



Horndean Parish Council

NOTICE OF MEETING

A MEETING OF THE PLANNING AND PUBLIC SERVICES COMMITTEE WILL BE HELD AT JUBILEE HALL ON MONDAY 24th FEBRUARY, 2025 AT 7.00 PM

Members are summoned to attend: Cllrs P. Beck (Chairman), T. Attlee, S. Freeman, J. Lay, D. Prosser, A. Redding

Carla Baverstock-Jones, GCILEx, FSLCC, MCM
Chief Officer,

17 February 2025

AGENDA

1. To receive apologies for absence.
2. Declaration of interest: Members are reminded of their responsibility to declare any disclosable pecuniary interest which they may have in any item of business on the agenda no later than when that item is reached. Unless dispensation has been granted, you may not participate in any discussion of, or vote on, or discharge any function related to any matter in which you have a pecuniary interest as defined by regulations made by the Secretary of State under the Localism Act 2011. You must withdraw from the room or chamber when the meeting discusses and votes on the matter.
3. To receive and approve the minutes of the Planning Committee meeting held on 3 February 2025.
4. To open the meeting to members of the public to enable them to address questions to Parish Councillors. *Public questions will be permitted for each application as it arises, subject to there being a limit of 3 minutes for any member of the public. A question asked by a member of public during public participation session at a meeting shall not require a response or debate.*
5. To discuss and note any planning appeals.
6. To consider planning applications and note decisions as per attached schedule. *Public questions will be permitted for each application as it arises, subject to there being a limit of 3 minutes for any member of the public.*
7. To discuss representation of Horndean Parish Council at forthcoming EHDC's Planning Committee meetings on a date to be confirmed.
8. To note the date of the next meeting as Monday 17 March 2025.



**0HORNDEAN PARISH COUNCIL
PLANNING AND PUBLIC SERVICES COMMITTEE**

**THE MINUTES OF THE PLANNING AND PUBLIC SERVICES
COMMITTEE MEETING HELD AT JUBILEE HALL ON
MONDAY 3rd FEBRUARY 2025 AT 7.00PM.**

PRESENT: Cllr P Beck (Chairman), Cllr T Attlee, Cllr D Prosser, Cllr S Freeman

IN ATTENDANCE: Sylvie Gower, Administrative Assistant (Minute Taker)
Susan Blake, Administrative Assistant

**PUBLIC
ATTENDANCE:** No members of the public were in attendance

Meeting Opened 7pm

P 126 24/25 TO RECEIVE APOLOGIES FOR ABSENCE

Cllr J Lay
Cllr A Redding
Carla Baverstock-Jones, Chief Officer

P 127 24/25 TO RECEIVE ANY DECLARATIONS OF INTEREST

None received

**P 128 24/25 TO RECEIVE AND APPROVE THE MINUTES OF THE PLANNING
COMMITTEE HELD ON 20th JANUARY 2025**

It was **RESOLVED** that the minutes of the Planning Committee meeting held on the 20th January 2025 were duly signed as a true record of the meeting

P 129 24/25 TO OPEN THE MEETING TO MEMBERS OF THE PUBLIC

The meeting was duly opened to members of the public 7.00pm
No members of the public were in attendance

P 130 24/25 TO DISCUSS AND NOTE ANY PLANNING APPEALS

None

P 131 24/25 TO CONSIDER PLANNING APPLICATIONS AND NOTE DECISIONS AS PER ATTACHED SCHEDULE

21984/004 **NATURE OF APPLICATION:** - Proposed single storey rear extension and associated internal and external works

PROPERTY ADDRESS: - 66 Catherington Lane, Horndean, Hants. P08 9JA

Observations: - This is a 3-bedroom detached bungalow on the corner of Vincent Crescent and Catherington Lane. The entrance to the property is from Vincent Crescent. The property is largely surrounded by a high fence down its eastern and southern sides until the entrance into the property is reached towards the corner.

Size Layout & density: - The proposal is to create an en-suite fourth bedroom and reconfigure the kitchen and utility space. The property sits on quite a large corner plot as can be seen from the block plan. This extension takes the property some 3m further out across the rear of the property. The materials to be used will match existing and the extension appears to comply with CP29 in terms of height scale and massing.

