

THE BOROUGH COUNCIL OF HAVANT

At a meeting of the Development Management Committee held on 28 March 2013.

Present:

Councillor Buckley (in the Chair)

Councillors: R Brown, B Gibb-Gray, Mrs E Shimbart, J Smith, L Turner and M Wilson.

Prior to the meeting the Chairman advised that during consideration of Application APP/12/01222 the meeting to hear deputations from objectors, supporters and councillors who were not members of this Committee.

**199 APOLOGIES FOR ABSENCE**

There were no apologies for absence.

**200 MINUTES**

It was RESOLVED that the minutes of the meeting of the Development Management Committee held on 15 March 2013 be approved and signed by the Chairman.

**201 MATTERS ARISING**

There were no matters arising.

**202 DECLARATIONS OF INTERESTS**

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

**203 CHAIRMAN'S REPORT**

The Chairman advised that the next meeting of the Site Viewing Working Party would be held on 1 May 2013.

The Chairman on his last meeting before being elected mayor, also thanked the other members of the Committee for their work during the year.

**204 MATTERS TO BE CONSIDERED FOR SITE VIEWING OR DEFERMENT**

There were no matters to be considered for site viewing or deferment.

**205 DEPUTATIONS/REPRESENTATIONS**

The Committee received the following deputations/representations:

- (1) Mr Hamilton (objector)                      Application APP/12/01222 – Manor Farm and

- Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (2) Mr Reason (objector) Application APP/12/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (3) Mr Reynolds (objector) Application APP/12/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (4) Ms Johnstone (objector) Application APP/12/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (5) Mr Smith (Warblington and Denvilles Residents' Association) Application APP/13/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (6) Mr Beck (applicant's agent) Application APP/12/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (7) Mr Dix (Vectos) Application APP/12/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (8) Mr Gebhart (MJA Consulting) Application APP/12/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (9) Councillor Bolton (ward councillor) Application APP/13/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (10) Councillor Ponsonby Application APP/12/01222 – Manor Farm and Copseys Nursery, Hallett Road, Havant  
(Minute 206)
- (11) Mr Graham (objector) Application APP/13/00103 – Land South of Scratchface Lane, Bedhampton (Minute 207)
- (12) Councillor Ponsonby (ward councillor) Application APP/13/00254 – Front lawn Ground, Somborne Drive, Havant (Minute 208)

RESOLVED that in view of the public interest expressed in Applications APP/13/01222 and APP/13/00103, these items be considered prior to non controversial items.

**206 APPLICATION APP/13/01222 – PROPOSED DEVELOPMENT SITE MANOR FARM AND COPSEYS NURSERY, HALLETT ROAD, HAVANT**

(This site was viewed by the Site Viewing Working Party on 28 February 2013)

Subject: HYBRID APPLICATION: Incorporating a Full and Outline planning application for a total of 191 dwellings with access from Glenleigh Park, Hallett Road, Fifth Avenue and Blenheim Gardens.

Full planning application for Manor Farm for the erection of 91 dwellings; 59 open market units comprising 9No 5 bed, 38No 4 bed and 12No 3 bed houses and 32 affordable units (flats and houses) comprising 8No 3 bed, 18No 2 bed, 6No 1 bed units including storage building and bin store; and incorporating new pumping station and open space with play area and including the demolition of two dwelling houses.

Outline application for Copseys Nursery for the erection of 100 dwellings with 65 open market units comprising 9No 5 bed, 22No 4 bed, 27No 3 bed and 7No 2 bed houses and 35 affordable units comprising 5No 4 bed, 19No 3 bed and 11No 2 bed houses, public open space, allotments, farmers/vegetable market building and car park.

The Committee considered the written report and recommendation of the Executive Head of Planning and Built Environment.

The Committee also considered supplementary planning information, circulated prior to the meeting, which set out details of 5 representations received since the report was published.

The Committee was advised at the meeting:

- (i) of details of additional representations received from the Emsworth Residents Association and from a resident, who raised concerns about the maintenance and management of the proposed pumping station; and
- (ii) that the Education Authority had advised that it required a financial contribution towards education facilities.

**(the meeting adjourned at 5.34 pm to hear deputations (see Appendix) and resumed at 6.26 pm)**

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

- (a) the SUDs ponds would be able to manage storm runoff from a 1 in 100 year storm event. The ponds to be created in the Copseys site were larger than those proposed in the Manor Farm development;
- (b) refuse vehicles currently navigated through the access roads. Therefore, it was not proposed to widened the corners of the Hallett Road junction;

- (c) the traffic survey were undertaken during peak hours in the morning and afternoon to get an insight of the traffic flows when the traffic was at its busiest. The morning peak hours were between 8am and 9am;
- (d) the traffic assessment took school traffic and future demographic growth into account;
- (e) the travel assessment had been robustly analysed: the assessment had been based on traffic flows, which were higher than the flows likely to be generated by this development;
- (f) a separate survey had been taken of the railway crossing times. The results of the Traffic Assessment indicated that the maximum increase in existing queuing at the level crossing would be 4 vehicles;
- (g) The impact of the projected increase in traffic likely to be generated by the development was not considered "severe";
- (h) The Travel Plan would be enforceable: evidence demonstrated that Travel Plans led to a reduction in 10% of the projected traffic generated figures. The primary objective of the Travel Plan was to establish a long term strategy to facilitate and encourage modes of travel by means other than the private car, which reflected current central and local government policy;
- (i) each new householder would receive a 'welcome pack', which would include details of a web-based car sharing database created for anyone to search for others who shared similar journeys to work. Business could have their own databases on the site to enable members of staff to search for matching journeys among colleagues;
- (j) although full details of the pumping station were not available at the meeting, it was anticipated that the pumping system would have a back up facility; the capacity and back up facilities of the pumping station would be examined in detail by the Environment Agency. Details submitted with the application indicated that the pumping station would be monitored from a monitoring station and maintained by the monitoring company;
- (k) the site had been included in the draft allocation of housing sites to help the Council meet its 5 year housing supply target. If the Council failed to meet the target using preferred sites, sites not included in the allocation plan were at risk of development;
- (l) the National Planning Policy Framework advised that the Council could, when determining a planning application take into account and give greater weight to an emerging plan which was in an advance stage. The draft allocations plan was in an advanced stage and was therefore a material consideration when determining this application;

- (m) although the application site did not correspond with the area included in the Draft Allocations Plan (EU4), it was reasonable to include this land as development would replace the unsightly glass houses and buildings currently on this land with more acceptable housing and landscaping;
- (n) the number of houses expected to be provided on a site included in the Draft Allocations Plan was an indicative number: the Council would normally expect this indicative number to be exceeded;
- (o) condition 12 would control the hours of working. Attempting to control the hours vehicles could arrive and leave the site by condition or under the Section 106 Agreement was not recommended as the Planning Authority could not control the use of the highway;
- (p) the amount of contribution towards education had not been finalised by the Education Authority. It was understood that the contribution was required to extend the capacity of Bosmere and Fairfield schools;
- (r) Condition 17 would require the Council's approval for any extensions of building and/or structures;
- (s) the raising of the height of the boundary by 450 mm was not considered significant;
- (t) the different type of applications submitted reflected the aspirations of the applicants;
- (u) the street scenes supplied were indicative drawings; details of the heights of the proposed buildings would be checked before permission granted; and
- (v) garages could not be converted into residential use without the prior approval of the Council, who would assess the likely impact on the highway network before granting approval (if at all).

