



Hamble-le- Rice Parish Council

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**A meeting of the Parish Council will be held on Monday 14th August 2017
7.00pm at Roy Underdown Pavilion, Baron Road, Hamble-le-Rice**

AGENDA

- 1
 - a. Apologies for absence
 - b. Declaration of interest and approved dispensations
 - c. To approve minutes of the Full Council Meeting 24 July 2017
2. Public Session

Planning

- 3 Planning applications

17/80338	Conservation area consent: Demolition of existing dwelling 28 Crowsport, Hamble-Le-Rice, Southampton, SO31 4HG
17/80337	Construction of 1no. 5 bedroom two storey dwelling with first floor roof terraces and associated landscaping and car parking, following demolition of existing three bed single storey dwelling 28 Crowsport, Hamble-Le-Rice, Southampton, SO31 4HG
17/80438	Construction of 4no. dwellings with amended access from Satchell Lane, following demolition of existing dwelling (access only, all other matters reserved)
F/17/81156	Retention of 2no. temporary industrial/commercial units for a further three year period

	(renewal of C/14/74900) Mercury Yacht Harbour, Satchell lane, Hamble-le-rice, southampton, so31 4hq
O/17/80899	Outline: Erection of up to 19no. dwellings with associated parking, creation of new access from Providence Hill substation and attenuation pond (landscaping reserved). Land adjoining 4 Brookfield, Providence Hill, Bursledon, Southampton, SO31 8AU

Finance and governance

4. Petty Cash Reconciliation
5. Bank Reconciliation
6. Payments – approve list of payments

Jeanette Symes
Assistant Clerk to the Parish Council

Date 8th August 2017

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HAMBLE-LE-RICE PARISH COUNCIL

**MINUTES OF THE PARISH COUNCIL MEETING HELD ON
MONDAY 24th JULY 2017 AT THE ROY UNDERDOWN PAVILION,
COLLEGE PLAYING FIELDS, BARON ROAD, HAMBLE-LE-RICE AT 7.00 PM**

Present

Cllr S Cohen – Chairman
Cllr S Schofield - Vice Chairman
Cllr M Cross
Cllr S Hand
Cllr D Phillips
Cllr I Underdown

In Attendance

Mrs A Jobling – Clerk to the Council
Mrs J Symes - Assistant Clerk to the Council
Mrs J Panakis – Minutes Secretary
4 Members of the Public

To Receive Apologies for Absence

286/72/17 Apologies had been received from Cllr P Beach, Cllr T Hughes, Cllr I James, Cllr C Palmer, Cllr D Rolfe and Cllr G Woodall.

Declaration of Interest

287/72/17 Cllr Underdown declared dispensations relating to the Foreshore and Dinghy Park, the River Hamble, and a prejudicial interest in Planning Application 17/80676. Cllr Cross declared an interest in planning. Cllr Hand declared dispensations relating to the Foreshore and Dinghy Park and membership of the Royal Southern Yacht Club. Cllr Cohen declared a dispensation relating to membership of the Royal Southern Yacht Club.

To Accept the Minutes of the Council Meeting held on 10th July 2017

288/72/17 An amendment was agreed to Item 273/71/17 - Local Area Plan Priorities. To add the following after the first sentence:

"...the proposed list presented on 10th July and considered at the meeting. It was acknowledged that new priorities would emerge from the consultation process."

Cllr Underdown then proposed, Cllr Phillips seconded, all agreed and IT WAS RESOLVED to accept the minutes of the Council meeting held on 10th July 2017, with the above addition. The Minutes would be altered accordingly and the Chairman would visit the office sign them as soon as possible.

Public Session

289/72/17 The applicant of Planning Application 17/80676 9 Satchell Lane attended and gave a brief overview of the application and invited questions that members might have about the proposed scheme.

Chairman's signature

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Cllr Cohen proposed that Item 9 on the agenda (Planning) be brought forward to enable the public to hear their deliberations.

Planning and Development Control

290/72/17 *17/80676 Roof and elevational alterations to create two storey dwelling with balcony to front and single storey extension and covered terraced to rear 9 Satchell Lane, Hamble-Le-Rice, Southampton SO31 4HF.*

Cllr Underdown left the meeting whilst this item was discussed.

Cllr Phillips proposed, Cllr Hand seconded IT WAS RESOLVED that the decision be left to the officers. **CLERK**

291/72/17 *17/80851 Construction of 1 no two bed bungalow with car parking following demolition of existing garages - Garage Block, Verdon Avenue, Hamble-Le-Rice SO31 4HW.*

Cllr Cohen proposed, Cllr Phillips seconded and IT WAS RESOLVED that the Council supported the application, subject to the path being retained, that there was sufficient car parking available and adequate turning space remained for cars at the top of Verdon Avenue. **CLERK**

292/72/17 *17/80700 Loft conversion including rear dormer and roof alterations. Front porch, first floor front extension over existing garage, single storey rear extension with wood burner flue and timber cladding to first floor. Blue Cedar House, 6 Sylvan Lane, Hamble-Le-Rice, Southampton SO31 4QG.*

Cllr Hand proposed, Cllr Underdown seconded and IT WAS RESOLVED that the Council noted that there was a considerable increase in the size of the property and the change in design could appear inappropriate against the surrounding buildings. These comments would be submitted but the decision should be left to the Officers. **CLERK**

293/72/17 *T1/17/80571 T1 Blue Atlas Cedar - crown lift over the footpath to 3 meters. Crown lift over the highway to 5.5 m. Remove major deadwood. Prune/reduce limbs by up to 1 m (close to street light to allow better light). Reduce 2 to 3 limbs growing over/towards the garage by 2 to 3 m (ensuring no overhand to the garage). H2 Mixed Hedge Fell to ground level and remove all arisings. Grind out stump 12-18 inches below ground level. T3 Cypress - Fell to ground level and remove all arisings. Grind out stump 12-18 inches below ground level. G4 Mixed species - Fell to ground level and remove all arisings. Grind out stump 12-18 inches below ground level. T5 Lime - fell to ground level and remove all arisings. Eco plug the stump. Blue Cedar House, 6 Sylvan Lane, Hamble-Le-Rice, Southampton SO31 4QG*

Cllr Cohen proposed, Cllr Phillips seconded, and IT WAS RESOLVED that the Council objected on the grounds that there was insufficient information as to the work regarding the trees to be felled. **CLERK**

294/72/17 *17/80557 Single storey rear extension, raised patio to rear and elevational alterations at 14 Oakwood Way, Hamble-Le-Rice, Southampton SO31 4HJ.*

Mrs Symes informed the Council that, due to changes in Eastleigh Borough Council's Planning Portal and problems experienced in the office due to these changes, a decision has already

been made on this application. Consequently the Parish Council could not comment on it. The issue has been reported to Eastleigh Borough Council.

295/72/17 *17/80465 Alterations to roof to provide habitable accommodation including dormer windows 72 Astral Gardens, Hamble-Le-Rice, Southampton SO31 4RY.*

Cllr Underdown proposed, Cllr Cohen seconded and IT WAS RESOLVED that the decision be left to the officers.
CLERK

296/72/17 *17/80794 Single storey rear and side extension 18 Tutor Close, Hamble-Le-Rice, Southampton SO31 4RU.*

Cllr Phillips proposed, Cllr Underdown seconded and IT WAS RESOLVED that the decision be left to the officers.
CLERK

297/72/17 *17/80997 Erection of 2 no 6m high flag poles Mercury Marina, Satchell Lane, Hamble-Le-Rice, Southampton SO31 4HQ.*

Cllr Hand proposed, Cllr Phillips seconded, and IT WAS RESOLVED that the Council objected to the application on the grounds they cited when the first application was submitted, which was that the flag poles were out of keeping with the area.
CLERK

298/72/17 *Proposed pier extension - Marina Developments Limited, Hamble Point Marina, School Lane, Hamble-Le-Rice, Southampton SO31 4NB.*

The Task and Finish Group had prepared a written report for the Council on their consideration of this Planning Application. Cllr Underdown proposed, Cllr Hand seconded, and IT WAS RESOLVED THAT the Council objected to the application on the 4 grounds listed in the report.
CLERK

Community and Partnership

299/72/17 Consultation Update. The Clerk reported that they had received 396 replies to the consultation document. Currently there are 20 hard copy responses still to be entered onto the system. The visitor's survey had been completed and was now available to Council. Ideas and comments were similar to those of the villagers. During the summer recess, Cllr Schofield, Cllr James, Cllr Woodall and Cllr Cohen would meet to consider the results and the next steps.

