



**HORNDDEAN PARISH COUNCIL  
PLANNING AND PUBLIC SERVICES COMMITTEE**

**THE MINUTES OF THE PLANNING AND PUBLIC SERVICES  
COMMITTEE MEETING HELD AT JUBILEE HALL ON  
MONDAY 16<sup>th</sup> JUNE 2025 AT 6.30PM.**

**PRESENT:** Cllr P. Beck (Chairman), Cllr D. Prosser, Cllr R. Sowden,  
Cllr T. Attlee, Cllr J. Lay, Cllr M. Temple

**IN ATTENDANCE:** S Blake, Administrative Assistant (Minute Taker)  
C Baverstock-Jones

**PUBLIC  
ATTENDANCE:** 2 members of the public

Meeting Opened 6.30pm

**P 017 25/26      TO RECEIVE APOLOGIES FOR ABSENCE**

No apologies received

**P 018 25/26      TO RECEIVE ANY DECLARATIONS OF INTEREST**

None.

**P 019 25/26      To elect a Vice Chairman to the Planning and Public Services  
Committee**

Cllr D Prosser elected  
Cllr J Lay – proposed  
Cllr T Attlee - seconded

**P 020 25/26      TO RECEIVE AND APPROVE THE MINUTES OF THE  
PLANNING COMMITTEE HELD ON 19<sup>th</sup> May 2025**

It was **RESOLVED** that the minutes of the Planning Committee meeting held on the 19<sup>th</sup> May 2025 were duly signed as a true record of the meeting.

**P 021 25/26      TO OPEN THE MEETING TO MEMBERS OF THE PUBLIC**

The meeting was duly opened to members of the public at 6.35pm

**P 022 25/26      TO DISCUSS AND NOTE ANY PLANNING APPEALS**

No Appeals

**1. EHDC-25-0020-FUL    Keydell Nurseries Havant Road, Horndean, PO8 0UU**

**NATURE OF APPLICATION:** The construction of a new food store (Use Class E(a)), with access, parking. Landscaping and associated works.

**CONCLUSION: Summary**

1. HPC submitted a detailed report objecting to this planning application dated 17 February 2025 in view of the various concerns raised by residents.
2. The applicant hasn't responded to HPC directly but in its reply to the planning officer at EHDC dated 22 May 2025 it states that it has sought to address the principal concerns raised both by statutory consultees and by local residents. Some of the issues raised in our report have not been addressed.
3. HPC appreciates the considerable efforts that Aldi will have taken to try to resolve the many and diverse issues raised by the public and other consultees, many of which are technical and will be a matter for the planning team to review.
4. In addition, HPC is of course aware that there appears to be strong support for this new store with 259 out of the total 317 public comments being in favour, as well as the supporting comments from the local District Councillor for the Kings and Blendworth ward.
5. The difficulty for HPC is that significant issues remain and it cannot ignore the concerns of those residents in the Havant Road, in particular. As the EHDC planning officer stated in March 2025 "...the impact on the amenity (lighting, noise and air quality) of the residences in the Havant Road should be of importance in this application". In addition, highway safety and concerns that remain about flooding need to be addressed.
6. In our view many of these concerns stem from the positioning of the new bellmouth junction opposite residences and the consequential increase in traffic including intrusive vehicle headlights into homes, noise, poor air quality and highway safety in breach of CP 27 Pollution.
7. We believe that those problems that arise from the additional traffic could be mitigated if Aldi would negotiate with Keydells to acquire access rights to enable drivers to exit the site from the B2149 Dell Piece slip road as set out in our report of February 2025.
8. With the new roundabout improvement works at the B2149 (arising from the Land East of Horndean development) could something be worked out to facilitate this? This would reduce the intensive use of the new proposed bellmouth junction (and vehicle lights shining directly into residences) and the radius of the bellmouth junction could be reduced.
9. Entrance to the site could either be from the proposed smaller bellmouth or perhaps Aldi could examine with Keydells the possibility of entering the development utilising the existing Keydells entrance. This already has a right turn

filter lane and would remove the unnecessary traffic build up further down the road to the south.