The Committee considered this matter in detail including a motion to refuse the application on the grounds that notwithstanding the requirement for a travel plan, the traffic likely to be generated by this scheme would exacerbate the existing traffic problems in Southleigh Road and interfere with the flow of traffic in the access roads to the detriment of residents of existing properties in the access roads and other road users. However, a majority of the Committee considered that this development of a Brownfield Site, which was included in the Draft Allocations Policy, would lead to an improvement in the site and the surrounding area. It was therefore

RESOLVED That:

- (A) full planning permission be granted for only that part of application APP/12/01222 described as

*Full planning application for Manor Farm for the erection of 91 dwellings; 59 open market units comprising 9No 5 bed, 38No 4 bed and 12No 3 bed houses and 32 affordable units (flats and houses) comprising 8No 3 bed, 18No 2 bed, 6No 1 bed units including storage building and bin store; and incorporating new pumping station and open space with play area and including the demolition of two dwelling houses.*

subject to:

- (a) The completion of legal agreements under Section 106 of the Town and Country Planning Act 1990 and other relevant legislation, incorporating the terms as set out in Appendix to the report ,subject to such the inclusion of a requirement for a financial contribution toward education facilities and such changes as the Executive Head of Planning and Built Environment and the Solicitor to the Council may determine); and
  - (b) The conditions set out in Appendix C of the Report subject to such changes and additions as the Executive Head of Planning and Built Environment may determine
- (B) outline planning permission be granted for only that part of application APP/12/01222 described as

*Outline application for Copseys Nursery for the erection of 100 dwellings with 65 open market units comprising 9No 5 bed, 22No 4 bed, 27No 3 bed and 7No 2 bed houses and 35 affordable units comprising 5No 4 bed, 19No 3 bed and 11No 2 bed houses, public open space, allotments, farmers/vegetable market building and car park.*

- (a) The completion of legal agreements under Section 106 of the Town and Country Planning Act 1990 and other relevant legislation, incorporating the terms as set out in Appendix to the report ,subject to such the inclusion of a requirement for a financial contribution toward education facilities and such changes as the Executive Head of Planning and Built Environment and the Solicitor to the Council may determine); and
- (b) The conditions set out in Appendix D of the Report subject to such changes and additions as the Executive Head of Planning and Built Environment may determine

**(The meeting adjourned at 7.45 pm and resumed at 8.00 pm)**

**207 APPLICATION APP/13/00103 – LAND SOUTH OF SCRATCHFACE LANE, ADJACENT TO A3M AND WEST OF BROOKLANDS ROAD AND HILLMEAD GARDENS, HAVANT**

Subject: Variation of Condition 47 of Planning permission APP/12/00612 to allow for a revised layout for the approved scheme, including change to house types comprising 2 No.1 bed houses, 7No.2 bed flats, 27No. 2 bed flats; 48No. 3 bed houses, 8 No. 4 bed houses; and garage/parking amendments.

The Committee considered the written report and recommendation of the Executive Head of Planning and Built Environment.

The Committee also considered supplementary planning information, circulated prior to the meeting, which:

- (1) set out amendments to the planning history and proposal;
- (2) gave updates since the report had been published; and
- (3) set out revisions to the recommendation set out in the report

The Committee was advised at the meeting that:

- (a) the description of the development should read:

*Variation of Condition 47 of Planning permission APP/12/00612 to allow for a revised layout for the approved scheme, including change to house types comprising 2 No.1 bed houses, 7No.2 bed flats, 27No. 2 bed flats; 48No. 3 bed houses, 8 No. 4 bed houses; and garage/parking amendments.*

- (b) the total units referred to in paragraph 7.4 should read:

2 x 1 bed flats  
7 x 2 bed flats  
27 x 2 bed houses  
48 x 3 bed houses  
8 x 4 bed houses

- (c) the conditions relating to ecology should be amended in view of advice received since the report was published; and
- (d) details of a representation received since the report was published.

The Committee was reminded that the application represented a modest change to the application that had been given approval by Full Council.

The Committee was addressed by Mr Graham, who objected to the proposal for the following reasons:

- (a) it was questionable if the amended scheme would be financially viable;
- (b) it was doubtful whether the Council could enforce all the proposed conditions;
- (c) the proximity of and likely height of Units 17 and 19 in relation to the existing properties together with the removal of the existing screen would give rise to overlooking of adjacent properties to the detriment of the occupiers of these properties;
- (d) there appeared to an excessive amount of parking spaces for the cul de sac which included unit 19. Due to the proximity of this cul de sac to Brooklands Road, the noise likely to be created by vehicles using these parking spaces would have an adverse impact on the amenities of neighbouring properties; and
- (e) the latest scheme appeared to relocate the affordable housing units to the least desirable parts of the development.

Mr Graham urged the Committee to defer consideration of this development until all the outstanding details were available.

In response to questions raised by the members of the Committee, the officers and/or Chairman advised that:

- (1) the application had been submitted for determination by this Committee at the request of a third party; and
- (2) the size and changes to affordable housing units had been agreed by the Housing Team.

The Committee discussed this application in detail and considered that the proposed changes did not result in any additional impacts which would warrant a refusal of permission.

RESOLVED that application APP/13/00103 be granted permission subject to:

- (A) The completion of a Deed of variation of the Section 106 Agreement of the Town and Country Planning Act 1990 and other relevant legislation, associated with planning permission reference APP/12/00612 in a form satisfactory to the Solicitor to the Council.
- (B) The following conditions (subject to such changes as the Executive Head of Planning and Built Environment may determine)
  - (1) The development hereby permitted shall be begun before the expiration of 2 years from the date of the approval of the last of the reserved matters to be



approved.