300/72/17 Festive Lights. Cllr Phillips, the Head Groundsman and the Clerk had met to consider a new location for the tree in the Square: no difficulties were envisaged. The Clerk said that the Council would have to consider revising the budget for this, particularly if the wished to consider looking at solar powered lights as these cost £1,500 per light. The application for the licence had been received and would be submitted in September. Cllr Cohen thanked the Festive Lights Working Group for their efforts.
CLERK

301/72/17 Meeting with Cllr K House. Cllr Cohen reported that it was a useful to discussion focused improving communication on key issues and with a focus on the Local Plan and traffic issues. A meeting with Cllr Humby, Executive Member for Environment and Transport at Hampshire County Council has been arranged in mid August. It is also hoped to organise a joint meeting with Cllr Humby and Cllr House in early September where our concerns about Hamble Lane can be raised. The Local Plan identifies Hamble Lane as having

Chairman's signature

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the most severe congestion in Eastleigh Borough Council area, however, there are no suggestions as to how to manage it. Cllr Cohen said that it was important that this dialogue with Cllr House had commenced to highlight the concerns of the Parish Council and it was hoped that further regular meetings could be arranged.

302/72/17 Rural Services Network Survey. A survey had been sent to Hamble Parish Council. It was thought Hamble was chosen because of the size of its population. The Council agreed that the Clerk would respond on their behalf. **CLERK**

303/72/17 Seaview Project. This was deferred from the last meeting. A full report had been prepared by Cllr Underdown on the draft options for specific mitigation measures for the Hamble Estuary/Southampton Water. The report was supported by the Council and it was agreed that Cllr Underdown would submit it on their behalf. **CLLR UNDERDOWN**

304/72/17 Hamble Official Guide. Cllr Cohen thanked Cllr Underdown for his work on producing a draft guide but after discussion it was agreed that the guide should be delayed until later in the year pending other work.

Cllr Cohen proposed, and Cllr Phillips seconded and IT WAS RESOLVED THAT the Council deferred printing the Guide and that it was incorporated into the Council's Communication and Re Branding Exercise. **CLERK**

Planning and Development Control

305/72/17 The Planning Role of the Parish Council. Cllr Cohen thanked the Assistant Clerk for her report, which would be deferred and considered at the September meeting. The Assistant Clerk informed the Council that a workshop on the Planning Framework was being offered by HALC on 6th September: information about this would be circulated to members and any Councillor interested in attending should contact her in the first instance. **ASST CLERK**

306/72/17 Planning Delegation during the Summer Recess.

Cllr Cohen proposed, and Cllr Underdown seconded, all agreed and IT WAS RESOLVED THAT Planning decisions would be delegated to the Clerk during the summer recess in consultation with the Chair and the Vice Chair, and circulated via e-mail to the other Councillors for their comments. An emergency meeting date was allocated in August, should a contentious application be received. **CLERK**

307/72/17 Local Plan. The Clerk reported that this was a very technical document and serious consideration was required as to how the Council made its response. It was agreed that the Clerk would devise a proposal as to how to breakdown the Plan to enable the Council to respond to it. **CLERK**

Parish Council Assets

308/72/17 Telephony. The Clerk was keen to update the office telephony to improve customer service through the addition of extra lines and call management as well as reducing the unit cost of calls. Carrera the Councils IT provider was able to provide the units and service at a competitive price but terminating the current contract with BT would leave an outstanding contract penalty estimated at about £732. Based on the reduced costs and the absence of upfront costs it was agreed that even if the penalty costs the Carerra offer was likely to be more cost effective. Cllr Cohen proposed, and Cllr Underdown seconded, and IT WAS RESOLVED THAT the Council would transfer their current telephone lines to Carerra.

Chairman's signature

date.....

This would be reviewed in 2 years to ensure Carerra's package was still value for money.
CLERK

309/72/17 Photocopier Replacement. The Clerk informed the Council that the present copier was 8 years old, and although had low usage, repairs were becoming difficult due to the age of the machine and the problem of sourcing parts.

Cllr Underdown proposed, and Cllr Cohen seconded and IT WAS RESOLVED THAT the Clerk along with the Chair and Vice Chair consider a replacement and report recommendations back to the next meeting.
CLERK.

Finance and Governance

310/72/17 Clerks Report. The Clerk said that in future she would include a report of the actions required from the previous meeting. Cllr Cross referred to Item 7: the next meeting of the Asset Management Committee on 27th August and requested that all the paperwork for the meeting be available to the Committee as early as possible for them to consider, due to its complexity.
CLERK

The meeting closed at 8.45 pm.

Dear sir

I object to the above planning application at creek cottage Satchell lane.

20 years ago I built river house overlooking the river hamble

That application was severely curtailed to ensure little or no visual impact from the river towards the development

16 planning officials were taken by boat to check visual impact

They represented Eastleigh fareham Hampshire hamble river management committee and national rivers authority

The site overlooks an SSSI and a Ramsar site

The harbour master and his environmental officer have regularly visited the site to ensure that the impact to flora and fauna has been controlled and maintained

Swans seals kingfisher egrets among many others inhabit or visit the site

The area is very low impact and density development

This proposal is high density with high visual impact and has little merit in such a sensitive area

I'm sure that the standards set 20 years ago have not been relaxed

I'm sure that a sensitive single property replacement for creek cottage would be welcomed and encouraged by those many affected authorities

Creek Cottage - Planning Application 17/80438

Design & Access Statement

The access and design have already been amended following consultation with the planning officer but there has been no pre-application consultation with the Parish Council.

The original application was for the construction of 5 dwellings. This application is for 4 dwellings of 4 or 5 bedrooms. Plots 1 and 4 will be 3 storey dwellings

The Council may also wish to consider whether dwellings of this type will meet the needs of the village residents now and in the future

Access

Page 12

8.1

The application states Hamble train station is 0.5km from the site.

You may wish to consider how practical it will be to access public transport links and local services from the site

It is considered by the applicant that 'highway safety of Satchell Lane will be preserved'.

8.2

Each house will have room to park at least 3 cars – in garages and on forecourt spaces

The application states all cars will be able to enter and leave the site in forward gear, as well as larger vehicles such as delivery vans. However it is not clear if the tarmac access road will be wide enough for 2 cars to pass each other if travelling in opposite directions.

8.2

Refuse collections will be from Satchell line without entering the site.

On 11th July 2017 Hampshire County Council have asked for a bin collection point at the frontage of the site, but this is not yet included in the plans before the Parish Council.

The Council may wish to consider if refuse collection from Satchell Lane is acceptable or is likely to create risks to other road users and residents.

Environmental Report

The report was compiled October 2016

Bats

Page 2

There are potential access points for bats and the building is assessed as having moderate potential for with potential roosting features.

Page 3

The area in general provides good foraging and commuting habitat for bats.

Page 7

Four species of bat have been recorded within 1km of the site

Page 10

Crevice dwelling bats are difficult to detect

Page 12

A series of dusk and dawn surveys should be undertaken – between April and September
With two surveys between May and August Inclusive

The survey for the report was completed at 11.00am 6th October 2016 on a clear sunny day. The survey is valid for 12 months (Page 10 5.2)

Page 13

Biodiversity could be enhanced by:

-) Installing bat tubes or Fortecrete bat boxes on the walls of the new houses.
-) External lights should be kept to a minimum – shields or hoods used to control and restrict lit areas

Birds

Page 8

The site offers potential nesting habitat for a range of woodland and garden bird species

Page 10

No signs of nesting birds were found, however the potential should be considered when any clearance of hedging, shrubs and trees is carried out

The survey report was completed on 6th October 2016

Page 13

Site 'clearance should take place outside bird nesting season which extends from March to end of August. If no alternative careful examination must be carried out by a qualified ecologist before clearance starts'.

Page 14

Biodiversity could be enhanced by:

-) Installation of features for birds such as Schwegler House Martin Terrace or Sparrow Terrace under the eaves of the north facing wall of the houses.

Trees

An arboricultural report was completed July 2016 – this was before the site was changed from 5 planned dwellings to 4.

The Survey Schedule lists 48 trees plus 5 trees noted as G1 and G2.

