Regulations 2010, Wildlife & Countryside Act 1981, the NERC Act (2006), NPPF and Policy CS 11 of the Havant Borough Core Strategy March 2011.

38 Appointment of Chairman

RESOLVED that Cllr Hughes be appointed as Chairman for the next meeting of the Development Management Committee.

The meeting commenced at 5.00 pm and concluded at 7.20 pm

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Chairman

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Introduction

Chairman and members of the DMC, thank you for allowing me to represent Mr and Mrs Buckingham this evening regarding the northern ramp on the speed table at the entrance to the Bellway Halyards estate.

I am here to ask for refusal of this retrospective planning application because the current incorrect location of the speed table is causing and has caused demonstrable harm to the Buckinghams.

My suggested reason for refusal is based on model paragraph R133 and is as follows:

The location, shape, size and construction of the northern speed table in relation to the adjacent property at No 3 Hawthorne Grove is detrimental to the quiet enjoyment of adjacent properties. The proposal is therefore contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and Planning Policy statement 1e.

Furthermore, the speed table as constructed does not comply with Model Condition D61 and this noncompliance causes unacceptable harm to the adjacent property and its occupants.

Two options

There are two options available to the committee this evening.

The first option is to REFUSE permission, and the effect of this choice would be to have the ramp relocated to the approved location that is nine meters south of where it currently is.

The second option is to GRANT permission, which would effectively grant retrospective permission for the location of the ramp where it is.

All consultees (including the Council Arboriculturalist) have confirmed that they are satisfied that the speed table may be constructed as per the original approved plans or as per this planning application. There are no objections from any consultees to either location, and indeed the location as per the original planning applications in 2014 was specifically approved.

Speed table

The purpose of the speed table together with the landscaping design is to reduce the speed of vehicles entering and exiting the development.

Taken together, had the landscaping been implemented in compliance with the approved plans, meaningful speed reductions could have occurred.

Specifically:

1. The kerb stones on the eastern side that were temporarily substituted with lowered kerb stones to allow HGVs to ride the pavement to enter the site have not been replaced with full height kerbs.
2. Tactile paving and the bollard at the entrance on the approved plans have been omitted.
3. The tall hedging on the eastern side of the entrance as on the approved plans and in the Bellway Biodiversity Plan has not been planted.
4. The screening tree at the most northern part of the site died through lack of care, and rather than be replaced as per the approved plans it was cut down at ground level and not replaced.

The latter two items, had they been implemented as per the approved plans, would have restricted visibility into and out of the development so forcing a reduction in vehicle speed and hence the speed of vehicles hitting the speed table and the resultant vibration felt by the Buckingham.

Following suffering noise and vibration, and having had no success in getting the speed table location corrected in 2016, the Buckingham contacted me and asked me for assistance. In December 2016, I asked HBC to enforce compliance with the approved location of the speed table.

Please note that the original plans showed the northern edge of the speed table to the south of the retained oak tree, well away from causing any harm to the Buckingham.

Knowing that Bellway were due to exit the site early in 2017, I have worked with the resident group to encourage Bellway to finish construction as per the plans but have had little success and even an unwillingness of the Council to

engage in any kind of enforcement. Indeed, to avoid enforcement action, we have this request to approve this planning application and the harm caused.

Throughout the development of Halyards, I have experienced unsympathetic responses from Bellway in the resolution of issues. Two examples are the chopping down and cutting up of a telephone pole which was then thrown into a drainage ditch and which took a year to get removed. The second example was over-long screws used to fix notices with the sharp points protruding 30mm the other side of a fence and which children could have grabbed and pieced their hand, this was only corrected after five notifications and six months.

You may ask, what relevance have these comments to this planning application, and the answer is that the applicant has historically been reluctant to willingly comply with approved plans and drawings that were completed with good reason to mitigate the effect of the development.

Summary

I would now like to sum up.

There are two options available to the committee this evening.