**Reason:** To comply with Section 51 of the Planning and Compulsory Purchase Act 2004

- (2) Application for approval of reserved matters shall be made to the Local Planning Authority before the expiration of 3 years from the date of the grant of this planning permission.

**Reason:** To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- (3) No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the detailed proposals for all of the following aspects of the same [herein called "the reserved matters"] have been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter not be carried out otherwise than in full accordance with the approved details.

- (a) (i) The appearance of all buildings (including details of the colour and texture of external materials to be used);
- (b) (ii) Landscaping including an accurate plan showing the position, type and spread of all existing trees on the application site and a schedule detailing the size and physical condition of each tree and, where appropriate, the steps to be taken to bring the trees to be retained to a satisfactory condition; and also details of any proposals for the felling, lopping, topping or uprooting of any tree. A soft landscape scheme for the whole site (Residential and Reptile Relocation Area and Public Open Space) not proposed to be hardsurfaced, including the distribution and species of ground cover to be planted, the positions, species and planting sizes of the trees and shrubs to be planted and timing provisions for completion of the implementation of all such landscaping works.

**Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS11.1, CS11.2, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- (4) No development hereby permitted shall commence until plans and particulars specifying the alignment, width, gradient and type of construction proposed for all footways, roads and individual accesses thereto (including all relevant horizontal cross and longitudinal sections) and the related provision to be made for street lighting and for surface water disposal and a programme for the implementation and making up of the same have been submitted to and approved in writing by the Local Planning Authority. The implementation and making up of the same shall be completed in full accordance with such plans,

particulars and programme as are thus approved by the Authority.  
With respect to the roads coloured grey on drawing number 02.12\_102 these shall be constructed to adoptable standards.

**Reason:** To ensure that they are constructed to satisfactory standard and, where appropriate a standard which will enable them to be taken over as publicly maintained highways and having due regard to policies CS16 and CS20 of the Havant Borough Local Plan (Core Strategy) and the NPPF.

- (5) Development shall not commence until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed and thereafter managed and maintained in accordance with the approved details.

The scheme shall also include:

- Design details of the permeable paving areas, including car parking bays
- Design details for infiltration and collection systems
- Information about the design storm period and intensity, the method

employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;

- A timetable for its implementation; and
- A management and maintenance plan for the lifetime of the development

which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable urban drainage scheme throughout its lifetime.

**Reason:** To improve and protect water quality by ensuring that the infiltration of potentially polluting surface water run-off does not enter groundwater. In addition this will prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance in accordance with the NPPF and Havant Borough Local Plan (Core Strategy) policies CS11, CS15, DM8 and DM10.

- (6) No development shall begin until details of all bridges proposed on site shall be submitted to and approved in writing by the local planning authority. Thereafter the bridges shall be constructed as set out in the approved scheme.  
Any bridges to be built over the Bedhampton Brook shall be of a clear span

design, with the following features:

- Abutments shall be set back from the watercourse on both banks to provide a bank width of a minimum of 2 metres beneath the bridge to provide an unobstructed corridor to allow the movements of otters and other animals.
- Bridge soffit levels and flood spans shall be 600mm above the 1 in 100 year flood level to allow floating debris to pass freely through the structure. One metre above maximum known flood level will be required on main rivers if the applicant does not provide hydraulic calculations for the design flood level.

**Reason:** The use of clear-spanning bridges will maintain a continuous river corridor and allow the movement of both the river and associated wildlife in accordance with Paragraph 109 of the NPPF and Havant Borough Local Plan (Core Strategy) 2011 policies CS11, CS13, CS16 and DM8. It will also ensure that flood flows are conveyed safely on site and that the risk of blockages under the bridge is minimised in accordance with the NPPF.

- (7) No development shall begin until a scheme for the provision and management of a minimum of an 8m buffer zone both sides of the Bedhampton Brook is submitted to and agreed in writing by the local planning authority. This zone should be measured from the bank top (defined as the point at which the bank meets the level of the surrounding land) alongside the stream. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include:

- Plans showing the extent and layout of the buffer zone
- Details demonstrating how the buffer zone will be protected during development and managed/maintained over the longer term
- Details of any footpaths, fencing, lighting etc.
- Details showing how access to the watercourse and grill covering the entrance to the culvert underneath Brooklands Road will be made available throughout the construction phase and after the development is complete.

**Reason:** Development that encroaches on watercourses and wetlands has a potentially severe impact on their ecological value. This is contrary to Paragraph 109 of the NPPF and Havant Borough Local Plan (Core Strategy) 2011 policies CS11, CS13, CS15 and DM8 in addition to the UK Biodiversity Action Plan. Land alongside watercourses and wetlands is particularly valuable for wildlife and it is essential this is protected. Article 10 of the Habitats Directive also stresses the importance of natural networks of linked corridors to allow movement of species between suitable habitats, and promote the expansion of biodiversity. Such networks may also help wildlife adapt to climate change. Through securing access to allow maintenance activities to take place if required will reduce the risk of flooding to the local area in accordance with the NPPF

- (8) No development shall begin until a scheme for the provision and management of at least one compensatory pond habitat has been submitted to and agreed in writing by the local planning authority and implemented as approved. Thereafter the development shall be implemented in accordance with the approved scheme.

**Reason:** Development that encroaches on ponds and other wetlands has a potentially severe impact on its ecological value. Paragraph 109 recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. This is also supported by policies CS11, CS13, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011.

- (9) No development hereby permitted shall commence until plans showing, in relation to the existing trees and other vegetation proposed to be retained, the layout of all foul and surface water drainage and other underground services proposed to serve that development have been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To safeguard against undue damage to existing trees and other vegetation on the site and in the vicinity of the site and having due regard to policies CS11.2 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- (10) No development shall commence on the site until details of the design, depth and type of building foundations and the layout, with positions, dimensions and levels, of service trenches, ditches, drains and other excavations on site, insofar as they may affect trees and hedgerows on or adjoining the site, have been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To safeguard against undue damage to existing trees and other vegetation at the site and having due regard to policies CS11.2 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- (11) No development hereby permitted nor any related site clearance shall commence until plans and particulars specifying the finished levels (above ordnance datum) of both the ground floors of the proposed buildings and the surrounding ground levels in relation to existing ground levels have been submitted to and approved by the Local Planning Authority.