According to the Tree Schedule provided by JPS landscape design there are 19 trees at the site subject to Tree Preservation Orders.

This schedule also shows 29 trees to be felled however the list provided in the arboricultural report indicates 33 trees for removal. This seems to be nearly all the trees on pages 1, 2 & 3. However does not include T2 'no long term future'.

There are 19 oak trees noted on the survey schedule ranging from 8 metres to 20 meters in height, semi -mature to fully mature specimens.

The Environmental Report page 34 lists oak as being a native tree of benefit to wildlife.

The site has other tree species from this list such as Holly and Hornbeam

The landscape scheme indicates 6 new trees to be planted but there are no details of species.

Both the Environmental and Arboricultural Report stipulate trees and root protection measures during site works. Including:

- Erection of barriers

- Ground levels should not be altered

- Patios and paths should be sited outside tree root protection areas

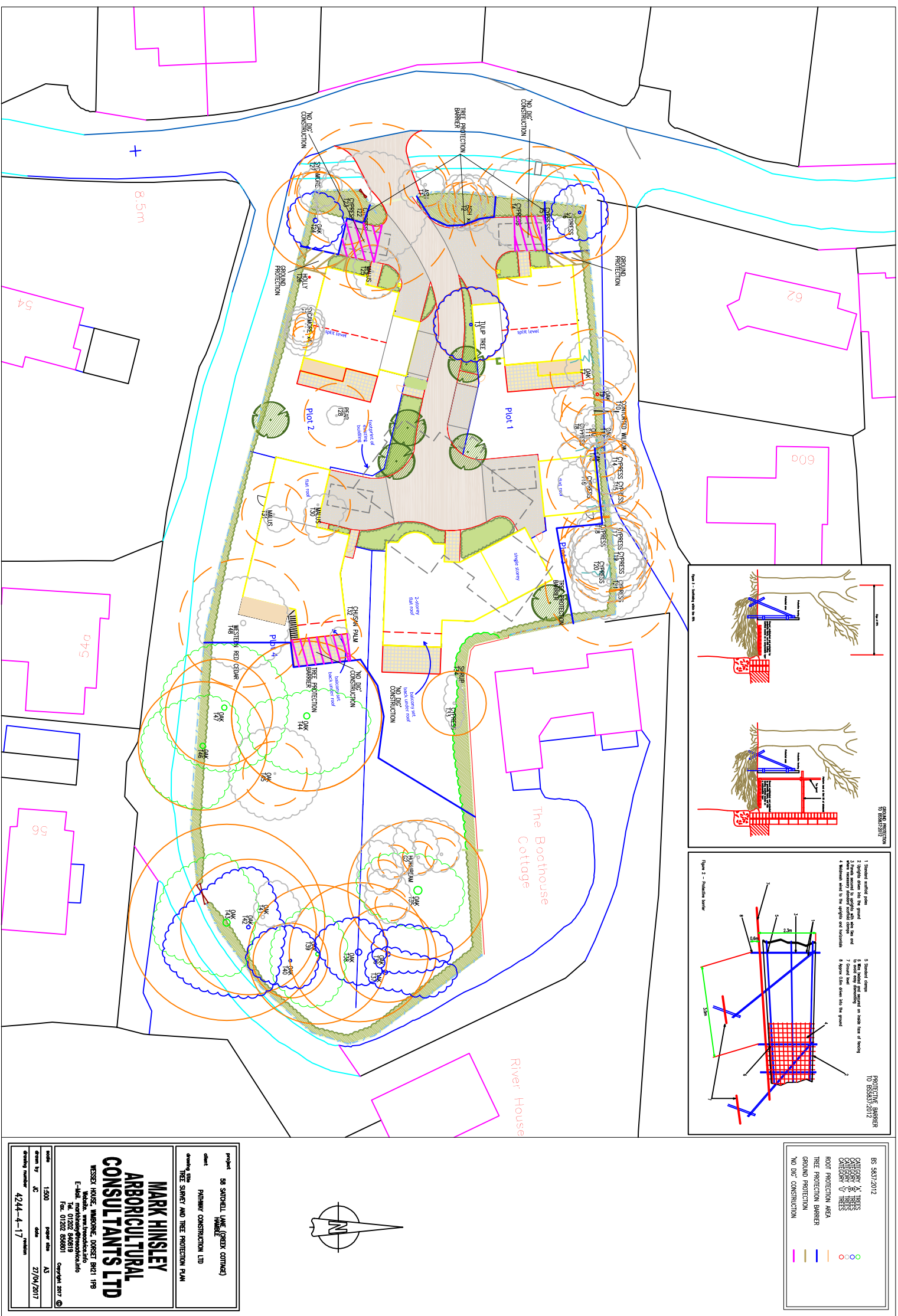
- Possible site supervision

The landscape scheme diagram is hard to interpret due to the limited colour palate. The lawn and gravel keys are very similar However, it appears that the gardens will be mainly gravel with areas of patio if this scheme is followed.

The individual plots are to be divided by 1.8 metre close boarded fencing.

Fencing is thought to be a contributing factor to the severe decline in hedgehog numbers and a wildlife corridor of shrubs would support all forms of mammals and reptiles passing through the site. Hedgehog friendly gravel board allow hedgehogs to enter/exit gardens safely. <https://www.jacksons-fencing.co.uk/hedgehog-fencing.aspx>

The landscape scheme planting beds are not species suitable for wildlife habitat enhancement.



Planning Application 17/80337 & 807338 – 28 Crowsport

The application is to demolish the existing bungalow and replace with a two storey 5 bedroom dwelling.

The current building has a gross external floor area of 109.75 sqm the planned property will have a gross external floor area of 230.3 sqm.

Please note the guidance for the Conservation Area with regard to first floor extensions is 'not exceed 50% of the ground floor.'

Most of the bedrooms will be on the ground floor with the garage, utility room and study. The main kitchen, living and dining areas will be on the first floor with the master bedroom suite. From these areas there will be access to the external terraces.

The main building material of the original dwellings was white rendered walls with metal framed windows. Initially the replacement dwelling was to be built of white brick but this has been amended to a white render finish with protruding windows.

The proposed ridge height will be higher than neighbouring properties because of the flood mitigation measures.

Ceiling heights will be 2.4m for ground and first floor. The overall height will be 290mm above number 27's parapet

All accesses to the proposed dwelling will be via steps due to the flood mitigation measures.

Flood Mitigation

The site is located in an area with a 0.5% risk of flooding annually. The site is behind existing flood defences provided in the Marina and works have been done on the site to reduce surface water flooding which includes the raising of ground level and installation of new drainage as illustrated by the photographs attached to the Flood Risk Assessment Report by Nimbus Engineering Consultants.

It is proposed that the replacement dwelling will be 900mm (nearly 3 feet) higher with a floodable undercroft ensuring site permeability.

Item 6.5 of the Flood Risk Assessment - Impact of proposed development 'There will be an increase of impermeable areas at the proposed dwelling'

It is not clear what SUD pre-treatment measures will be in place to remove debris from the surface water.

Planning Application 17/80337 & 807338 – 28 Crowsport

Heritage

Since 2009 Crowsport has formed part of the Hamble conservation area. The Crowsport development was designed by Robert Cromie a famous Art Deco architect. The development of 30 houses was originally commissioned by Sir Thomas Lipton for his yachtsmen and built in the 1930's. In 1949 the leases were sold and 28 Crowsport is believed to be the only property in its original form with its terrace balustrade. The neighbouring bungalow at number 12 has not been significantly extended.

Land adjacent to
4 Brookfield
Providence Hill
Eastleigh
Hampshire
SO31 8AU

Air Quality Impact Assessment



January 2017

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Company information



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1 Introduction, aims and objectives

1.1 Introduction

Apple Environmental Limited has been commissioned to undertake an air quality assessment for the proposed redevelopment of land adjacent to 4 Brookfield, Providence Hill, Eastleigh, in support of an outline planning application for the construction of nineteen residential units.

This assessment was requested due to the site being located within close proximity to the A27.

1.2 Purpose

The UK National Air Quality Strategy (NAQS) sets standards and objectives for various airborne pollutants. Under the Air Quality (England) Regulations 2000 enacted by the Environment Act 1995, local authorities must review and assess air quality in their area for a number of pollutants taking into account these standards and objectives. The specific pollutants are carbon monoxide, benzene, 1,3-butadiene, nitrogen dioxide (NO₂), lead, sulphur dioxide (SO₂), and particles of 10µm diameter or less (PM₁₀).