The first option is to REFUSE permission, and the effect of this choice would be to have the ramp relocated to the approved location that is nine meters south of where it currently is.

The second option is to GRANT permission, which would regularise the location of the ramp where it is.

All consultees, including the Council arboriculturalist have no objections to the speed table being constructed as approved in 2014.

The consultees who visited came outside the peak traffic window and their presence caused a slowdown in traffic, photos taken of cars from a concealed location show fast moving vehicles not slowing down due to missing landscaping features that would have restricted visibility.

The vibration felt by the Buckingham of vehicles hitting the northern speed table ramp could be significantly reduced by siting the ramp nine metres further south, closer to the original location south of the oak tree.

The speed of the vehicles could be further reduced by enforcing the speed reducing landscaping features in the 2014 approved landscaping plan.

By leaving the speed table as it is, the Buckinghamhs will continue to suffer demonstrable harm. By having the speed table constructed as per the approved drawings, the Buckinghamhs will be able to enjoy a degree of peace and tranquillity that they will not otherwise achieve.

A compromise offer was suggested by myself to Bellway to regrade the existing ramp over 4 kerb stones, but the offer was refused by Bellway.

My plea is for refusal based on model paragraph R133 and is as follows:

The location, shape, size and construction of the northern speed table in relation to the adjacent property at No 3 Hawthorne Grove is detrimental to the quiet enjoyment of adjacent properties. The proposal is therefore contrary to policy CS16 of the Havant Borough Core Strategy 2011 which forms part of the Local Development Framework and Planning Policy statement 1e.

Furthermore, the speed table as constructed does not comply with Model Condition D61 and this noncompliance causes unacceptable harm to the adjacent property.

Thank you for listening to me.

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South Hayling BMP (2017 – 2022) Planning deputation

Last slide (flooding):

Good evening, I'm Dr Samantha Cope and I'm a coastal engineer from the Eastern Solent Coastal Partnership, which is the coastal team at Havant Borough Council. I am also the project manager for the South Hayling Beach Management Plan which is what this planning application is for. Lucy Sheffield from the Partnership is also with me today. Lucy is an environmental engineer and submitted the planning application and can answer more detailed questions.

I'm here to set out the need for continued beach management activities at Eastoke to reduce flood and coastal erosion risk to 1555 residential properties, 170 commercial properties, as well as the main road onto the Eastoke peninsula.

Havant Borough Council is the landowner at Eastoke, and through our beach management activities, we have reduced flood and coastal erosion risk to the frontage since the 1985 capital scheme. This planning application is therefore a continuation of existing beach management activities with some minor amendments which I'll come onto in a minute.

Overview map of recycling locations (B):

What we're proposing to do is to continue beach management in the form of recycling material from West Beach, the Open Beach, Coastguard Revetment, The Ness and Chichester Bar back to low lying Eastoke. Following successful negotiations with Hayling Golf Club, we will also include Gunner Point as a source of material over the next 5 years. Where we are short of material, the beach will be topped up with imported material as has always been the case.

It is proposed to continue these activities over the next 5 years having received funding approval from the Environment Agency for £3.3 million.

Planning extent map (C):

Planning Permission is already in place for beach management works until September 2019 – the main amendments are as follows;

- 1. the timespan of permission which we would like to make into perpetuity*
- 2. the extent of the boundaries to include Ferry Road in the west and HISC in the east. This will open up a new source of shingle for recycling activities from Gunner Point; movement of small amounts of shingle to reduce erosion at the car park at Ferry Rd; as well as the opportunity for HISC to clear their pontoon of excess sand when required.*

The new planning application will allow for greater flexibility whilst working with our neighbours and the environment to reduce flood and erosion risk to the residents at Eastoke.

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The work programme takes into consideration school holidays, the main tourist season as well as environmental considerations given the presence of designated vegetated shingle, over wintering bird species and nesting birds. We'll therefore be undertaking annual environmental surveys to ensure the habitats are maintained.