**Reason:** To enable the Local Planning Authority to control the development in detail in the interests of the character and amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- (12) No development hereby permitted shall commence until a scheme for protecting the proposed dwellings and their gardens from noise from the A3(M) has been submitted to and approved in writing by the Local Planning Authority. The dwellings shall not be brought into use until the implementation of all works forming part of such approved noise protection scheme has been completed in full accordance with all detailed components of such scheme. The scheme is required to achieve the following requirements:

Maximum noise level (predicted 15 years from completion of dwellings) in habitable rooms, with windows closed and other means of ventilation provided:

Daytime 35 dB LAeq,16h

Night time 30 dB LAeq,8h and should not regularly exceed 45 dB LAmax, F.

**Reason:** To safeguard the amenities of occupiers of those dwellings and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 13 No development hereby permitted shall commence until a specification of the materials to be used for the surfacing of all open parts of the site proposed to be hardsurfaced has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be brought into use until the implementation of all such hardsurfacing has been completed in full accordance with that specification.

**Reason:** In the interests of the amenities of the locality and having due regard to policies CS11.1, CS15, CS16, and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 14 No development hereby permitted shall commence until plans and particulars specifying the alignment, type, height and, where appropriate, construction materials and design of all proposed screen walls, fences, hedges and other means of enclosure have been submitted to and approved in writing by the Local Planning Authority. Unless agreed otherwise in writing by the Authority, the development hereby permitted shall not be brought into use prior to the completion of the installation of all screening provision as is thus approved by the Authority. At all times thereafter, all of that screening provision shall be retained in a wholly sound and effective condition.

**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 NPPF.

- 15 No development hereby permitted nor any related site clearance shall commence until a specification of measures to be undertaken to prevent damage to existing trees and hedgerows on the site throughout

implementation of the same has been submitted to and approved in writing by the Local Planning Authority. All measures forming part of such approved specification shall be undertaken and fully adhered to at all times during which such implementation is in progress. Any such tree or hedgerow which is nevertheless seriously damaged during that implementation shall be replaced within 6 months of the occurrence of such damage by another of the same species in the same position and of not less than 1.6 metres height when planted.

**Reason:** To safeguard the continued health and presence of such existing vegetation and protect the amenities of the locality and having due regard to policies CS11 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 16 A Construction Management Plan shall be submitted to and approved by the Local Planning Authority in writing before development commences. This shall, at least, include the following:

- Construction lorry routes;
- Parking and turning provision to be made on site for clearance and construction vehicles;
- On site provision for materials compound and other item storage;
- Siting of construction facilities;
- Measures to prevent mud from being deposited on the highway;
- A programme for construction In addition the Construction Management Plan shall detail the following:
- No bonfires on site during the clearance or construction phases;
- The hours of works which shall not exceed those detailed below:

Demolition, clearance, excavation, road or construction works shall take place only between the hours of 0800 and 1800 hours on Mondays to Saturdays and not at all on Sundays and all recognised public holidays.

The agreed Construction Management Plan shall be fully implemented before the development is commenced and retained during the construction period and the development carried out fully in accordance with the agreed plan unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To safeguard the amenities of the locality and in the interests of traffic safety and having due regard to policies CS16 and DM10 of the Havant Borough Core Strategy 2011 and the NPPF.

- 17 No development hereby permitted shall commence until a specification of the provision to be made for the storage and disposal of refuse following the commencement of occupation of the buildings hereby permitted has been submitted to and approved in writing by the Local Planning Authority. The development hereby permitted shall not be occupied until the implementation

of such provision for refuse has been completed in full accordance with such an approved specification.

**Reason:** To safeguard the amenities of the locality and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 18 The development hereby permitted shall not commence until plans and particulars specifying the provision to be made for external lighting on the application site has been submitted to and approved in writing by the Local Planning Authority. There shall be no external lighting on the site other than as thereby approved. The lighting proposed should be sympathetically designed to accommodate foraging and commuting bats.

**Reason:** To safeguard the amenities of the locality and 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 NPPF.

- 19 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no free-standing walls, fences or other means of enclosure of any kind permitted by Part 2, Class A of the 1995 Order as amended shall be erected within the area since hatched in black on Plan 1 attached to this Decision Notice without the prior written approval of the Local Planning Authority.

**Reason:** In the interests of visual amenity and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 20 Notwithstanding the provisions of any Town and Country Planning General Permitted Development Order, no extension, building or structure permitted by Part 1, Classes A/E and F of the 1995 Order, as amended, shall be erected within the curtilage of units 2, 3, 7, 8, 18, 19, 32 of the site without the prior written approval of the Local Planning Authority.

**Reason:** To ensure that trees/hedges to be retained are protected from inappropriate development having due regard to policies CS11, CS13, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 21 No dwelling / building hereby permitted shall be constructed anywhere on the site until the road(s) have been laid to at least base course unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To avoid excess soil being deposited on the existing roads and having due regard to policy DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 22 No dwelling shall be occupied unless and until the vehicular access and space

for the loading, unloading and parking of vehicles has been provided within the site, surfaced and marked out in accordance with the approved details as may be amended by details submitted in accordance with condition 47. Such areas shall thereafter be retained and used solely for those purposes.

**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 NPPF.

- 23 No development shall take place within the area indicated on the approved plan ref no. 02.12\_102 until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved in writing by the Local Planning Authority.

**Reason:** The site is of archaeological significance and it is important that the opportunity should be afforded to excavate the site before development commences and having due regard to policy CS11.4 of the Havant Borough Local Plan (Core Strategy) 2011.

*Note for Decision Notice: Developers will wish to ensure that in drawing up a scheme, the timetable for the investigation is included within the details of the agreed scheme.*

- 24 No development shall take place until the applicant has secured the implementation of a programme of archaeological mitigation of impact in accordance with a Written Scheme of Investigation that has been submitted to and approved by the Local Planning Authority.

**Reason:** To mitigate the effect of the works associated with the development upon any heritage assets and to ensure that information regarding these heritage assets is preserved by record for future generations and having due regard to policy CS11.4 of the Havant Borough Local Plan (Core Strategy) 2011.

- 25 Following completion of archaeological fieldwork a report shall be produced in accordance with an approved programme including where appropriate post-excavation assessment, specialist analysis and reports, publication and public engagement.

**Reason:** To contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available and having due regard to policy CS11.4 of the Havant Borough Local Plan (Core Strategy) 2011.

- 26 No development shall commence on the site until details of earthworks shall have been submitted to and approved in writing by the Local Planning Authority. These details shall include the proposed grading and mounding of land areas including the levels and contours to be formed, showing the



relationship of proposed mounding to existing vegetation and surrounding landform. The agreed details shall be fully implemented before the buildings hereby permitted are first occupied.