Air quality objectives are health-based, and therefore the focus for air quality assessment is on public exposure. Relevant locations are considered for each pollutant and individual objective in turn. Any part of the local authority's area in which the standards and objectives are not being met, or are unlikely to be met within the relevant specified period, must be designated as an 'air quality management area' (AQMA). Following the designation of an AQMA, the local authority must draw up an action plan setting out the measures, and target dates by which it aims to meet the air quality standards.

Development has the potential to significantly affect local air quality. The impact on air quality is likely to be particularly important where a development is proposed inside, or adjacent to, an AQMA, or where the development itself could result in the designation of an AQMA. Equally, local air quality management has the potential to affect the location and design of a development in order to minimise environmental impact and public exposure. Therefore, consideration of air quality issues is a key aspect of the local development control process.

The designation of an AQMA is not intended to cause refusal of development in that area. However, where a development may have a significant effect on air quality or where the air quality will have an effect on the future occupants of the development, the local authority usually requires the applicant to provide an assessment of the likely impacts.

If the impacts are assessed to be harmful, or likely to affect local air quality management objectives then developers are expected to incorporate mitigation measures into the development, and demonstrate that the proposed measures will reduce the impacts to an acceptable level.

1.3 Aim

The aim of this work is to undertake an air quality assessment by means of collating available and generated data for nitrogen dioxide concentration in the immediate area.

The data is to be used to assess the significance of any potential impacts on future occupants of the proposed development site, as well determining any potential impacts that the development itself could have on local air quality.

1.4 Objectives

In achieving this aim, the following objectives have been identified:

- to provide details of the site location and the proposed development;
- to review existing air quality information with specific regard to vehicle pollutants in the local area through reference to air quality review and assessment undertaken by Eastleigh Borough Council;
- to identify any potential impacts of the present and future air quality (with specific regard to nitrogen dioxide) on the future occupiers of the proposed development; and
- to propose or recommend mitigation measures where necessary.

1.5 Guidance

This assessment has been carried out in accordance with The National Planning Policy Framework (2012), Eastleigh Borough Council Air Quality Updating and Screening Assessment May 2012, the Design Manual for Roads and Bridges Volume 11, Section 3 Part 1 (Air Quality) and Local Air Quality Management Technical Guidance LAQM.TG (2009), and is based on the following information sources:

- Air Pollution in the UK 2013, DEFRA, September 2014, http://uk-air.defra.gov.uk/library/annualreport/viewonline?year=2013_issue_1;
- National Atmospheric Emissions Inventory, <http://naei.defra.gov.uk/>;
- Eastleigh Borough Council Air Quality and Screening Assessment May 2012;
- DEFRA Local Air Quality Management Support (<http://laqm.defra.gov.uk/>);
- National Air Quality Information Archive (NAQIA) (<http://www.airquality.co.uk>);
- Compilation of New Roadside Monitoring Data Obtained by Local Authorities as Part of the Review and Assessment Process: Update, Air Quality Consultants Ltd and University of Bristol on behalf of DEFRA, 2002;
- Air Quality Expert Group: nitrogen dioxide in the United Kingdom, prepared for the Department of the Environment, Food and Rural Affairs; Scottish Executive, Welsh Assembly Government; and the Department of Environment in Northern Ireland, 2009.
- Background concentrations for NO₂: <http://uk-air.defra.gov.uk/data/laqm-background-maps?year=2011>

2 Background

2.1 Site location and description

The application site is located adjacent to the A27 trunk road and currently exists as a largely unused area of vegetated land, located within a predominantly residential part of Bursledon. This report has been prepared in support of an outline planning application for the construction of 19 residential units.

The site is not located within an air quality management area (AQMA), however, it lies approximately 1km from the Hamble Lane AQMA to the east.

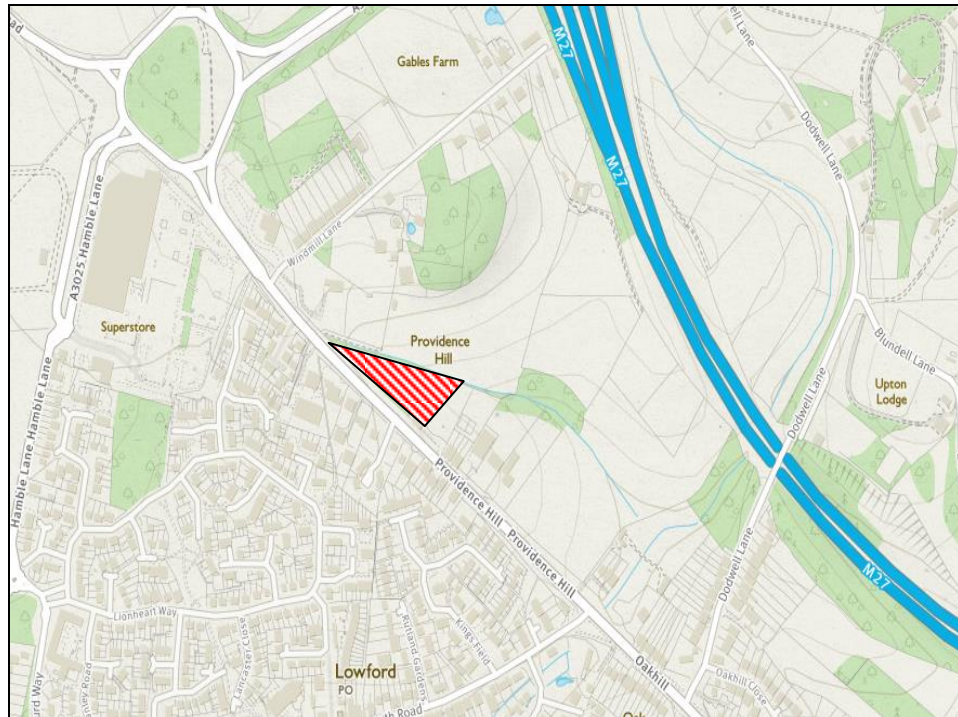
The site slopes steeply down from the A27, and essentially sits within a valley. At its lowest point the site is around 10m lower than the road. The land subsequently ascends steeply away northwards up from the site, towards the M27 motorway. The site is entirely soft landscaped, being surrounded on all sides by trees.

The A27 to the immediate south of the site also slopes downhill steeply. Other than private driveways and Windmill Lane (no-through access road), there were no through-roads leading off Providence Hill in the vicinity of the site. The nearest potentially influential feature is the Windhover Roundabout, some 270m to the northwest of the site at its closest.

The site location and other identified features are shown below in Figure 1 and photographs 1 to 4.

The prevailing wind at the site comes from a southwesterly direction, which has the potential to bring vehicle pollution onto the site from the A27.

Figure 1 The location of the proposed development site



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Site 

Photograph 1 Looking southeast along Providence Hill (A27)



Photograph 2 Looking northwest along Providence Hill (A27)



Photograph 3 Showing the southeast of the site



Photograph 4 Showing the northwest of the site



2.2 Vehicle movement

Providence Hill (A27) generally slopes downhill in a northwest to southeast direction. The ground surface consists of tarmacadam roads, and tarmacadam or concrete paved pavements.

There is a roundabout present approximately 500m to the northwest of the site, after which the road itself continues on towards the village of Bursledon. To the southeast of the site the road continues on towards the village of Sarisbury.

Vehicle movement was observed on Providence Hill during a site visit on the 20th December 2016. A traffic count was carried out here for a period of 1 hour from 10:22H to 11:22H in order to obtain an idea of typical vehicle characteristics within the area.

A count of 1159 vehicles was recorded during this period, 2% of which were lorry movements, 14.5% were light goods vehicle movements, 1% were motorcycles and the remainder were car movements. This equates to an expected 20862 vehicles using Providence Hill, over an 18-hour day.

For the purposes of running the DMRB model daily vehicle values of 20862 have been used for the link for 2016. These have been subdivided into light vehicles and heavy vehicles, as required by the model. There is also the presumption that the proposed development will provide parking for an extra 40 vehicles. Considering the possibility that there will be an average of 2 movements per vehicle per day, this gives a potential increase in vehicle movements of 80. Hence in 2017 the expected vehicle movement on Providence Hill could potentially increase by 80, giving a value of 20942 (for cars only) plus any expected natural increase for light and heavy goods vehicles.