Street Scene: - No meaningful change

Local Planning Policies: - CP27, CP29 Residential Extensions and Householder Developments SPD, Vehicle Parking Standards SPD

Overall Highway safety: No change

Noise and Disturbance from completed development: - No change

Parking: - There is no garage but there is driveway space in front of and slightly to the side of the dwelling. It is not easy to gauge from the public realm whether there will be room for three cars (as required under the Vehicle Standards SPD for a four bedroomed dwelling). The case officer may wish to check this.

Overlooking and loss of privacy: - The new extension will protrude by some 3m from the existing building line at the rear of the property but, as a single storey extension, there will be no obvious unacceptable impact on the amenity of the occupiers of neighbouring properties through loss of privacy or overshadowing. However, it is noted that there will be three Velux windows that could create glare and light spillage (affecting the neighbour to the right when facing the property from Catherington Lane. Steps may need to be taken to ensure this is minimised as required by CP27 Pollution.

Traffic generation: - No change

Ground contamination: - Not known

Conclusions: - An acceptable looking extension

RECOMMENDATION: - **NO OBJECTION** provided it is confirmed there is sufficient parking for three cars and that steps are taken to mitigate light spillage from the three Velux windows

EHDC-24-0005-HSE NATURE OF APPLICATION: - Single storey rear extension to provide accessible bedroom, new vehicular hardstanding and transfer areas, verge crossing and dropped kerb

PROPERTY ADDRESS: - 9 Nelson Crescent. Horndean, Waterlooville, Hants PO8 9LZ

General Observations: - This is the right-hand property of a semi-detached dwelling, (when viewed from the public realm) set within quite a large plot. It is intended to create a new accessible bedroom. There is an existing small outhouse to the rear of the property and slightly to the right. A pathway runs along the right-hand side from the front garden and a public pathway runs to the right of that.

Size Layout & density: - This is a rear flat roofed extension that will be some 2.5m in height, 4m in width and protrude 5.3m from the building line. It will be sympathetic to its setting in terms of scale, height massing and density. The new materials will be in keeping with existing with facing brickwork and UPVC double glazed windows. In the neighbouring garden, there are a large clump of tall leylandii trees running along the boundary between the two dwellings. From the plans it looks as though the new extension will be brought slightly inwards away from the existing building line so the impact of those roots may be lessened. As there are no windows on that side of the extension, the darkness from those trees may not be too big an issue.

Street Scene: - The side of the extension will be slightly visible from the public footpath but not in any significant way. Many of the dwellings in the Crescent have outhouses and outbuildings so this extension is a departure from the norm. However, it will not be obtrusive.

Local Planning Policies: - CP 29 Design a)-e). CP27 Pollution

Overall Highway safety: None. The new hardstanding for a car will aid highway safety.

Noise and Disturbance from completed development: - None

Parking: - If the applicant is successful in obtaining permission for a dropped kerb there will be one parking space where none existed previously

Overlooking and loss of privacy: - The amenity for the neighbouring property is unlikely to be affected in the context of the guidance in CP27, CP29 and paragraphs 2.11- 2.15 of the Residential Extensions and Householder Developments SPD.

Traffic generation: - No change

Ground contamination: - There will be new below ground drainage connecting to a new soakaway sited a minimum 5m away from any building

Conclusions: - A modest extension that will blend in with its setting

RECOMMENDATION: - NO OBJECTION

39026/006 NATURE OF APPLICATION: - Variation of condition 23 of 59998 to allow substitution of approved plans

PROPERTY ADDRESS: - 233 Catherington Lane, Horndean, Waterlooville, Hampshire, PO8 0TB

RECOMMENDATION: - NOTED

P 132 24/25

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

Cllr D Prosser, Cllr John Lay and Cllr T Attlee to attend next meeting when schedule.