Integral to the new approach for this Planning application is the Monitoring and Management Plan. This will be reviewed on a five yearly basis by the statutory consultees and adapted to reflect changes on the ground whilst protecting people and the environment along this dynamic coastline.

So to summarise, the beach management activities over the next 5 years along South Hayling will maintain a 1 in 200 year standard of protection at Eastoke which will reduce flood and erosion risk to 1,555 residential properties, 170 commercial properties and the main road onto the peninsula.

Notes:

- The Environment Agency have approved £3.3 million over the next 5 years to continue to reduce the risk of flooding and erosion at Eastoke
- There are 1555 residential properties and 170 commercial properties at risk from a 1 in 200 year flood event over the next 5 years at Eastoke, as well as the main road onto the peninsula
- Eastoke has been protected from flooding since the 1985 capital scheme with beach management. This includes recycling material from West Beach, the Open Beach, Coastguard Revetment, The Ness and Chichester Bar, as well as topping up the beach with imported material.
- Planning Permission is already in place for beach recycling works but there are three significant updates for this application; the timespan of permission, the extent of its boundaries, and the sources of shingle for recycling and recharge.
 - Timespan; Planning is currently in place between West Beach and the Lifeboat Station until September 2019. This application will seek approval into perpetuity whilst ensuring safeguards are in place to protect the environment into the future. This will allow the continuation of beach management without having to reapply for the same licences and consents, making large savings to the project.
 - Extent of boundaries; This application will extend the planning to include the whole of South Hayling. This allows the BMP to work with our neighbours to manage the frontage as a whole sediment cell.
 - Sediment sources; The main difference between this application and the existing planning is the inclusion of Gunner Point, which will form a new source of locally sourced sediment, pending approval from Hayling Golf Club.

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- Recycling operations will typically be carried out in March and September due to environmental restrictions and as far as possible, to avoid the school holidays.
 - As an amenity and tourist beach, it will not be closed off during operations. Instead, banksmen are employed for safety and information is displayed, highlighting the works and what to be aware of. Where possible, works are undertaken outside of school holidays / main tourist season. This has worked successfully in the past and will continue in this updated proposal.
 - Langstone and Chichester Harbours support migratory and potentially over wintering bird species and therefore there are certain restrictions on working in certain areas during the winter. These are detailed in the conclusions of the Environmental Statement / Habitat Regulations Assessment. Other mitigation measures will protect nesting birds in particular nesting Ringed Plover. Protection is also given to vegetated shingle communities and annual vegetation of drift lines which are a priority habitat.
 - There is a set route that must be used by deliveries of plant and material to the site. From the A27, it follows the A3023 down to the seafront. From here, the Gunner Point compound and Eastoke Corner car park can be accessed. Plant can then access the HBC compound via the beach and road vehicles can use Southwood Road.
 - Post completion and where applicable, the compounds and haul routes will be remediated and restored to at least their pre-works condition. No footpaths or areas of the beach will be closed for recycling campaigns. Sections of the promenade will need to be shut off for safety during the pump-ashore following a dredge. However, this will only be for a maximum of two hours at a time. The access points between Southwood Road and the promenade will provide an alternative route.
 - Normal working hours for the works are anticipated to be Monday to Friday from 06:00 to 22.00, which is longer than in previous applications however the majority of the works is setback from residential properties. Works will take place for a period of 2 – 4 weeks up to twice a year. Except in emergency situations, when the works will impact the residents what have the greatest risk of flooding.
 - Both the Rainbowing activity and the extraction of Shingle at the Ness are tidally restricted so have to take place at the appropriate state of tide.
- Integral to the new approach of this Planning and Marine Licence application is the Monitoring and Management Plan. This will be reviewed on a five yearly basis by the statutory consultees. The Monitoring and Management Plan can then be adapted to reflect changes on the ground and make the document an adaptive tool to enable the Coastal managers to provide

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protection to the residents and community of Eastoke whilst protecting the environment in this dynamic environment.