**Reason:** In the interest of maintaining the amenity value of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 27 No development including site clearance shall commence on the site until all trees / shrubs and / or other natural features, not previously agreed with the Local Planning Authority for removal, shall have been protected by fencing along a line to be agreed in writing with the Local Planning Authority. Such fencing shall conform to the following specification in accordance with BS5837 2005. Minimum 2.4 metres high, comprising a vertical and horizontal framework of scaffolding, well braced to resist impacts, supporting a minimum of 20mm exterior grade ply. Such fencing shall be maintained throughout the course of the works on the site, during which period no access, placement of materials, fuels or chemicals, soil or other materials shall take place inside the fenced off area.

**Reason:** To ensure that trees, shrubs and other natural features to be retained are adequately protected from damage to health and stability throughout the construction period in the interests of amenity and having due regard to policies CS11.4 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 28 The soil levels within the root spread of trees / hedgerows to be retained shall not be raised or lowered without the prior written approval of the Local Planning Authority.

**Reason:** To avoid damage to health of existing trees and hedgerows and having due regard to policies CS11.4 and CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 29 Prior to the occupation of the development a Post Construction Certificate shall be submitted to the Local Planning Authority. The Certificate shall state that the development has attained a minimum standard of Level 3 of the Code, unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure that the development is carried out in accordance with Policy CS14 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 30 The development hereby approved shall not commence unless and until full details of measures aimed at reducing the possibility of crime and antisocial behaviour have been submitted to and approved in writing with the Local Planning Authority. Thereafter the development shall be completed in accordance with the approved details.

**Reason:** In the interests of reducing the opportunity for crime and antisocial behaviour in the interests of existing and future residents and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 31 The development hereby permitted shall not commence unless and until details in relation to the provision of restrictions to vehicular access to the Scratchface Lane emergency access/footpath/cycleway have been submitted to and approved in writing by the Local Planning Authority. The approved access restrictions shall thereafter be provided and maintained in accordance with the approved details.

**Reason:** To ensure that the Scratchface Lane access is for emergency vehicle, cycle and pedestrian access only in the interests of amenity and highway safety having due regard to policies CS16 and DM11 the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 32 The footpath/cycle routes to Portsdown Hill Road and Scratchface Lane shall be designed in accordance with plans and details to be submitted to and approved in writing by the Local Planning Authority. The details shall include features to improve the safety of the routes including the design and positioning of fencing, lighting, surfacing materials, landscaping and width of routes. The approved scheme shall be provided prior to the occupation of the dwellings hereby approved and thereafter maintained in accordance with the approved details.

**Reason:** To ensure that the development provides good pedestrian and cycle access to encourage sustainable means of transport and having due regard to policies CS16 and DM11 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 33 The development hereby permitted shall not commence unless and until a scheme for cycle parking meeting the standards set out in Havant Borough Residential Parking and Cycle Provision has been submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be provided in accordance with the approved scheme prior to the occupation of the associated dwelling and thereafter maintained unless otherwise agreed in writing by the Local Planning Authority.

**Reason:** To ensure the provision of adequate cycle parking in the interests of promoting sustainable travel options and having due regard to policies DM13 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 34 The foul sewer system's pumping station must at no time exceed a pump rating of 4.4 litres per second. In addition no foul sewage shall be discharged from the application site into the Brooklands Road sewerage system.

**Reason:** To ensure suitable foul water drainage for the site and having due regard to policies CS15 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 35 The development hereby permitted shall not commence until such time as full details of the access arrangements for Brooklands Road as shown 'in principle' on drawing 3356.006 Rev B have been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details prior to the commencement of development.

**Reason:** In the interests of highway safety and having due regard to policies CS20 and DM11 of the Havant Borough Core Strategy 2011 and the NPPF.

- 36 The development hereby permitted shall not commence unless and until a scheme specifying the measures to be undertaken to protect public sewers on the site has been submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in accordance with the approved scheme.

**Reason:** To protect drainage infrastructure and having due regard to policies CS19 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 37 Prior to commencement of the development hereby permitted, an updated reptile mitigation strategy shall be submitted for written approval to the local planning authority. In addition to those measures regarding trapping, translocation, monitoring and habitat enhancements already provided in the Phase 2 Ecology Report (PV Ecology, July 2012), this shall include (but not necessarily be limited to): setting out of the wildlife corridor; details of the establishment vegetation management and amended planting of the detention basins, receptor site and wildlife corridor; ongoing management of the detention basins, receptor site and wildlife corridor; and details of how these will integrate with public access requirements. Development shall subsequently proceed and be maintained in accordance with any such approved mitigation strategy.

**Reason:** To avoid impacts to reptiles in accordance with CS11 of the Havant Borough Local Plan (Core Strategy) and having due regard to the NPPF.

- 38 Prior to commencement of the development hereby permitted, plans showing the layout and specification of streetlighting and how impacts from new external lighting will avoid illuminating the identified bat roost and key foraging / commuting routes shall be submitted for written approval to the local planning authority. Development shall subsequently proceed and be maintained in accordance with any such approved details.

**Reason:** To avoid impacts to bats in accordance with Policy CS11 of the Havant

Borough Local Plan (Core Strategy) and having due regard to the NPPF.

- 39 Bat roosting features shall be provided in the development in accordance with paragraphs 6.4-6.6 of the Phase 2 Ecology Report (PV Ecology, July 2012). Upon completion, a brief report provided by a suitably experienced ecologist confirming the installation of these shall be submitted for written approval to the local planning authority.

**Reason:** To enhance biodiversity in accordance with Policy CS11 of the Havant Borough Local Plan (Core Strategy) and having due regard to the NPPF.

- 40 Clearance of any vegetation shall only take place between August and early February (inclusive). If this is not possible then pre-clearance site checks shall be undertaken by a competent ecologist to ensure there are no occupied nests present. If necessary, the supervising ecologist shall maintain a watching brief during the vegetation clearance. Work shall cease in any areas where occupied nests are identified and an exclusion zone of 5 metres maintained around such nests, until such time as those nests become unoccupied of their own accord.

**Reason:** To avoid impacts to nesting birds and having due regard to policies CS11, and CS16 of the Havant Borough (Core Strategy) 2011 and the NPPF.

- 41 The buildings hereby permitted shall not be occupied until plans and particulars specifying:
- i) the design and appearance of informal open space,
  - ii) its relationship to SUDS,
  - iii) the design of any water features to address safety,
  - iv) a timetable for the implementation on site,

have been submitted to and approved in writing by the Local Planning Authority. The informal open space shall be provided in accordance with the approved details and timetable.