P 133 24/25

**TO NOTE THE NEXT SCHEDULED MEETING OF THE PLANNING
COMMITTEE BEING MONDAY 24th February 2025**

The next scheduled meeting of the Planning Committee was noted as 24th February 2025

Meeting closed at 7.15 pm

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Signed - The Chairman

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Date

REPORT SCHEDULE FOR MEETING MONDAY 24TH FEBRUARY 2025

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| 1. | EHDC-24-0035-HSE | <p>114 White Dirt Lane, Horndean, Waterlooville, Hampshire, PO8 0TW</p> <p>Erection of new garage and alteration to existing</p> <p>Ward; Catherington</p> <p>Report:</p> <p>Observations: - This property is on the left-hand side (upslope) of White Dirt Lane shortly after Wrexham Grove coming from Catherington. There are a number of recently built properties on the site. In 2021 approval was given for a garage to the rear and a car port to the side of the house 58128/002. It would appear that the rear garage was added and the Car Port constructed but since taken down. This application reduces the size of the rear garage and turns it into a small annex and creates a new garage where the car port was originally. There is no indication of the layout of the annex.</p> <p>Size Layout & density: - The proposed garage is 3.6m tall with garage doors to the front and rear. It is 0.2m wider at the front (4.275m) than it is at the back (4.075m) as the drive and boundary wall are at an angle. The depth is 5.8m. The garage roof is lower than the previous car port was and does not exceed the height of the boundary wall/fence. The existing garage will be made shorter by 2m (to 3.9m) and the garage door will be replaced by patio doors and windows.</p> <p>Street Scene: - The street scene of White Dirt Lane is not uniform. This arguably improves the appearance of this property from the street</p> <p>Local Planning Policies: - C29 – Design, Residential Extension and Householder Development SPD</p> <p>Overall Highway safety: No change – a turning space is provided to avoid vehicle exiting backwards on to White Dirt Lane</p> <p>Noise and Disturbance from completed development: - No Change</p> <p>Parking: - There is plenty of parking and turning space at the front of the property.</p> <p>Overlooking and loss of privacy: - None</p> <p>Traffic generation: - No Change</p> <p>Ground contamination: - None Stated</p> <p>Conclusions: - The original garage was in an impractical position to get a vehicle in and out. To turn it into a small outbuilding creates more space at the rear of the property. Not sure what happened to the car port but the new garage with a garage door at the front and back is effectively a “car port with doors”, which is lower in height than the original.</p> <p>RECOMMENDATION: - NO OBJECTION</p> |
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| 2. | EHDC-24-0049-HSE | <p>Myrtlebank, 47 Glamorgan Road, Catherington, Waterloooville, Hampshire, PO8 0TS</p> <p>Single storey rear extension</p> <p>Ward: Catherington</p> <p>Report:</p> <p>Observations: Myrtlebank is a substantial 5 bedroom detached property that is on the eastern side of a narrow residential road. The property is situated approximately 250mtrs from the SDNP boundary on Catherington lane, as the crow flies and at the highest point of the local topography, It sits within a sizable plot (est.3/4 acre) and appears to have been previously extended.</p> <p>Size Layout & density: All properties within this road are substantial. The property is a 2-storey house of traditional style with brick and render walls of contrasting colours, plain brick and cream render, and a concrete tiled roof.</p> <p>The application states that the materials to be used on the extension will be matched to the existing fabric of the building. The windows of the existing property are stated to be painted timber.</p> <p>The proposed extension provides for "Painted aluminium patio doors, Dry oak coverboards to support direct glazing on a structural green oak frame timber". The extension appears to meet the guidance in CP 29 paragraphs a-e) but the Case Officer may wish to establish whether this type of construction is in keeping with the rest of the building (CP29)</p> <p>The planning statement makes clear that the adjacent ground is sloping which shows that the highest point of the ridge is greater than 4 meters which meant that the proposals fell outside the Permitted Development rules.</p> <p>The planned extension will extend approximately 5mtrs beyond the building line of the existing property but given the size of the plot, the curvature of the rear of the properties at this position and that it is subservient to the main property, I do not believe that this will be a problem.</p> <p>Street Scene: The view to the principal elevation of the property, from the public highway is obscured by a 2mtr Hedge, up to a five-bar gated access to the driveway on the left-hand side, if viewed from the pavement. The application is for a rear extension so there will be no impact upon the street scene.</p> <p>Local Planning Policies: Residential Extensions & Householder Development SPD 2.11</p> <p>CP27 – Possible light pollution to the neighbouring properties (no 46, 49a and SDNP)</p> <p>CP29 – Materials should be in keeping with the rest of the building and sympathetic to the area's unique qualities</p> <p>Overall Highway safety: No Change</p> |
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| | | <p>Noise and Disturbance from completed development: The removal of the semi-permanent swimming pool, to accommodate the proposed extension may reduce the noise and disturbance levels</p> <p>Parking: Sufficient parking exists</p> <p>Overlooking and loss of privacy: CP27</p> <p>Plans indicate that whilst the extension will directly abut the boundary line with 49a, it is a ground floor extension which will have a brick elevation and this is already screened with a 2mtr + fence. The patio is divided into two areas. The planning statement clarifies that the part closest to the boundary will be lowered by 1800mm below the top of the adjacent fence to ensure it does not have an unacceptable impact on the amenity of the neighbour at 49a through overlooking, thus meeting the guidance in CP27.</p> <p>Following the preapplication advice it is noted that a proposed window in the southern elevation of the proposed extension will be glazed to reduce light spillage. There could also be glare and light spillage from the Velux windows (two on either side of the ridge), so internal lighting should be designed minimise this</p> <p>In addition, given the amount of glass on the south and west elevations, the case officer may wish to check that the amount of light spillage doesn't impact the amenity of the neighbouring properties on either side or into the SDNP.</p> <p>It should be noted that the extension will be visible from the public highway, some 200mtrs to the west of the property. This highway is Catherington Lane / Downhouse Road, which is on the border of the SDNP</p> <p>Traffic generation: No change</p> <p>Ground contamination: Unknown</p> <p>Conclusions: The proposed extension will make an already substantial property somewhat larger. However, the property sits on a sizable plot, which will tolerate the new square meterage of the improved property.</p> <p>The north elevation adjacent to No49a will be of brick and obscured glazing in the proposed single window on that side to afford privacy to both parties. Providing the issues of potential spillage are considered by the case officer, the extension will provide additional flexibility and increased living space to the occupiers and future residents</p> <p>RECOMMENDATION: - NO OBJECTION</p> |
| 3. | EHDC-24-0073-HSE | <p>39 Winkfield Row, Horndean, Waterlooville, Hampshire, PO8 9TL</p> <p>Conservatory to rear</p> <p>Ward: Kings & Blendworth</p> <p>Report:</p> <p>Observations:</p> |