10. Finally, flooding continues to be an issue. We understand that Keydells has Riparian Rights in relation to the water course that runs parallel with its lands along the Havant Road. We would request Aldi to confirm that it has agreed with Keydell to take on those rights and that it will continue to keep the ditch clear from litter and debris as well as undertake to keep the grass verges mown and neat throughout the year.
11. The layout below sets out the issue we raised in February, Aldi's potential response and HPC's further comments in June 2025. Perhaps with hindsight it would have been more helpful if we/Aldi had specifically agreed that they would tabulate our queries so that we could evaluate how far they had been resolved.
12. **Objection** subject to further information or discussion on the comments below.

### **Drainage, Flooding and Water Pollution**

#### **HPC Concern February 2025**

13. The residents are still concerned that more needs to be done to help to improve the resilience to the flooding in the Havant Road and provide some protection against future storm damage that is becoming more regular and severe due to climate change.
14. If the ditch is not kept clear from debris the problems are made worse as witnessed by residents. Properties at numbers 77 to 81 in Havant Road have been flooded in the past.
15. It would be helpful if Aldi Ltd could explain how it might work with HCC to consider measures help improve resilience to flooding in the Havant Road.

#### **Aldi Response**

16. As part of their consultation response, the EHDC Drainage Team have accepted the principle of a piped drainage system which drains to permeable paving and a cellular attenuation tank with infiltration to the ground. Further drainage details have been requested, including an updated flow plan for an exceedance event and a detailed Maintenance Management Plan.
17. Based on the information set out above, it is considered that a sufficiently worded planning condition(s) can be attached to any approval for the Site in relation to the provision of a detailed drainage strategy and maintenance management plan.
18. In order to overcome the Environment Agency's current objection to the scheme, the Applicant has been asked to demonstrate, that the risks to these sensitive controlled water receptors can be adequately managed. Additionally, they must provide details on how these risk management measures will be integrated into the proposed development.
19. The additional drainage information addresses the comments received from the LLFA. It is considered that a planning condition should be secured on the decision notice for the submission of a detailed drainage strategy.

20. Concerns have been raised by Portsmouth Water surrounding the lack of information on the sensitive nature of the water environment in respect of water resources and any protection against groundwater pollution. In response to which, a Pollution Mitigation Strategy has been prepared by Craddy's concluding that surface water disposal via a soakaway is likely to be suitable.
21. Based on the nature of the site, a commercial car park with infrequent HGV deliveries, this can be considered a 'medium level hazard.' Constructed permeable pavement is to be used widely across the site, which provides an appropriate level of treatment to meet 'medium level hazard' risk indices. However, sections of the site are drained via channels and trapped road gullies and the surface water drained via these methods will also need an appropriate level of treatment, which can be addressed by way of a condition.

### **HPC Response June 2025**

22. We note that the Environment Agency has since removed its objection (dated 5 June 2025) subject to conditions that include care throughout the development to identify any karst solution features due to the site overlying the Source Protection Zone 1 for Bedhampton Springs and Havant.
23. A detailed maintenance management plan will be required for all drainage features remaining private, with confirmation of responsibility post development. Other conditions are suggested as above to deal with surface water. These will be matters for the planning authority.
24. Until the maintenance management plan is completed it is not clear if Aldi proposes to ensure the ditch is kept free of debris, but we request that this be included in the plan including trimming the hedge and mowing and clearing the grass at the side of the ditch.
25. **Solution put forward by HPC.** As we understand it such undertakings will be contained as part of Riparian obligations (that attach to watercourses) that currently apply to Keydell, and we would welcome confirmation of this.

### **HPC Concern February 2025**

#### **Noise and Disturbance from completed development.**

26. The proposed development will generate additional noise, disturbances, light, and air pollution. The proposal will need to demonstrate that there would not be a detrimental impact on the living conditions of the adjoining neighbouring properties.

#### **Noise**

27. Pre-application consultation comments from EHDC advised that the application should be accompanied by an acoustic report which considers the impact of noise on existing residential properties to the east of the site.
28. Reference is made in the pre-application response to noise from delivery activity, customers using the store (car parking) and chiller/plant areas.
29. Having assessed the main noise impacts from the development against national standards, the Noise Impact Assessment concluded that the proposed Aldi store

can be developed as outlined within the report without causing significant impact or disturbance.