In running the model, breakdown percentages have also been referred to along Providence Hill. Light vehicles accounted for 98% of all movements, whereas heavy vehicles accounted for 2% of all movements.

In order to obtain a more representative adjusted year-on-year value the Department for Transport published figures for Hampshire 2000-2015 have been referred to. In doing so it has been seen that the mean increase in cars over this time appears to be around 0.6% per year, whereas the increase in light goods vehicles is around 5%, and heavy goods vehicles is around 3%.

Taking all this into consideration, the estimated vehicle movements for future years beyond 2017 has been calculated and shown below in Table 1.

Table 1 Vehicle numbers for Providence Hill

Year	Cars	Light goods	Total light vehicles	Heavy goods	Total vehicles
2016	17244	3204	20448	414	20862
2017	17347	3364	20711	426	21137
2018	17451	3532	20983	438	21421
2019	17555	3708	21263	451	21714
2020	17660	3893	21553	464	22017
2021	17766	4087	21853	478	22331
2022	17872	4291	22163	492	22655
2023	17979	4505	22484	506	22990
2024	18086	4730	22816	521	23337
2025	18194	4966	23160	536	23696

2.3 Local air quality assessment

Eastleigh Borough Council is located in south Hampshire. The borough has borders with Southampton City Council, Winchester City Council, Test Valley Borough Council and Fareham Borough Council.

A summary of the report prepared in the 2012 assessment is as follows:

- the 2012 Updating and Screening assessment identified four areas exceeding the objective limit outside of existing AQMAs. It was concluded that there was no reason to review the current AQMA boundaries, although the Eastleigh AQMA might be extended to include the four areas of exceedence.

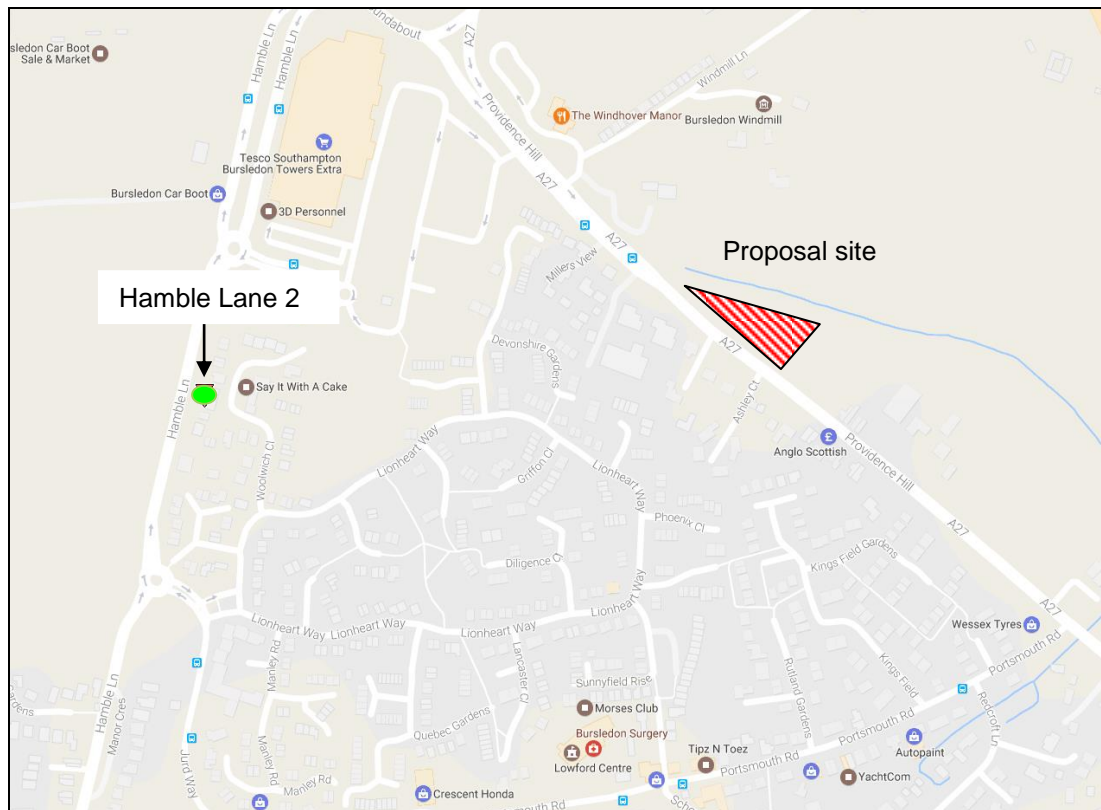
Four air quality management areas (AQMA) have been declared within the Eastleigh Borough to date. A review of new monitoring data in the 2012 Updating and Screening assessment identifies the following:

- five nitrogen dioxide diffusion tube sites outside of existing AQMA boundaries recorded an annual mean concentration in excess of the $40\mu\text{g}/\text{m}^3$ objective in 2011 and;
- although two diffusion tubes that are within an AQMA recorded annual mean concentrations below the objective, there is no evidence of a long term trend of declining nitrogen dioxide concentrations.

Eastleigh Borough Council measured nitrogen dioxide within the borough in 2011, 2012, 2013 & 2014 at 29 diffusion tube sites. The number of tubes increased to 40 in 2015, and again to 50 for 2016. Non-automatic monitoring was carried out at all these sites apart from 3 analysers located at Southampton Road, the Point and Steele Close respectively. The site locations include roadside, background and industrial areas.

The closest non-automatic monitoring site to Providence Hill, SO31 8AU is Hamble Lane 2, approximately 600m from the subject site.

Figure 2 Closest non-automated monitoring site to Providence Hill.



● Diffusion tube site

Source - Gridreferencefinder.com

Table 2 Details of non-automatic monitoring (diffusion tube) sites for NO₂ only

Site ID and name	Site type	OS grid ref	In AQMA	Distance to kerb of nearest roadside (m)	Distance from site (km)
Hamble Lane 2	Roadside	447766 110562	No	1.4	0.6 W

2.3.1 National Air Quality Standard Objectives

The NAQS objective for nitrogen dioxide (NO₂) is shown in Table 3 below.

Table 3 National Air Quality Strategy Objectives included in Regulations for the purpose of Local Air Quality Management in England

Substance	Concentration	Measured as	Objective date
Benzene	16.25 µg/m ³	Annual mean	31/12/2003
	3.25 µg/m ³	Annual mean	31/12/2010
1,3-Butadiene	2.25 µg/m ³	Running annual mean	31/12/2003
Carbon monoxide	10.0 mg/m ³	Maximum daily running 8 hour mean	31/12/2003
Nitrogen dioxide (NO₂)	200 µg/m ³	1 hour mean not to be exceeded more than 18 times per year	31/12/2005
	40 µg/m ³	Annual mean	31/12/2005
Particulates (PM₁₀)	50 µg/m ³	24 hour mean not to be exceeded more than 35 times per year	31/12/2004
	40 µg/m ³	Annual mean	31/12/2004
Sulphur dioxide (SO₂)	350 µg/m ³	1 hour mean not to be exceeded more than 24 times per year	31/12/2004
	125 µg/m ³	24 hour mean not to be exceeded more than 3 times per year	31/12/2004
	266 µg/m ³	15 minute mean not to be exceeded more than 35 times per year	31/12/2005

2.3.2 Nitrogen dioxide

For the purposes of this assessment NO₂ is the only substance assessed, as this is deemed to be the only substance with the potential to affect the air quality of the area. Any location where NO₂ concentrations exceed 40µg/m³ as a yearly average is considered to pose a potential risk to human health. NO₂ is toxic and acts as an irritant, although it is primarily a problem due to it being a precursor for ground-level ozone. According to national statistics, traffic flows are generally increasing but improved vehicle technology is leading to more fuel efficient engines and therefore offset any rise in NO₂ concentrations.

NO₂ has been non-automatically monitored at the site detailed below in Table 4. The annual mean concentration limit is 40µg/m³.

Table 4 Results of NO₂ diffusion tube monitoring - annual mean

Location	Annual mean concentration (µg/m ³)					
	2011	2012	2013	2014	2015	2016
Hamble Lane 2	40.34	42.13	37.87	38.07	30.8	-

Data up to December 2015.