**Reason:** In the interests of the amenities of the locality and having due regard to policies CS11, CS16, DM1 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 42 No development including site clearance shall take place until a scheme in relation to the proposed reptile relocation area has been submitted to and approved in writing by the Local Planning Authority. These details shall include a schedule for provision, details of any public access to the land, ecological management and boundary treatment. The approved scheme shall thereafter be provided and maintained in accordance with the approved details.

**Reason:** In the interests of the amenities of the locality and nature

conservation and having due regard to policies CS11, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 43 Notwithstanding the submitted details the development hereby permitted shall not commence unless and until details of the siting and design of the proposed pumping station have been submitted to and approved in writing by the Local Planning Authority.

**Reason:** In the interests of amenity and to ensure that the wildlife buffer zone and tree protection can be adequately addressed having due regard to policies CS11, CS13, CS16 and DM8 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 44 Units 7 and 19 hereby permitted shall be designed to ensure that windows or other openings above ground floor level in the east facing elevations are designed to prevent an unneighbourly impact on the properties in Brooklands Road.

**Reason:** In the interests of residential amenities and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 45 Notwithstanding the submitted details nothing in this permission shall approve the siting and garden areas of units 7 and 8 which will be subject to further details to be submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure that suitable amenity space can be provided for unit 7 having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 46 The development hereby permitted shall not commence unless and until full details of suitable boundary treatment to 32 and 38 Brooklands Road have been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To ensure suitable boundary treatment in the interests of residential amenity and having due regard to policy CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the NPPF.

- 47 Notwithstanding the submitted details the proposed car parking to units 32-36, 52-55 and 84-86 these units shall not be commenced unless and until amended parking plans have been submitted to and approved in writing by the Local Planning Authority. These plans shall seek to break up the parking and hard standing areas in order to reduce the dominance of parking in the street scene and allow for enhanced opportunities for car parking. The car parking and hardstanding to these areas shall thereafter be provided fully in accordance with the approved scheme.

**Reason:** In the interests of the character and appearance of the new development having due regard to policy CS16 of the Havant Borough Local Plan 2011 and the NPPF.

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

Documents:

Design & Access Statement – Pro Vision June 2012  
Addendum to Statement of Community Involvement – Pro Vision June 2012  
Affordable Housing Statement – Pro Vision August 2010  
Transport Assessment - Stuart Michael Associates July 2010  
Addendum Transport Assessment – Stuart Michael Associates January 2011  
Interim Travel Plan – Stuart Michael Associates July 2010  
Flood Risk Assessment & Drainage Statement – Stuart Michael Associates July 2010  
Extended Phase 1 Ecological Assessment – PV Ecology June 2012  
Phase 2 Ecology Report: Bat, Great Crested Newt and Reptiles PV Ecology July 2012  
Biodiversity Checklist received 14th June 2012  
Arboricultural Statement – CBA Trees July 2012  
Archaeological Desk Based Assessment – Mathew Smith December 2009  
Plans:  
Site Location Plan Drawing No. 1387/P01 Site Layout Plan Drawing No. 02.12\_102  
Site Layout Plan sheet 1 Drawing No. 02.12\_105 Site Layout Plan sheet 2 Drawing No. 02.12\_106 Site Layout Plan sheet 3 Drawing No. 02.12\_107 Site Layout Plan sheet 4 Drawing No. 02.12\_108 Site Layout Plan sheet 5 Drawing No. 02.12\_109  
Proposed Streetscene Illustrative Purposes Only Drawing Number 9982 P 07  
Proposed Site Layout with Acoustic Noise Contours Drawing Number 9982/P05 Rev A  
Concept Access Arrangements Drawing Number 3356.006 Rev B  
Site Sections – Proposed Drawing Number 9982/P03  
Site Sections Proposed A – A, B – B and C – C Drawing Number 9982/P03 Site Sections E – E Proposed Drawing Number 9982/P06  
Site Sections – Existing Drawing Number 9982/S02 Existing Site Survey Drawing Number 9982/S01 Sheet 1 Existing Site Survey Drawing Number 9982/S01 Sheet 2

**Reason:** - To ensure provision of a satisfactory development.

**208**    **APPLICATION APP/13/00254 – FRONT LAWN RECREATION GROUND,  
SOMBORNE DRIVE, HAVANT**

Subject: Erection of replacement changing rooms.

The Committee considered the written report and recommendation of the Executive Head of Planning and Built Environment.

The Committee was addressed by Councillor Ponsonby who supported the application on the grounds that the existing changing rooms were in a poor condition and there was a demand for this type of club.

RESOLVED that planning application APP/13/00254 be granted permission subject to the following conditions:

- (1) The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.

**Reason:** To comply with Section 51 of the Planning and Compulsory Purchase Act 2004.

- (2) Construction of the building hereby permitted shall not commence until details of the colour and finish to be used for all external facing materials have been submitted to and approved by the Local Planning Authority. Thereafter only such approved materials and finishes shall be used in carrying out the development.

**Reason:** To ensure the appearance of the development is satisfactory and having due regard to policies CS11.4, CS16 and DM9 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

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

Location plan received to the Council 19th March 2013

Block plan received to the Council 19th March 2013

Existing and Proposed elevations and floor plan received to the Council 19th March 2013

Design and access statement received to the Council 19th March 2013

**Reason:** - To ensure provision of a satisfactory development.

**209**    **APPLICATION APP/13/00262 – HAVANT AND WATERLOOVILLE FOOTBALL  
CLUB, MARTIN ROAD, HAVANT**

Subject: Single storey extension to the north elevation of the existing changing rooms.

The Committee considered the written report and recommendation of the Executive Head of Planning and Built Environment.

The Committee also received supplementary information, circulated prior to the meeting, setting out details of:

- (a) details of responses from the Development Engineer and the Property Manager; and
- (b) details of an additional representation received since the report was published.

RESOLVED that application APP/13/00262 be granted permission subject to the following conditions:

- (1) The development hereby permitted shall be begun before the expiration of 3 years from the date on which this planning permission was granted.

**Reason:** To comply with 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:

Design and Access Statement  
13/053/PM/FD/01.1 - Revision C1 (Proposed Part Floor Plan)

**Reason:** - To ensure provision of a satisfactory development.

- (3) The external materials to be used shall match in type, colour and texture those on the existing building, unless agreed otherwise in writing by the Local Planning Authority.

**Reason:** In the interests of the amenities of the area and having due regard to policy CS16 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- (4) No externally visible or audible plant, equipment, machinery or structures required for ventilation or filtration purposes shall be installed at the premises until and unless details of the external appearance and acoustic performance of the same have been submitted to and approved in writing by the Local Planning Authority.