#### Air Quality

30. Residents are concerned about the impact of the traffic on their health due to particulates from noxious fumes from increased traffic (whether moving or stationary). Less queuing traffic in the Havant Road through using the alternative solution above may help to alleviate this.

#### Light

31. The opening hours of Aldi stores are more limited than some other larger supermarkets which operate 24-hour. Currently Aldi stores operate 08:00 to 22:00 Monday to Saturday and for six hours between 10:00 to 16:00 on Sundays, to comply with Sunday Trading Laws.
32. Residents living immediately opposite the planned new entrance (at numbers 61 and 63 Havant Road) to the site are concerned that they will be disturbed by headlights as traffic leave the car park as the lights will shine directly into their houses. This would be contrary to CP27 Pollution.

### **Aldi Response**

#### Noise.

33. The consultee response from the Council's Environmental Health (Noise) Department has asked us to provide 'the raw measured background noise data in table form as it is difficult to confirm background noise levels at specific times from the graphs.' This has been addressed, and a revised document is enclosed as part of our response.

#### Air Quality

34. The consultee response from the Council's Environmental Health Department sets out that the submitted report 'has made no reference to potential cumulative impacts from other developments in the locality' and has recommended that the applicant is requested to 'provide further information to identify any other committed developments in the area which may increase traffic on Havant Road, London Road, Portsmouth Road and the B2149, assessing potential cumulative air quality impacts to sensitive receptors.
35. The revised Air Quality Assessment's conclusion remains in its view that, based on the assessment results, air quality factors are not considered a constraint to the development of the Site.

#### Light

36. The consultee response from the Council's Environmental Health (Ecology) Department has raised concerns that the lighting may not be suitable.
37. As the lighting columns are shorter than 6 metres with no upward light spill, the tree canopy area will not be affected by or subject to any artificial light. The proposed lighting has zero upward light spill, as well as showing that the lux is nil below 9 metres.

## HPC Response June 2025

### Noise

38. We noted in our February 2025 report the applicant stated that “Having assessed the main noise impacts from the development against national standards, the Noise Impact Assessment concluded that the proposed Aldi store can be developed as outlined within the report without causing significant impact or disturbance”.

### Air Quality

39. The cumulative impacts on air quality from other sites at the locality continues to be a concern for residents. The Aldi response lists the key developments (inc LEOH and Rowlands Castle) but concludes air quality factors are not considered a constraint to the development of the Site.

### Light

40. The response about lighting is welcome but there remains the issue of vehicles leaving the site with headlights being directed into the properties at 61 and 63 Havant Road. Has this impact been looked at with regard to the proposed sighting of the entrance?
41. The EHDC planning officer noted in the Consultation Response 6 March 2025 that any lighting scheme should be especially sensitive to the nearby residences due to the potential pollution generated from the new large retail development. They state that “...the impact on the amenity (lighting, noise and air quality) of the residences in the Havant Road should be of importance in this application.”
42. The case officer will no doubt need to look closely at any breaches of CP 27 Pollution as it is clear that the residents in the Havant Road particularly will be exposed to all these issues of noise, poorer air quality and lighting pollution.
43. **Solution put forward by HPC.** As noted in our report in February and in the Summary section above, we would strongly argue for Aldi to negotiate with Keydells to acquire further access rights to facilitate (at least) a one-way system to allow exiting from the development on to the B2149 Dell Piece slip road with access into the development from the Havant Road.
44. It is accepted that this option would come at a cost for Aldi, Keydell or both and potentially reduces the scale of future development on Keydell land but it does seem to be the only sensible option if a supermarket is to be placed on this site. In any case, the case officer may take the view this option should be considered as a condition of planning.

## HPC Concern February 2025

### Overall Highway safety and Traffic Generation

45. There are significant concerns about increased traffic on the Havant Road which locals say is used as a rat run for traffic joining and leaving the A3M at junction 2. The new entrance to the site is where the speed limit is 40mph and as the width of the road is only 7.5m wide at that point there could be collisions.