The Annual mean concentration at Hamble Lane 2 was above the annual NO₂ limit of 40µg/m³ for two consecutive years, 2011 and 2012. Since 2013 all values captured have been below the annual NO₂ limit, with 2015 returning the lowest annual mean concentration of 30.8µg/m³.

2.3.3 Other National Air Quality Standard pollutants

Eastleigh Borough Council is not currently measuring for any other NAQS pollutants. However, there have been previous efforts to monitor several NAQS pollutants, as follows:

- between 2004 and 2013 PM₁₀ monitoring was carried out in one AQMA location (Steele Close) during which the annual mean concentration objective of 50µg/m³ was not exceeded;
- between 2006 and 2007 benzene monitoring was carried out following which it was concluded that no detailed assessment would be necessary; and
- between April 2011 and March 2012, in response to several residential complaints about a sulphurous odour in the area of Bursledon, Hamble and Netley, monitoring for sulphur dioxide was undertaken over a period of 12 months. The 2012 Updating and Screening assessment did not highlight any notable conclusions as a result of this monitoring. There is no NAQS annual mean concentration objective for SO₂.

3 DMRB assessment

3.1 Input data

Using the results above from the closest monitoring site of Hamble Lane 2, the DMRB model has been employed to determine the possible future traffic related NO₂ trends for the receptor area of the development site.

The data sources used for the model are summarised below in Table 5.

Table 5 Data sources used for the DMRB model

Component	Source
Pollution data	2011-2015 nitrogen dioxide monitoring results data provided by Eastleigh Borough Council.
Traffic data	On-site traffic count on 20 th December 2016 (See Table 1) adjusted for future trends using published Department for Transport statistical data for Hampshire.
Vehicle speed data	Observations during on-site traffic count on 20 th December 2016.

The scenario used for the model considers the traffic flow data from the manual count carried out on the 20th December 2016 on the A27, Providence Hill.

The count was undertaken over a period of 1-hour and has been used to extrapolate a daily mean traffic count over a 'daytime' period of 18-hours whereby this is presumed to be representative of a typical day.

The number of parking spaces created by the proposed residential development is approximately 40, which is not expected to be significant when considering the existing traffic flow along the A27. In actuality it would appear to correspond to an increase in movement of around 0.5% overall.

In the absence of specific data, the average speed used was obtained from observation. The traffic count was undertaken within a 40mph zone. The input values used to run the model are shown below in Table 6.

Table 6 Scenario 1 Link 1 - A27 Providence Hill

Substance	Background concentration	Distance from link centre to receptor (m)	Traffic flow (vehicles per 18-hour day)	Annual mean speed (km/h)	Road type	LDV (%)	HDV (%)
CO	N/A	20	20862	65	A	98	2
Benzene	N/A						
1,3-butadiene	N/A						
NO _x	N/A						
NO ₂	30.8 µg/m ³ ,						
PM ₁₀	N/A						

3.2 DMRB output

The findings from the scenario have been summarised below in Table 7. The contribution of each pollutant for the link is also presented within this table. The model data output sheets can be found in Appendix I.

Only data for NO₂ has been used for this assessment.

The model specifies 'zero' to be entered for any substances that are not required, in order to make the projected calculations, therefore the output shows projected values for these substances based upon this (in this case, carbon monoxide, benzene, 1,3-butadiene, and NO_x; hence for the purpose of this assessment, the output values for these substances can be ignored.

Table 7 DMRB output for Providence Hill using 30.8 µg/m³

Year	CO (mg/m ³)	Benzene (µg/m ³)	1,3- butadiene (µg/m ³)	NO _x (µg/m ³)	NO ₂ (µg/m ³)	PM ₁₀ (µg/m ³)	PM ₁₀ (µg/m ³)
	Annual Mean						Days >50 µg/m ³
2016	0.04	0.06	0.04	7.41	33.71	0.79	0.00
2017	0.04	0.06	0.04	7.33	33.68	0.78	0.00
2018	0.04	0.06	0.04	7.29	33.67	0.78	0.00
2019	0.04	0.06	0.04	7.27	33.67	0.79	0.00
2020	0.04	0.06	0.04	7.28	33.67	0.79	0.00
2021	0.04	0.06	0.04	7.30	33.68	0.80	0.00
2022	0.04	0.06	0.04	7.34	33.69	0.81	0.00
2023	0.04	0.06	0.04	7.38	33.70	0.82	0.00
2024	0.04	0.07	0.04	7.42	33.71	0.83	0.00
2025	0.04	0.07	0.04	7.48	33.73	0.84	0.00

Predictive outcomes from using the model suggest that the annual mean pollutant concentrations likely to be experienced at the receptor site show no increase between 2016 and 2021; in fact a decrease is indicated for the modelled period during this time. Conversely between 2022 and 2025 the modelled data shows a marginal increase of approximately 0.3µg/m³.

As highlighted in Section 2 of this report, although the construction of residential units could potentially result in an increase in air pollution from an expected increase in vehicle activity, the model output suggests that NO₂ is unlikely to have an adverse effect on new residents at the site or on existing residents in the general locality.

4 Future Trends

4.1 Information source

The National Atmospheric Emissions Inventory compiles information regarding UK emissions from a variety of sources such as traffic and industrial plant. These emissions are predicted to assist in finding methods of reducing the impact of human activities on human health and the environment. The national trend for a number of known traffic related substances are discussed below.

4.2 Nitrogen oxides

Road transport is the largest source of nitrogen oxides in the UK accounting for around one third of the UK emissions, with vehicles travelling at high speeds contributing most. Stationary combustion and power generation also form significant sources.

The estimation of nitrogen oxide emissions attributed to road transport is complex since the nitrogen can be derived from either the fuel or atmospheric nitrogen. The emission is dependent on the conditions of combustion, in particular temperature and excess air ratio, which can vary considerably. Thus combustion conditions, load and even state of maintenance are important.

Studies show that since 1970, overall nitrogen oxides emissions have decreased by 61%, although this decrease has not been constant. The emission profile up to 1984 was relatively flat with small peaks in 1973 and 1979 largely due to harsh winters in those years. Emissions rose sharply from 1984 as a result of a growth in road traffic, peaking in 1989. Since then, a decline in total emissions of up to 64% has been observed largely as a result of emission reductions from power stations and the road transport sector.

More specifically, road transport related emissions in the UK have largely decreased due to technological advances in vehicle engine design and management. In 2009, UK emissions fell below the National Emissions Ceilings Directive target for 2010 for the first time.

5 Potential air quality impacts from the proposed development

5.1 Construction activities

During the construction phase of any development project there are a number of activities that have the potential to adversely affect air quality.

In this specific instance, the disturbance of soil on the site during the undertaking of groundworks and excavations has a high potential for the release of particulate material into the air. Similarly the project will presumably see a noticeable increase in plant and vehicle activity in and out of a site. This brings not only a possible concern from HGV exhaust fumes but can also result in dirt, mud and dust deposition on nearby roads. The latter can easily become airborne during periods of dry and windy weather.

5.2 Vehicle emissions

The most potentially significant impact on air quality arising from any new residential development is likely to be from vehicle emissions due to an increase in road traffic. However, unless the development results in a significant increase in the number of vehicle movements for an area, the overall effect on that area is likely to be negligible. In this specific instance the proposed development is considered to be relatively small for the area, hence the net increase in associated traffic is only expected to be in the region of 0.5%, which is deemed unlikely to have any significant impact on the local air quality.

UK Government guidance requires planning authorities to promote and exploit public transport as a means of accessing jobs, education, health facilities, shopping, leisure and local services. Developments should therefore encourage sustainable modes of transport, such as buses, trains, cycling and walking. Guidance also requires local authorities to place the needs of people before ease of traffic movement when designing the layout of a residential development.

To facilitate this, developments should aim to make use of the most accessible sites, such as those in existing town centres, located close to local amenities and public transport facilities. In this instance, the application site is ideally placed to conform to this guidance through its central location and good public transport connections, thereby assisting in reducing the dependency on private vehicle use.

6 Mitigation measures

6.1 Rationale

In view of the fact that any new development has the potential to result in some degree of risk to future residents, measures will need to be put forward in order to minimise any impact from such, along with measures to minimise the effect of the development itself on local air quality. This may be either as part of the design process, or due to the proposed location of the development, or through site management during construction.

6.2 Construction

To minimise the potential effects of emissions from the site, it is necessary that on-site activities follow best practice guidance for the control of dust and nitrogen oxides from construction and demolition.