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| | | <p>Size Layout & density: The conservatory will increase the footprint size of the property but not excessively so relative to the overall size of the plot</p> <p>Design, appearance and materials: The design matches the rest of property.</p> <p>Street Scene: Not affected as the conservatory is to the rear.</p> <p>Overall Highway safety: No change</p> <p>Noise and Disturbance from completed development: No change</p> <p>Parking: No change as the conservatory is to the rear with no increase in number of bedrooms</p> <p>Overlooking and loss of privacy: This is a relatively modest conservatory into a large rear garden to provide additional living space.</p> <p>Traffic generation: No change</p> <p>Ground contamination: No obvious sources.</p> <p>Conclusions: This is a relatively modest conservatory into a large rear garden to provide additional living space</p> <p>RECOMMENDATION: - NO OBJECTION</p> |
| 4. | EHDC-24-0063-ADV | <p>11 London Road, Horndean, Waterlooville, Hampshire, PO8 0BN</p> <p>Display - of shop/business signage (retrospective)</p> <p>Report</p> <p>Verbal report to be received</p> |
| 5. | EHDC-25-0020-FUL | <p>Keydell Nurseries Havant Road, Horndean, Waterlooville, Hampshire, PO8 0UU</p> <p>The construction of a new food store (Use Class E(a)), with access, parking, landscaping, and associated works</p> <p>Ward: Kings & Blendworth</p> <p>Report</p> <p>Observations</p> <ol style="list-style-type: none"> 1. The Design & Access Statement (DAS) includes the following overview; 2. The proposed site area comprises broadly of a rectangular shaped 0.90 ha (2.23 acres) parcel of land located on Havant Road, near to the town of Horndean and is currently used as a nursery for the Keydell Nurseries. It seeks to provide a retail store with 1,910 m2 Gross Internal Area with 100 car parking spaces, landscaping, and associated works. 3. The proposed Aldi store will support approximately 40 full time jobs. 4. The site is located within the Settlement Boundary: |