**Reason:** To safeguard the amenities of the locality and/or occupiers of neighbouring property and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012.

- (5) No floodlighting or other form of external lighting scheme shall be installed on the



development hereby approved, unless details of such lighting have been agreed in writing by the Local Planning Authority. Such details shall include the location, height, type and direction of light sources and intensity of illumination. Any such lighting scheme agreed by the Local Planning Authority shall not thereafter be altered without prior consent other than for routine maintenance, which does not change its details.

**Reason:** To safeguard the amenities of the locality and having due regard to policies CS16 and DM10 of the Havant Borough Local Plan (Core Strategy) 2011 and the National Planning Policy Framework 2012

**(The meeting commenced at 5.00 pm and concluded at 8.34 pm)**

**APPENDIX**

**HAVANT BOROUGH COUNCIL**  
**DEVELOPMENT MANAGEMENT CONTROL COMMITTEE**  
**25 April 2013**  
**INFORMAL DISCUSSIONS**

**Councillors' Attendance**

**Councillors:**

Buckley (Chairman) (P)

Brown (P)

J Smith (P)

Gibb - Gray (P)

L Turner (P)

Mrs Shimbart (P)

Wilson (P)

**Officers' Attendance:**

**Havant Borough Council**

Aaron Wright – Senior Planner

Chris Murray – Service Manager (Planning Development)

Shirley Shaw – Shared Team Leader Legal Services

Adele Maher – Planning Policy and Urban Design Team Leader

Steve Weaver – Development Control Team Leader

David Eaves – Senior Planner

Peter Marshall – Development Engineer

Mark Gregory – Democratic Services Officer

**Hampshire County Council**

David Murphy – Highways

1 **APPLICATION APP/13/01222 – PROPOSED DEVELOPMENT SITE MANOR FARM AND COPSEYS NURSERY, HALLETT ROAD, HAVANT**

Subject: HYBRID APPLICATION: Incorporating a Full and Outline planning application for a total of 191 dwellings with access from Glenleigh Park, Hallett Road, Fifth Avenue and Blenheim Gardens.

Full planning application for Manor Farm for the erection of 91 dwellings; 59 open market units comprising 9No 5 bed, 38No 4 bed and 12No 3 bed houses and 32 affordable units (flats and houses) comprising 8No 3 bed, 18No 2 bed, 6No 1 bed units including storage building and bin store; and incorporating new pumping station and open space with play area and including the demolition of two dwelling houses.

Outline application for Copseys Nursery for the erection of 100 dwellings with 65 open market units comprising 9No 5 bed, 22No 4 bed, 27No 3 bed and 7No 2 bed houses

and 35 affordable units comprising 5No 4 bed, 19No 3 bed and 11No 2 bed houses, public open space, allotments, farmers/vegetable market building and car park.

## **PUBLIC PARTICIPATION**

### **Against**

Mr Hamilton read out his deputation, which had been circulated as supplementary information prior to the meeting. The issues raised were as follows:

- (a) although the site had been included in the draft allocations plan, it was not currently allocated as development land. Therefore, it would be premature to grant permission at this stage;
- (b) a high percentage of residents opposed this scheme;
- (c) this was arguably the largest enclosed site which was not a smaller adjunct to an existing development or a discrete Greenfield development;
- (d) the development would include more houses that existed on the adjoining residential area which would overshadow the abutting area;
- (e) the likely demographic and occupation rate of the proposed development would give rise to higher demand for door delivery services and a higher car ownership which would result in more vehicle journeys;
- (f) similar to the residents adjoining the Locks Farm development, the residents appear to be only people to foresee the problems;
- (h) a lot of the traffic assessment submitted with the application is based on assumption that the traffic, including construction traffic, generated by this development would be able to navigate through the access roads and gain access onto the traffic queues in Southleigh Road;
- (i) the traffic likely to be generated by the scheme would disturb the peace and quietness of the neighbouring roads: many residents having purchased properties in this area in the light of a commitment to protect the Emsworth Gap; and
- (i) Southleigh Road would not be able to accommodate the likely traffic to be generated by this development and many residents supported a southern access.

Mr Reason read out his deputation, which had been circulated as supplementary information prior to the meeting. The issues raised were as follows:

- (k) Southern Water initially stated that foul drain in Hallett Road could not accommodate this development: no confirmation had been received that this drain was adequate;
- (l) the conditions requested by the Environment Agency relating to maintenance of the flood prevention scheme were unachievable;
- (m) the detailed design of the flood defence strategy had not been submitted. how could the Council grant permission without a detailed design?
- (n) the proposed use of the permanent SUDS roads as temporary site roads will clog the filters and other site debris;
- (o) current traffic queues in Southleigh Road were unacceptable;
- (p) Hampshire Highways acknowledged that their modelling did not take into account the queues at the railway crossing, which would be significantly affected by the traffic likely to be generated by this proposal. Network Rail had advised that changes to the signally protocol at the railway crossing would result in an increase in the number of times the crossing would be closed: Network Rail were only concerned about the operation of the railway network and could, if there were persistent safety issues at the crossing decide to close the crossing to the detriment of Havant and Emsworth;
- (q) the projected traffic figures were grossly underestimated and did not adequately take into account: the car ownership and vehicles movements of the likely demographic structure of the proposed development; construction traffic; and car owners shopping patterns;
- (r) Network Rail nor the residents considered that the proposed footbridge would have a significant effect on the traffic flow;
- (s) The applicant had incorrectly stated in the application that there was no variation in the width of the footways in Southleigh Road: the footways varied in width. Pedestrian would be at risk from the increase in traffic between the Glenleigh Park and the railway crossing where the footway was 1.2m wide;
- (t) the applicants had not been forthcoming in the volume of construction traffic. It was estimated that the likely amount of construction traffic vehicle movement, including traffic movements to remove the topsoil, would significantly add to the current traffic queues;

**Mr Reynolds**

Mr Reynolds raised the following issues:

- (u) the carbon footprint of the development would have an adverse impact on the environment of the area and affect climate change;
- (v) the development was an infringement of the Havant/Emsworth Gap and represented the loss of agricultural land;
- (wi) the proposed houses would be out of character with the area: in particular the houses to be constructed abutting properties in Hallett Road would be out of keeping with buildings of historic interest;

**Ms Johnston**

Mrs Johnston raised the following issues:

- (x) the infrastructure in Denvilles would not be able to cope with the proposed development;
- (y) with the exception of one tree, the natural screen and greenery on the northern boundary of the development and Chartwell Drive would be removed. The existing properties adjoining this boundary had small gardens with principal windows facing south. Therefore, the loss of the natural screen would give rise to overlooking, which would have a detrimental impact on the privacy and living conditions of the occupiers of the existing properties adjoining the northern boundary and the Emsworth Gap;
- (z) the proposed terraced housing did not respect the scale and form of existing houses in Chartwell Drive;
- (aa) before granting permission, outline or not, the developers should be required to review the close proximity and positioning of these houses and demonstrate how they would ensure the privacy of existing homes;
- (bb) although the plan was indicative, the road layout and new access from Blenheim Gardens would be set in stone, if permission was granted;
- (cc) consultation from the Generator Group has been sparse and unresponsive in terms of providing an adequate screen between the development and existing houses;

Ms Johnstone questioned whether the Council should grant permission before all the details had been agreed.