The Institute of Air Quality Management (IAQM) provides a direct guidance framework for controlling these substances during activities such as demolition, earthworks, construction and track-out. Mitigation details in the document concentrate on a number of key areas, as summarised below:

- a need for communication between all stakeholders and regulators;
- the drawing up and implementation of a dust management plan;
- site management, logs and record keeping;
- monitoring and inspections;
- careful planning and preparation to ensure adverse effects from all site activities are minimised at all times - and especially near sensitive receptors;
- maintaining the site environment;
- operation and use of machinery and vehicles, including the introduction and enforcement of site-specific policy requirements; and
- waste management.

It is expected that if the above guidance measures are fully implemented during the construction phase, there should be no significant residual impacts.

6.3 Reduction of car dependency and vehicle movements

As described above in Section 5.2, the proposed development site is within easy access of a number of local amenities including public road and rail transport links, thus making it a favourable location compliant with the government's target of reducing personal vehicle use.

6.4 Exposure of residents to vehicle pollution

This report has shown that overall the development should not have any adverse effect on the air quality of the area. Despite this, it is imperative that consideration to air quality should still form an important part of the design process of the site and habitable accommodation, in order to minimise exposure to airborne traffic pollution within the building. This is recommended due largely to the fact that different people can have different sensitivities to air pollutants.

In addition to this consideration should also be given to such sensitive exposure characteristics whilst outdoors using a garden or other amenity space. Consequently it is recommended that wherever possible outdoor amenity spaces should be screened from the road using natural vegetation barriers wherever possible, to again minimise exposure.

In selecting vegetation of this purpose consideration should be given to using a variety of tree and plant species as research has shown that the uptake of certain pollutants including ozone and nitrogen dioxide can vary between species. In general, the air pollution filtering capacity tends to increase with leaf surface area, and rough leaves have been seen to be most effective at capturing particles. However, in comparison, coniferous plants can uptake pollutants throughout the whole year and throughout the night.

7 Conclusion

A qualitative assessment has been undertaken on the potential impact on local air quality from traffic related nitrogen dioxide for the future occupiers of the proposed residential development at land adjacent to 4 Brookfield, Eastleigh.

In doing so, pollutant data and statistics from local authority sources and UK national databases has been used in conjunction with the DMRB model to identify the projected pollution concentration from the present day to 2025. The findings suggest that the NAQS objective (annual mean) value for traffic related nitrogen dioxide is not likely to be exceeded; and this same inference is made when considering any expected increase in vehicular movements at the site year on year. As a result there would appear to be little reason to necessitate any form of direct mitigation.

Furthermore the good bus and rail public transport links within close proximity to the proposed development site should additionally help to encourage a lower vehicle dependency amongst future residents which in itself should have a beneficial effect on local air quality

Despite this conclusion there is always a possibility that air quality at the application site could suffer during periods of abnormal traffic congestion, however, these are not expected to be frequent or long-lasting, and as such should not be considered a reason for disallowing the development.

Furthermore, through consideration of appropriate measures during the design and construction of the development, the risk associated with any such concern could be lessened.

The report has also made reference to the potential for air quality to be affected during the construction phase of the development, and therefore the IAQM guidelines should be consulted and adhered to in order to mitigate for and minimise any such effect.

8 Limitations

The results, comments and recommendations within this report are based upon the information made available at the time of undertaking this work, and relate to this specific work only. They must not be used to assess similar concerns at any other time, or at any other location.

Furthermore it should be pointed out that Apple Environmental Limited has been contracted to provide an objective review and assessment only and as such has made every effort to achieve this aim.

Apple Environmental Limited will not be held responsible for the accuracy of referenced information quoted within the report, or any other information provided by third party sources. Furthermore it will not be held responsible for any subsequent outcomes arising from the implementation of any recommendations herein based on this information.

Appendix

DMRB model input and output data

DMRB Input Parameters

DMRB: Assessment of Local Air Quality					INPUT SHEET							
Step 1	Receptor name	Providence Hill	Receptor number	1	Step 6	CALCULATE						
Step 2	Year	2016	Step 7									
Step 3	Number of links	1	STORE RESULTS FOR THIS RECEPTOR									
Step 4	Background concentrations for 2016					CLEAR INPUT DATA						
	CO (mg/m ³)	Benzene (µg/m ³)	1,3-butadiene (µg/m ³)	NO _x (µg/m ³)	NO ₂ (µg/m ³)	PM ₁₀ (µg/m ³)						
	0	0	0	0	30.8	0						
Step 5	Link number	Distance from link centre to receptor (m)	Traffic flow & speed	Traffic composition								
			AADT (combined, veh/day)	Annual average speed (km/h)	Road type (A,B,C,D)	Vehicles <3.5t GVW (LDV)	Vehicles >3.5t GVW (HDV)					
						% passenger cars	% light goods vehicles	Total % LDV	% buses and coaches	% rigid HGV	% articulated HGV	Total % HDV
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DMRB: Assessment of Local Air Quality					INPUT SHEET							
Step 1	Receptor name	Providence Hill	Receptor number	2	Step 6	CALCULATE						
Step 2	Year	2017	Step 7									
Step 3	Number of links	1	STORE RESULTS FOR THIS RECEPTOR									
Step 4	Background concentrations for 2017					CLEAR INPUT DATA						
	CO (mg/m ³)	Benzene (µg/m ³)	1,3-butadiene (µg/m ³)	NO _x (µg/m ³)	NO ₂ (µg/m ³)	PM ₁₀ (µg/m ³)						
	0	0	0	0	30.8	0						
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Bank Reconciliation Statement as at: 31/07/2017 for Cash Book 2 Petty Cash

<u>Bank Statement Account Name (s)</u>	<u>Statement Date</u>	<u>Page No</u>	<u>Balances</u>
Petty Cash	31/07/2017	1	99.28
			<u>99.28</u>
<u>Unpresented Cheques (Minus)</u>		<u>Amount</u>	
			<u>0.00</u>
			99.28
<u>Receipts not Banked/Cleared (Plus)</u>			
			<u>0.00</u>
			99.28
		Balance per Cash Book is :-	99.28
		Difference is :-	0.00

S. Schofield 2/8/17.

Items marked with a * are disputed invoices.

Date	Invoice	Supplier	Account	Net Value	VAT	Invoice Total	Balance
✓ 27/06/17	805481192	TRADE UK (B&Q)	T02	111.72	15.54	127.26	127.26
✓ 30/06/17	1706/035	DESIGN & PRINT	D04	1,093.33	218.67	1,312.00	1,312.00 ✓
✓ 30/06/17	60158	ACE LIFTAWAY	A20	578.86	115.77	694.63	694.63
✓ 30/06/17	73732	AXIS	AO2	485.00	97.00	582.00	582.00
✓ 30/06/17	1706/036	DESIGN & PRINT	D04	49.00	0.00	49.00	49.00
✓ 04/07/17	1374782212	TMOBILE	T06	41.45	8.29	49.74	49.74
✓ 04/07/17	2336782	EBC	E02	42.30	8.46	50.76	50.76
✓ 10/07/17	268	SURREY HILLS	SH01	414.00	82.80	496.80	496.80
✓ 10/07/17	2340380	EBC	E02	860.26	0.00	860.26	860.26
✓ 12/07/17	54047031	HCC	H04	170.17	0.00	170.17	170.17
✓ 15/07/17	127411	CARRERA	C010	108.00	21.60	129.60	129.60
✓ 15/07/17	127312	CARRERA	C010	205.32	41.06	246.38	246.38
✓ 17/07/17	130413	LOCAL EYES	LE01	70.00	6.00	76.00	76.00
✓ 17/07/17	9192397	PHOENIX	PH01	78.50	15.70	94.20	94.20
✓ 19/07/17	DD309490	SGW	S05	28.30	5.66	33.96	33.96
✓ 19/07/17	DD8528685	ALLSTAR	A05	26.17	5.23	31.40	31.40
✓ 20/07/17	DD2773148/2	BUSINESS STREAM	BS02	199.95	0.00	199.95	199.95
✓ 25/07/17	77395	MEDIKIT LTD	ME01	12.15	2.43	14.58	14.58
✓ 25/07/17	8343950	EMO	E08	215.25	10.76	226.01	226.01
✓ 25/07/17	DD22607339	OPUS	O010	90.51	4.53	95.04	95.04
✓ 25/07/17	10035237	EBC	E02	-38.71	0.00	-38.71	-38.71
✓ 26/07/17	100172028	REPLACEMENTKEYS	RK01	13.29	2.66	15.95	15.95
✓ 26/07/17	2348179	EBC	E02	33.84	6.77	40.61	40.61
✓ 26/07/17	DD8549744	ALLSTAR	A05	65.33	13.07	78.40	78.40
✓ 31/07/17	4-17/18	JACKIE PANAKIS	J02	382.50	0.00	382.50	382.50
✓ 31/07/17	1707/020	DESIGN & PRINT	D04	1,312.00	0.00	1,312.00	1,312.00
✓ 31/07/17	64	D&D DISTRIBUTORS	D01	220.00	0.00	220.00	220.00
				<u>7,650.13</u>	<u>814.45</u>	<u>8,464.58</u>	<u>8,416.58</u>