5. To the west and north, the site is bordered by buildings associated with Keydell Nurseries, Fuller's Distribution Depot, and an oil drilling site.
6. The southern boundary falls close to B2149 (Dell Piece East) and the site beyond that is currently vacant; however, it is allocated to be developed as part of the Land East of Horndean Development (55562/005).
7. The eastern boundary (Havant Road) is adjacent to a number of detached and semi-detached residential properties.
8. The Redcroft Row Woodland SINC flanks the western site boundary, considered to be an Ancient Woodland with a group of trees protected by TPO No (EH 157) 85.
9. There is an existing non-native hedgerow along Havant Road on the eastern boundary of the site.
10. The biodiversity aspects are set out in the planning statement a 61.32% biodiversity net gain (BNG) for habitat units and a 76.55% BNG for hedgerow units which they state significantly exceeds policy requirements.
11. The South Downs National Park is approximately 400 metres from the east of the site.
12. The maps in the DAS show how the site lies between existing residential developments and the Land East of Horndean development designated for the future development of 700 dwellings plus care village and future development of the site further south.

Comments/Objections from Local Residents

13. Due to the new EHDC planning portal it has not been possible to view Comments from local residents (as would normally be the case). Details from the feedback at the local consultation held in November 2024 are included in the Planning Statement. Comments expressing objections or concerns predominantly focused on access, traffic, and congestion close to the site, as well as the overall need for the development.
14. However, Horndean Parish Council also hosted a presentation by Aldi in December 2024 when the public asked questions and read out their principal concerns at that time.
15. Clearly those residents living opposite the proposed development are the most affected but there are wider implications too for residents in the surrounding areas who believe they will be affected by increased and increasing flows of traffic as they try to go about their day-to-day activities.
16. HPC subsequently received a written list of concerns from the residents in the Havant Road (who live opposite the proposed development) and no doubt these have been posted into the Planning Portal. In its role of representing the residents, HPC lists the concerns below.
17. Having looked at the planning application documents, and the various formal reports commissioned by Aldi Ltd, plus the other consultees reports that have been posted on to the website since the initial list of issues was produced, it appears that many of the concerns have been addressed.
18. HPC is a statutory consultee only and it is not in a position to confirm definitively as to whether the concerns will have been dealt with to the residents' satisfaction. This will be a matter for the Planning Officers in EHDC to address in due course.
19. This is the list of concerns (many of which are referenced in this report);

- a. Traffic congestion in the Havant Road and surrounding roads
- b. Parking in Aldi carpark
- c. Pedestrians and Cyclists
- d. Road width and vehicle tracking
- e. Drainage and flooding in the Havant Road
- f. Environmental Impact
- g. Antisocial Behaviour

Areas where a fuller explanation of the issues would aid a better understanding for interested parties are underlined for ease of reference.

Size Layout & density

- 20. The building will run lengthwise (approximately 69m) parallel with the Havant Road. The maximum eaves height will be 6.27m from the finished floor level sloping by around 2 degrees to 5m along the length of the western side.
- 21. There will be a glazed frontage facing both the car park and main access from Havant Road, providing natural surveillance to the wider site. The remaining elevations have been designed to blend into their surroundings, through the use of a dark green Kingspan Facades cladding panels. The roof will use mid grey Kingspan profiled roofing panels with 272 Photovoltaic Panels, to be mounted on the store roof.
- 22. The DAS states that development will conform with CP29 Design in terms of respecting the character identity and context of the surrounding area using exemplary standards of design and architecture with high quality external appearance by the use of for example, good quality materials of appropriate scale profile, finish, and colour.

Street Scene

- 23. It is proposed that the services will be located at the back of the building completely hidden from the street and adjacent residential developments and the manoeuvre and loading bay area will be positioned away from Havant Road minimising its visibility.
- 24. It is stated that the building will be modest in size (as noted, 6.3m on its highest elevation facing the Havant Road) so as not to obstruct the trees of the ancient woodland on the western side. It is stated this is to create a visual perception of the building at street level similar to the adjacent residential properties.
- 25. The long elevation of the building will be parallel to Havant Road and behind the hedgerow to minimise the visual impact on the street scene with the car parking on the south of the site in front of the building and hidden from the street by the existing hedgerow.
- 26. The existing hedgerow, which is an important (iconic even) feature is to be preserved as much as possible, to keep the existing views from Havant Road. The green cladding is designed to help it to blend into its setting in keeping with the guidance at CP29 Design.

Noise and Disturbance from completed development.

- 27. The SINC is an interest area for Bechstein's bats and light pollution could have an impact on the routes used by the bats.