46. It is also well known that at Christmas time the traffic backs right back to the small roundabout at Dell Piece East that joins the Havant Road due to traffic queuing in the northerly direction to get into the Keydell's Nursery. Residents trying to get from that roundabout towards Horndean have a long wait.
47. It would be helpful if Aldi Ltd could explain further why the increased traffic to its store will not make the existing situation worse or what mitigations might be offered by HCC.
48. Policy CP31 of the Local Plan requires that the developments must have regard to any impact on the safety and convenience of the public highway.

### **Aldi Response**

49. Consultee responses have been received from Hampshire County Council, EHDC's Policy Officer and National Highways.
50. The Applicant has been requested by National Highways to 'provide further information to demonstrate that the increased traffic flows through the Hazelton Interchange roundabout will not impact on the operation of the A3(M) off-slips (noting that signalisation of the roundabout is proposed as part of the Land East of Horndean development)'.
51. In response to the above, Connect Consultants have prepared a Technical Note (TN07) which takes account of various points raised by Hampshire Highways in its consultation response dated 4 April 2025.
52. The Technical Note runs to 159 pages. For ease of reference, HPC has included here some of the **relevant conclusions** in the report. It includes a site transport context (e.g. access by vehicles, bus, rail, pedestrian, and cycling), the proposed development, traffic, and junction capacity assessments.
53. The Site will be accessed by all vehicles via a new simple priority-controlled access junction on the west side of Havant Road which will be flanked by footways. This will entail culverting a short section of the adjoining ditch (with relevant permission)
54. A new 2m footway is proposed on the west side of Havant Road extending south from the proposed Site access and connecting to a footway of the existing B2149 roundabout layout (and the new layout permitted as part of LEOH).
55. The proposals also include a new uncontrolled pedestrian crossing directly north of the Site access and a new uncontrolled pedestrian refuge island crossing south of the Site access. These will be in the form of dropped kerbs and tactile paving.
56. The Land East of Horndean development (55562/005) will be providing 800 dwellings and highway improvements.
57. The Site is surrounded by a pedestrian network that includes a residential catchment within walking distance of the Site.
58. There are local and national cycle routes local to the Site, and the Site is within cycle distance of a substantial residential area. There are therefore realistic and viable opportunities for customers and staff to make trips by cycling.

59. The bus stops nearest to the Site are served by frequent bus services, which provide access to / from a variety of destinations. It is likely the LEH development will be providing greater local bus accessibility.
60. The proposal site also has a prominent location relative to the local highway network, and the recent local collision records indicate that there is no pattern which can be attributed to a road layout deficiency.
61. Overall, the Site has a good level of accessibility by foot, cycle, and car. The Site is accessible by bus, which is likely to improve with the introduction of the LEH development.
62. The proposed Site access junction has been designed in accordance with the DMRB standards for the observed traffic speeds and has been subject to an updated Stage 1 Road Safety Audit.
63. The proposed on-site parking is sufficient to meet the expected demand with residual capacity to accommodate spikes in demand. The proposed cycle, disabled, parent with child, and EV charging provision are in accordance with the local parking standards.
64. The assessment of trip types shows that the potential increase to traffic on the existing study junctions will be negligible relative to the 2030 base flows or within a 10% variation of day-to-day traffic flows.
65. The capacity assessment of the proposed Site access junction indicates that the junction will operate within capacity **without the provision of a right turn lane.**
66. The capacity assessment of the nearby existing and permitted junctions indicate that the introduction of the proposed development would not constitute a severe traffic effect on the local network.
67. The local collision statistics do not indicate a pattern which can be attributed to a road layout deficiency, and the traffic effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions within the study area.
68. Overall, the scale of residual impact cannot be considered to be severe when viewed in the context of the NPPF planning test (NPPF paragraph 116)

## **HPC Response June 2025**

### **Speed limit**

69. It is noted that the developer is willing to fund a 30mph speed limit on Havant Road along the site frontage. It is stated this will make the road more conducive to cyclists. This is to be welcomed as HPC has recorded speeds well above 40mph along this road where a lot of “racing” goes on.

