

ADDENDUM

DEVELOPMENT MANAGEMENT COMMITTEE
DATE 29th June 2017

Item 9(1)

Site Address: Land north of Havant Road and west of Selangor Ave, Emsworth

Updated 29th June 2017.

Corrections/updates

Paragraph 3.1 – As well as a Local Area for Play (LAP), the scheme now includes a Local Equipped Area for Play LEAP (Planning Layout Rev C)

Paragraph 3.4 – In April 2017, First Wessex and Sentinel Housing Association merged to create Vivid Homes, Hampshire's largest housing association.

Paragraph 7.19 indicates that the signalised junction will lead to 2026 PM peak queues of a maximum of 252m towards the A27 roundabout. This was based on a junction design which included the sole pedestrian crossing phase over Havant Road at the junction itself. The final junction design incorporates a separate pedestrian/cycle crossing to the east of the site segregated from the access junction to improve capacity. The modelling run for this final design results in predicted queues of only approximately 150m in the PM peak.

Additional Consultee Responses

Local Lead Flood Authority

What has been proposed on the site is acceptable but the discharge outlet from the site drainage system is yet to be identified. This means that we do not still know where the surface water from the site is discharged to? Whether there is a sufficient capacity at that likely outlet point? Whether they would be allowed to discharge to that likely outlet (i.e. no appropriate permission is in place)?

Officers note: *There is a suitable discharge outlet in Havant Road however, ownership is unclear, as it is understood to be being transferred from Southern Water to Hampshire County Council's ownership. If permission cannot be secured for connection to this outlet there is a further connection point adjacent to the site which is in Southern Water's ownership which the developer can connect into. This will require a new rising main running to this manhole, which is acceptable to the Developer. As such it is clear that there is a suitable and appropriate connection point and it is now just down to which is preferred by all parties. The final arrangements for connection can be covered by a Grampian style condition as set out in the revised recommendation in this addendum, which is similar to the normal Grampian style condition when offsite upgrades to infrastructure are required prior to commencement as often requested by Southern Water.*

HCC Ecology

The amended plans appear to be better and show the retention of most vegetation within the north-eastern corner - I am assuming this includes any existing scrub. Any areas of disturbed ground will be sown with an appropriate meadow mix so, overall, I think we can be satisfied now.

Landscape Architect

Amended plans are now acceptable.

REVISED RECOMMENDATION

With the resolution of the Local Lead Flood Authority and Council Ecologist's consultations the recommendation can be simplified as follows:-

That the Head of Planning be authorised to **GRANT PLANNING PERMISSION** for application APP/16/00774 subject to:-

- (A) Completion of a Section 106 Agreement in a form satisfactory to the Council's Solicitor as set out in paragraph 7.35 of the committee report; and
- (B) The conditions as set out in the committee report amended and supplemented as follows:-

Condition 2

Four landscaping plans have recently been updated and so the condition should now refer to Landscape Masterplan BDWS20345 10D, Landscape Proposals BDWS20345 20D Sheet 1, Landscape Proposals BDWS20345 20D Sheet 2 and Landscape Proposals BDWS20345 20D Sheet 3. Additionally the Travel Plan is the Revised Travel Plan April 2017

Condition 6 to be amended to read

No dwelling hereby permitted shall be first occupied anywhere on the site until the road(s) including the emergency access serving that dwelling have been laid to at least base course in accordance with details to be submitted to and approved in writing by the Local Planning Authority.

Reason: To secure suitable access for residents and to avoid excess soil being deposited on the existing roads and having due regard to policies CS20 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Condition 20 (additional)

No development shall take place until a scheme showing the off-site surface water drainage connection point has been submitted to and agreed in writing by the Local Planning Authority, in consultation with the Southern Water and/or the Highways Authority. No part of the development shall be occupied until the approved scheme has been implemented.

Reason Without the provision of an appropriate surface water connection point the development cannot be appropriately mitigated and having due regard to policies and proposals CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework.

Matters Raised by Site View Committee

1. How traffic would be monitored along the Havant Road to understand the impact on local traffic that the proposal would have if permitted?

Whilst the detailed design work has not got to that stage yet, from working on similar schemes the Highways Authority would expect to see 5 sets of detector loops on both the Havant Road arms of the junction and 3 on the site access. Typically the loops would be around 40 metres and 100 metres back from the stop line on the main road. This would measure how busy is the approach and the headway between vehicles (ie how large are the gaps between vehicles). This allows the signals to be more responsive to changing traffic levels on a second by second basis.

After switch on, the signals will be monitored on street for the initial peak periods to check the operation of the junction and to allow timing changes to be made if necessary. Beyond this it is unlikely that any specific site monitoring will be undertaken unless required. However the signals will be monitored for faults being connected to the Highway Authority's central fault monitoring system.

Consideration will be given to including CCTV monitoring at the junction itself connecting back to the central system. Given the number of CCTV sites spread across the county this junction would not be monitored continuously but dialled up as required in response to any reported problems.

2. If it was proposed that the development was delivered in phases how many would there be and any time scales for these?

The development would be built out in one phase and is anticipated to take 3.5 years from start to finish.

3. If there are limitations on noise levels in the surrounding areas for new developments?

The relevant guidance is set out in BS 8233:2014 para 7.7.2 Internal ambient noise levels for dwellings. These levels are based on the guidance issued by the World Health Organisation (WHO) and recommend a level of 35 dBL_{Aeq} for living and bedrooms. Double glazing (to achieve minimum performance of 31dB) and trickle vents (to achieve minimum performance of 36dB) would be installed in all habitable rooms to provide an adequate acoustic environment as defined in BS8233.

With respect to external noise BS 8233:2014 para.7.7.3.2 Design criteria for external noise states:-

"For traditional external areas that are used for amenity space, such as gardens and patios, it is desirable that the external noise level does not exceed 50 dB LA_{Aeq}, with an upper guideline value of 55 dB LA_{Aeq}, which would be acceptable in noisier environments. However, it is also recognized that these guideline values are not achievable in all

circumstances where development might be desirable. In higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted. In such a situation, development should be designed to achieve the lowest practicable levels in these external amenity spaces, but should not be prohibited.”

In the present application the Figure 9 image within the submitted Noise Impact Assessment identifies those parts of the site in yellow where the daytime noise level would be 50-55 Db. The proposed built form has been overlaid onto this image and those parts of the site in orange would be greater than 55 dB during the day. This would relate primarily to areas of public open space, roads and parking courts, rather than private amenity spaces.

4. The density of residents on the existing Selangor Avenue?

Whilst not consistent throughout its length, the density of development in Selangor Avenue adjacent to the application site (excluding the road) approximates 9 dwellings/hectare.