28. 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.
29. The Noise Impact Assessment states that the location point for the deliveries will be as far away as possible, whilst also screened by the proposed building in order to mitigate any noise impact. A ramp will avoid the use of forklift trucks, mitigating the generation of additional noises.
30. HGV service vehicles will enter via a new access off Havant Road, drive into the car park and manoeuvre onto the loading bay at the western side of the building. The loading area is screened by the store building and also at the farthest point away from the residential properties to the east of the site. As noted by EHDC at the time of pre-application, the loading bay is located in the optimum position in terms of noise.
31. 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.
32. Reference is made in the pre-application response to noise from delivery activity, customers using the store (car parking) and chiller/plant areas.
33. 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.

Overlooking and loss of privacy

34. 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.
35. 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
36. It would be helpful if Aldi Ltd could comment on this please.

Overall Highway safety and Traffic Generation

37. 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. The Local Highway Authority of Hampshire County Council is the statutory consultee for development proposals impacting the local highway network.
38. The planning statement explains that the site is surrounded by a pedestrian network that includes pedestrian facilities and a residential catchment within walking distance. It is stated that the Land East of Horndean (LEOH) development will provide improved pedestrian facilities and an increased local population.
39. The statement also explains that the area local to the site is conducive to cycling, with good opportunities for customers and staff to make their journeys by bike. Again, it is stated that the LEOH development will provide improved local cycle facilities.

40. However, 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.
41. If, in contrast the traffic is going slow because of queuing (already a problem at peak times), cars waiting to enter or leave Aldi will increase the access and egress difficulties for residents living on the Havant Road. It is noted that the Transport Assessment has concluded a right-hand turn lane would not be necessary.
42. 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.
43. At the same time, traffic jams can also develop in a southerly direction coming from Horndean as visitors queue to turn right into Keydell's using the short separate filter lane for that purpose.
44. Traffic trying to emerge to turn right out of Rowlands Castle Road find it difficult to find a gap in the traffic. Rowlands Castle Rd is now a very busy road due to the new care village and other developments in that road in recent years.
45. Large HGVs arriving and leaving at least three times a day will add to the congestion and the overall dangers to pedestrians and cyclists.
46. 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.

Possible Mitigation of Traffic congestion at Main Entrance to Proposed Site

47. A solution put forward by some local residents to mitigate the intensive use of the entrance to the store on the Havant Road would be if the developer could negotiate with Keydell's Nursery using the existing (gated) entrance to Keydell's Nursery off the Dell Piece East Road (off the A3) to the south of a separate entrance currently used by Fullers.
48. Traffic coming south from the A3 could enter the new store directly from Dell Piece East. Any traffic wishing to return to the A3 (north or south) from the store would be allowed to exit on to Dell Piece East left only (to avoid crossing right on to Dell Piece East), going round the small roundabout that joins the Havant Road and back up to the A3.
49. Traffic leaving the store to head south towards Havant and Rowlands Castle would simply exit left on to Dell Piece East and join the roundabout to head along the B2149.
50. The future development plans associated with LEOH include improvements to Dell Piece East Road and the roundabout which may make this option more attractive.
51. It would be helpful if Aldi Ltd could comment on this proposal.
52. Traffic queues will mean more pollution and noise affecting those living and walking on the Havant Rd so any measures to mitigate that would be welcome.

53. One resident has written to HCC on behalf of many residents setting out a range of issues caused by congestion in the Havant Road which they say is becoming intolerable.
54. The only pavement is on the east side of the Havant Road, and it is narrow so that parents walking their children to school feel exposed to traffic dangers. An uncontrolled pedestrian refuge island crossing is situated some metres away by the Rowlands Castle Road junction.
55. Emergency vehicles that also use this section of the road (the fire station is located in the village) to access the A3 and Havant often struggle to get through the traffic during peak periods.
56. The site will be accessed by all vehicles, cyclists, and pedestrians via a new "simple priority-controlled access junction" (what is this please?) on the west side of Havant Road, which will be flanked by a 2m footway.
57. The Transport Assessment notes that as part of the LEOH development, the B2149 roundabout south of the site will be improved with new shared footway / cycleways and uncontrolled pedestrian refuge island crossings on all of its approaches.
58. Hazelton Interchange will also be upgraded with footways / cycleways and signal-controlled crossings. These works will improve pedestrian connectivity between the site, the LEOH development, and the wider pedestrian network.
59. The planned developments at LEOH (whilst bringing the improvements mentioned above) and Havant Thicker Reservoir will add to the congestion.
60. We note that the Transport Assessment states that "the effect of the proposed development traffic is not likely to materially worsen the occurrence or materially affect the pattern of collisions on the local highway network... and overall, therefore, the traffic effect of the proposed development is acceptable."
61. Local information from residents, however, suggests there are still many issues.
62. It would be helpful if Aldi Ltd could explain further how it might work with HCC to consider measures to calm the traffic, facilitate the flow in and out of the new site and seek to improve the pedestrian access on the Havant Road.