### **Crossing Points and Pedestrian Paths**

70. It is stated that the crossing facility will allow for a crossing point to the store for the existing residents on the west side of the Havant Road south of the crossing.
71. The 2m wide pathway on the western side of the Havant Road is welcome.



72. HCC had advised that a ghost island right turn serving the site access should be considered but the tests undertaken show that a simple priority junction layout will suffice.
73. The reports indicate that the feared congestion will not materialise.
74. HPC has found it difficult to understand the plans, the footway and crossing designs as none seem particularly well designed from a pedestrian safety perspective.
75. However, residents believe that safety of the road users and of the public will cause a major accident one day. Adding the additional bellmouth road junction will exacerbate this.

#### Buses.

76. The Technical Note states that “the publication ‘Planning for Public Transport in Developments’ produced by the Institution of Highways and Transportation (IHT) specifies that new developments should be located within 400m of the nearest bus stop.
77. The two nearest existing bus stops to the proposal site are located on the A3 Portsmouth Road approximately 695m and 745m walking distance north of the Site for eastbound and westbound bus stops, respectively. Both bus stops benefit from bus shelters with the eastbound bus stop also providing a terminal on which travellers can plan their journeys by checking local timetables and route maps.
78. Both bus stops serve the 8 and 37 routes, which collectively provide frequent Monday to Sunday services to a range of destinations in and around Horndean including Petersfield, Waterlooville, Havant, and Portsmouth.
79. As part of Condition 31 of the Decision Notice associated with the LEH development, a new bus service will serve the LEH scheme, the form of which will be established in a forthcoming Bus Infrastructure Scheme stipulated by the permission’s S106 Agreement.
80. It is likely the new bus infrastructure will provide bus accessibility closer to the site than existing.”
81. Improved bus services to and from the site could be a long way off if residents have to wait for any improvements from LEOH. We would urge the applicant to support plans to improve the local bus services as soon as possible as pedestrians will have quite a convoluted and dangerous walk to/from the bus stop from the store.

#### Parking

82. 100 car parking spaces are proposed which is acknowledged to amount to a shortfall of 36 spaces when assessed against the Vehicle Parking Standards SPD. However, the developer states that a parking assessment has been undertaken which shows that 100 parking spaces will be more than adequate.
83. However, local residents are still concerned that insufficient provision has been made for overflow parking during busy times (for example as noted the Christmas period when Keydell’s overflows and traffic quickly backs up all along the Havant Road). Roadside parking in the Havant roadside is dangerous.

**RECOMMENDATION: OBJECTION – All Agreed**

**2. EHDC-25-0361-HSE                      65a Bulls Copse Lane, Horndean PO8 9RA**

**NATURE OF APPLICATION:** New boundary fencing and walls to front.

**CONCLUSION:** An improvement to the existing, with the height appropriate to the setting.

**RECOMMENDATION: NO OBJECTION – All Agreed**

**3. EHDC-25-0367-HSE                      53 Highcroft Lane, Horndean, PO8 9PU**

**NATURE OF APPLICATION:** Single storey rear extension, two storey front extension and alterations to existing front dormers.

**CONCLUSION:** This is a modest increase in floor space for such a large dwelling. The changes to the front are significant but are not out of keeping with the cul-de-sac and do not affect the amenity of the neighbours. The single storey orangery style extension is very commonly done and not usually an issue.

**RECOMMENDATION: NO OBJECTION – All Agreed**

**4. EHDC-25-0360-HSE                      16 St Michaels Way, Horndean, PO8 0HL**

**NATURE OF APPLICATION:** Proposed single storey extension

**CONCLUSION:** This is a large modern extension but it does not impact the amenity of the neighbours. The garden is large, so this size of extension is not an over-development

**RECOMMENDATION: NO OBJECTION – All Agreed**

**5. EHDC-25-0452-HSE                      43 Kings Mede, Horndean, PO8 9TN**

**NATURE OF APPLICATION:** Demolition of existing single storey rear conservatory and utility room. Addition of entrance porch and single storey rear extension to provide dining and utility spaces.