**Mr Smith**

Mr Smith, on behalf of the Denvilles and Warblington Residents' Association, read out his deputation, which had been circulated as supplementary information prior to the meeting. The issues raised were as follows:

- (dd) the association intuitively felt that the calculations submitted in support of the application were inaccurate;
- (ee) the proposal would result in the erosion of the Emsworth Gap
- (ff) consideration should be given to an alternative access road, especially during the construction period to, avoid subjecting the residents of neighbouring properties to the noise and disruption by construction traffic. If this was not possible, consideration should be given to obtaining legal commitments from the developer to comply with agreed levels to avoid intrusion during the construction period;
- (gg) legal requirements should be imposed prohibiting the waiting or parking of construction vehicles within half a mile of the site; and
- (hh) the corners at Hallett Road and Fifth Avenue be widened to accommodate the traffic likely to be generated by this development

Mr Smith also commented that the queuing problem at the railway crossing needed to be addressed.

**In support**

**Mr Beck**

Mr Beck supported the application on the following grounds:

- (1) the proposals had been the subject of considerable consultation with the public and officers since 2007. Consideration of this application had been deferred in view of the concerns raised about flooding: the Environment Agency had since withdrawn its objections concerning flood risks;
- (2) the development, including 23 affordable houses, would help the Council meet its housing targets;
- (3) the development would include the demolition of the unsightly glass houses and the creation of new open space available to everyone to enjoy;
- (4) the development would lead to a better delineation of the urban/rural edge;

- (5) in response to public concerns, 4 access points to the development were proposed;
- (6) No objections had been raised by statutory consultees;
- (7) the officers' interpretation of the Nation Planning Policy Framework was correct: there was presumption in favour of sustainable development;
- (8) the development would help the Council meet its 5 year housing supply targets;

Mr Dix

Mr Dix supported the application on the following grounds:

- (9) the traffic flows and surveys, including speed, had been the subject of detailed consultations and analysis;
- (10) the accident data had revealed no accident hotspots in the affected roads with only two accidents within the last 5 years;
- (11) the Transport Assessment considered the traffic and transport effects of the proposed development and provided supporting evidence for the allocation of this site for housing. The assessment was based upon the DfT data for similar housing sites and on traffic flows that exceeded the traffic likely to be generated by this development;
- (12) traffic flows in Southleigh Road were controlled by the railway timetable. The increase in existing queuing at the level crossing would be 1 to 4 vehicles. The implementation of the proposed pedestrian footbridge at the level crossing, and the shared footpath/cycle path to the north of the Warblington School, would provide a direct route, segregated from vehicular traffic between the site and Havant Town Centre/rail station;
- (13) the data suggested that the affected roads had adequate capacity to accommodate the traffic likely to be generated by this proposal and the scheme had been approved by an independent safety audit;
- (14) a Construction Traffic Plan would be agreed prior to commencement of works to minimise disruption to existing residents

**Mr Gebhart**

Mr Gebhart supported the application on the following grounds:

- (15) the proposed surface water drainage system was a dependable and robust system which was designed to protect future residents of the site and residents in surrounding properties from surface water flooding;

- (16) At present the Copses Nursery area of the site was predominantly impermeable hardstanding. Once the proposed storm drainage system was in place, the peak flows draining from the Copses Nursery area of site into the Nore Farm stream would be reduced to the equivalent of the site in its Greenfield state. This will considerably reduce the peak runoff from the current Copsey Nursery site.
- (17) the development would comply with the requirements imposed by the Environment Agency;
- (18) The principle surface water drainage strategy for the proposed development would be to utilise SUDS with all runoff draining into the underlying ground using features such as permeable block paving which will drain runoff from the road network and driveways, and cellular crate soakaway cells which would dispose of runoff from roofs by discharging directly into the underlying soils.
- (19) The completed surface water drainage system would be designed with a significant factor of safety. All SUDS will be designed to manage storm runoff from the exceptionally rare, but intense 1 in 100 year storm event.
- (20) The development site was located within the lowest risk Flood Zone 1. Although the site had no official recorded history of flooding, evidence from local residents has indicated incidences of flooding in Fifth Avenue as well as flooding to rear gardens. Whilst the construction of the proposed development would not impact on flood risk to the existing adjoining properties, a new land drainage system would be installed to intercept and safely dispose of any overland flood flows experienced by existing home owners, improving the current flooding risk situation
- (21) the foul water system included the provision of a pumping station, which would be offered to Southern Water for adoption.

### **Ward Councillor**

#### **Councillor Bolton**

Councillor Bolton raised the following issues:

- (A) the proposed housing density and boundary of that part of the development adjoining 15 Hallett Road was far from ideal;
- (B) an additional condition should be imposed requiring the widening of the corners at Hallett Road and Fifth Avenue; and
- (C) if granted permission, the traffic likely to be generated by this proposal would exacerbate the existing congestion problems to the detriment of the quality of life of existing residents.



**Other Councillors (not members of the Committee)**

Councillor Ponsonby, who advised that she was not against the development in principle, raised the following issues

- (i) the police had raised concerns that the development would make the Glenleigh Road, Hallet Road and Fifth Avenue culs de sac more accessible and vulnerable to crime;
- (ii) the Greenfield site proposed could encourage traveller encampments;
- (iii) a number of units should be developed for mobility purposes as recommended by the Housing Team;
- (iv) having experienced waiting in a queue at the railway crossing, she disagreed with the traffic assessment that rated the traffic queues as not very serious. Unless the current problems were address or an alternative access provided, the traffic likely to be generated by this development would lead to gridlocks
- (v) the traffic plan needed to be carefully analysed before being approved; and
- (vi) the Section 106 agreement should include a requirement regarding education; schools in the area were close to full capacity.

**(the informal meeting commenced at 5.28 pm and concluded at 6.15 pm.)**

Chairman