Parking

63. 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.
64. In addition, there will be 6 accessible spaces, 10 parent & child spaces, 4 Electrical Vehicles (EV) spaces, plus 20 future EV spaces, 2 motorcycle parking spaces and 10 cycle spaces.
65. However, local residents are concerned to establish what 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. Quickly causes congestion and could not be tolerated.

66. It would be helpful if Aldi Ltd could explain further what overflow parking provision has been considered to meet the Christmas period queuing.

Drainage and Flooding

67. A drainage strategy report dated 8 January 2025 sets out the position as regards surface water and foul water drainage.
68. The site is located in Flood Zone 1 and is not at risk from Reservoir, Fluvial or Tidal sources, or from surface water. However, the surface water flood map shows Havant Road (beyond the site boundary) to be at a substantial risk of surface water flooding as it is at a lower elevation than the proposed site.
69. The presence of an existing conduit ditch along the eastern site boundary acts as a form of defence to any potential flooding in the road although this often cannot contain the floodwater in heavy rains. 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.
70. The drainage report states that surface water will be conveyed to the southern extent of the site, where a proposed soakaway will be located. Surface water accumulating on impermeable areas will be drained through a combination of permeable paving, drainage channels and gullies.
71. The lorry loading ramp, at the northwest extent of the site, will require a pumped system to convey surface water to the rest of the proposed drainage system. The rest of the surface system will drain via gravity to the proposed soakaway.
72. If the surface water arising on the site is to be contained in the way described it appears that there will be no further impact on the Havant Road from the development although the foul drainage has still to be investigated.
73. However, 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.
74. 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. In addition, if it could undertake to play its part in keeping the conduit ditch free from debris, litter, or hedge clippings.
75. There is an existing public sewer located within Havant Road belonging to Southern Water, but the nature of this system and invert level is to be confirmed. It is proposed to discharge the foul system to that existing Southern Water system once the system's location and invert level is confirmed.
76. It would be helpful if Aldi Ltd could explain the arrangements for foul water further so as to reassure the residents that the existing system is capable of accommodating the additional foul water discharges.

Environmental/Ecological

77. 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.

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| | | <p>78. The Air Quality Assessment at the site has concluded that the any air quality issues are negligible. This does not however resolve the air quality during the hours of queuing traffic.</p> <p>79. <u>It would be helpful if Aldi Ltd could explain further why air quality along the Havant Road is not perceived to be a concerning issue from increased traffic flows.</u></p> <p>Ground contamination:</p> <p>80. It is stated that there is no known ground contamination on the site.</p> <p>Conclusions</p> <p>81. A development of this kind in Horndean appears to be welcomed by some 60% of those residents who responded to Aldi Ltd's public consultation in 2024.</p> <p>82. Horndean Parish Council has no objection to the principle of this development and believes there is a need for such a large food store, particularly in view of the planned growth in Horndean from LEOH.</p> <p>83. However, it would be helpful if Aldi Ltd could provide some more explanation of the issues that we have flagged up on behalf of the residents (particularly those who live opposite the development in the Havant Road) concerning potential off-site improvements to include, but not limited to;</p> <ul style="list-style-type: none"> a. <u>alleviating the heightened traffic congestion in Havant Road and the consequential impacts in surrounding roads;</u> b. <u>ensuring better pedestrian safety in the Havant Road;</u> c. <u>helping to protect against the increased incidences of flooding in the Havant Road; and</u> d. <u>ensuring that the entire site is secure (including on the western elevation side) to deter anti-social behaviour after closing hours (we understand the external lights switch off at 2300 to protect the amenity of the neighbouring properties).</u> <p>RECOMMENDATION</p> <p>OBJECTION pending further explanation of the issues highlighted in this report</p> |
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