**CONCLUSION:** This is a very modest extension to provide additional living space

**RECOMMENDATION: NO OBJECTION – All Agreed**

**6. EHDC-25-0326-FUL                      84 London Road, Horndean PO8 0BX**

**NATURE OF APPLICATION:** Change of use of existing dwelling to a Care Home Space for 7 x residential rooms with associated services and New Link between existing Care Home (number 82) and Number 84.

**CONCLUSION:** The application has addressed many issues that were raised in a previous application. However, there are a number of points that should be considered before a decision is taken.

Objection – due to breaches of CP27 – Privacy, increased noise and disturbance to neighbouring properties due to increased traffic volume and increase in Highway safety risks due to increased vehicle traffic.

**RECOMMENDATION: OBJECTION – All Agreed**

**7. EHDC-25-0555-HSE                      21 The Vale, Horndean PO8 0HD**

**NATURE OF APPLICATION:** Construction of a single storey utility room to east elevation.

**CONCLUSION:** This is quite a small extension. There were no conditions on the previous extensions preventing further development. It is true that all that all of the developments plus the “garden room” have reduced the garden considerably. So, we are close to over-development of the site. I suggest the case officer considers this.

**RECOMMENDATION: NO OBJECTION – All Agreed**

**8. EHDC-25-0201-FUL    Hampshire County Council, Horndean Library, 12  
Five Heads Road Horndean PO8 9NW**

**NATURE OF APPLICATION:** Change of use of library (formerly use Class D1) to use Class E to be used as a Dental Surgery

**CONCLUSION:** While we envisaged a more general “community facilities” use for this building in line with CP16 above, given the premises has been through a process to find a new owner and sold in line with (CP16 para (b)) for public services use, we have no objection to the changes propose by the new owners.

**RECOMMENDATION: NO OBJECTION – All Agreed**

**9. EHDC-25-0475-HSE                      23a Victory Avenue, Horndean PO8 9PH**

**NATURE OF APPLICATION:** Installation of new boundary fence, change of use of amenity land at rear to garden, new cladding at first floor to replace tile-hanging, internal alterations and changes to windows and doors.

**CONCLUSION:** Assuming the Amenity land is owned by the applicant then we see no problem with including it within the garden provided the street furniture is not impacted by the fence. The vertical cladding will not look the same as either neighbour but does represent an acceptable modernisation of the property.

**RECOMMENDATION: NO OBJECTION – All Agreed**

10. EHDC-25-0545-LDCP

**Morrisons Petrol Filling Station, Lakesmere  
Road, Horndean PO8 9FB**

**NATURE OF APPLICATION:** Certificate of lawful proposed development for the proposed 24-hour operational use of Morrisons Horndean Service Station.

**RECOMMENDATION: TO BE NOTED – All Agreed**

11. EHDC-25-0499-TPO

**4 Hollybank Close, Horndean PO8 9ES**

**NATURE OF APPLICATION:** T2 – English Oak – Reduce to previous pruning points as consented to in application 53832/003.

**RECOMMENDATION: TO BE NOTED – All Agreed**

12. SDNP/25/02001/APNB

**Grain Silos Hinton Manor Farm, Hinton Manor  
Lane, Horndean**

**NATURE OF APPLICATION:** Application to determine if prior approval is required for a dual-purpose structure comprising a bunded spray washdown area with associated drainage infrastructure and a steel-framed agricultural machinery store.

**RECOMMENDATION: TO BE NOTED – All Agreed**

**P 024 25/26**

**TO DISCUSS REPRESENTATION OF HORNDEAN PARISH  
COUNCIL AT FORTHCOMING EHDC'S PLANNING  
COMMITTEE MEETINGS ON A DATE TO BE CONFIRMED**

It was agreed that a decision would be made nearer the time should there be any HPC Applications on the Agenda.

**P 025 25/26**

**TO NOTE THE NEXT SCHEDULED MEETING OF THE  
PLANNING COMMITTEE BEING MONDAY 14<sup>th</sup> JULY 2025**

The next scheduled meeting of the Planning Committee was noted as 6.30pm 14<sup>th</sup> July 2025

Meeting closed at 7.05 pm

.....

Signed - The Chairman

.....

Date