MRC
16-08-17

HAMBLE-LE-RICE PARISH COUNCIL

**MINUTES OF THE PARISH COUNCIL MEETING HELD ON
MONDAY 24th JULY 2017 AT THE ROY UNDERDOWN PAVILION,
COLLEGE PLAYING FIELDS, BARON ROAD, HAMBLE-LE-RICE AT 7.00 PM**

Present

Cllr S Cohen – Chairman
Cllr S Schofield - Vice Chairman
Cllr M Cross
Cllr S Hand
Cllr D Phillips
Cllr I Underdown

In Attendance

Mrs A Jobling – Clerk to the Council
Mrs J Symes - Assistant Clerk to the Council
Mrs J Panakis – Minutes Secretary
4 Members of the Public

To Receive Apologies for Absence

286/72/17 Apologies had been received from Cllr P Beach, Cllr T Hughes, Cllr I James, Cllr C Palmer, Cllr D Rolfe and Cllr G Woodall.

Declaration of Interest

287/72/17 Cllr Underdown declared dispensations relating to the Foreshore and Dinghy Park, the River Hamble, and a prejudicial interest in Planning Application 17/80676. Cllr Cross declared an interest in planning. Cllr Hand declared dispensations relating to the Foreshore and Dinghy Park and membership of the Royal Southern Yacht Club. Cllr Cohen declared a dispensation relating to membership of the Royal Southern Yacht Club.

To Accept the Minutes of the Council Meeting held on 10th July 2017

288/72/17 An amendment was agreed to Item 273/71/17 - Local Area Plan Priorities. To add the following after the first sentence:

"...the proposed list presented on 10th July and considered at the meeting. It was acknowledged that new priorities would emerge from the consultation process."

Cllr Underdown then proposed, Cllr Phillips seconded, all agreed and **IT WAS RESOLVED** to accept the minutes of the Council meeting held on 10th July 2017, with the above addition. The Minutes would be altered accordingly and the Chairman would visit the office sign them as soon as possible.

Public Session

289/72/17 The applicant of Planning Application 17/80676 9 Satchell Lane attended and gave a brief overview of the application and invited questions that members might have about the proposed scheme.

Chairman's signature

date.....

Cllr Cohen proposed that Item 9 on the agenda (Planning) be brought forward to enable the public to hear their deliberations.

Planning and Development Control

290/72/17 17/80676 *Roof and elevational alterations to create two storey dwelling with balcony to front and single storey extension and covered terraced to rear 9 Satchell Lane, Hamble-Le-Rice, Southampton SO31 4HF.*

Cllr Underdown left the meeting whilst this item was discussed.

Cllr Phillips proposed, Cllr Hand seconded IT WAS RESOLVED that the decision be left to the officers. **CLERK**

291/72/17 17/80851 *Construction of 1 no two bed bungalow with car parking following demolition of existing garages - Garage Block, Verdon Avenue, Hamble-Le-Rice SO31 4HW.*

Cllr Cohen proposed, Cllr Phillips seconded and IT WAS RESOLVED that the Council supported the application, subject to the path being retained, that there was sufficient car parking available and adequate turning space remained for cars at the top of Verdon Avenue. **CLERK**

292/72/17 17/80700 *Loft conversion including rear dormer and roof alterations. Front porch, first floor front extension over existing garage, single storey rear extension with wood burner flue and timber cladding to first floor. Blue Cedar House, 6 Sylvan Lane, Hamble-Le-Rice, Southampton SO31 4QG.*

Cllr Hand proposed, Cllr Underdown seconded and IT WAS RESOLVED that the Council noted that there was a considerable increase in the size of the property and the change in design could appear inappropriate against the surrounding buildings. These comments would be submitted but the decision should be left to the Officers. **CLERK**

293/72/17 T1/17/80571 *T1 Blue Atlas Cedar - crown lift over the footpath to 3 meters. Crown lift over the highway to 5.5 m. Remove major deadwood. Prune/reduce limbs by up to 1 m (close to street light to allow better light). Reduce 2 to 3 limbs growing over/towards the garage by 2 to 3 m (ensuring no overhand to the garage). H2 Mixed Hedge Fell to ground level and remove all arisings. Grind out stump 12-18 inches below ground level. T3 Cypress - Fell to ground level and remove all arisings. Grind out stump 12-18 inches below ground level. G4 Mixed species - Fell to ground level and remove all arisings. Grind out stump 12-18 inches below ground level. T5 Lime - fell to ground level and remove all arisings. Eco plug the stump. Blue Cedar House, 6 Sylvan Lane, Hamble-Le-Rice, Southampton SO31 4QG*

Cllr Cohen proposed, Cllr Phillips seconded, and IT WAS RESOLVED that the Council objected on the grounds that there was insufficient information as to the work regarding the trees to be felled. **CLERK**

294/72/17 17/80557 *Single storey rear extension, raised patio to rear and elevational alterations at 14 Oakwood Way, Hamble-Le-Rice, Southampton SO31 4HJ.*

Mrs Symes informed the Council that, due to changes in Eastleigh Borough Council's Planning Portal and problems experienced in the office due to these changes, a decision has already

been made on this application. Consequently the Parish Council could not comment on it. The issue has been reported to Eastleigh Borough Council.

295/72/17 *17/80465 Alterations to roof to provide habitable accommodation including dormer windows 72 Astral Gardens, Hamble-Le-Rice, Southampton SO31 4RY.*

Cllr Underdown proposed, Cllr Cohen seconded and IT WAS RESOLVED that the decision be left to the officers.
CLERK

296/72/17 *17/80794 Single storey rear and side extension 18 Tutor Close, Hamble-Le-Rice, Southampton SO31 4RU.*

Cllr Phillips proposed, Cllr Underdown seconded and IT WAS RESOLVED that the decision be left to the officers.
CLERK

297/72/17 *17/80997 Erection of 2 no 6m high flag poles Mercury Marina, Satchell Lane, Hamble-Le-Rice, Southampton SO31 4HQ.*

Cllr Hand proposed, Cllr Phillips seconded, and IT WAS RESOLVED that the Council objected to the application on the grounds they cited when the first application was submitted, which was that the flag poles were out of keeping with the area.
CLERK

298/72/17 *Proposed pier extension - Marina Developments Limited, Hamble Point Marina, School Lane, Hamble-Le-Rice, Southampton SO31 4NB.*

The Task and Finish Group had prepared a written report for the Council on their consideration of this Planning Application. Cllr Underdown proposed, Cllr Hand seconded, and IT WAS RESOLVED THAT the Council objected to the application on the 4 grounds listed in the report.
CLERK

Community and Partnership

299/72/17 Consultation Update. The Clerk reported that they had received 396 replies to the consultation document. Currently there are 20 hard copy responses still to be entered onto the system. The visitor's survey had been completed and was now available to Council. ideas and comments were similar to those of the villagers. During the summer recess, Cllr Schofield, Cllr James, Cllr Woodall and Cllr Cohen would meet to consider the results and the next steps.

300/72/17 Festive Lights. Cllr Phillips, the Head Groundsman and the Clerk had met to consider a new location for the tree in the Square: no difficulties were envisaged. The Clerk said that the Council would have to consider revising the budget for this, particularly if the wished to consider looking at solar powered lights as these cost £1,500 per light. The application for the licence had been received and would be submitted in September. Cllr Cohen thanked the Festive Lights Working Group for their efforts.
CLERK

301/72/17 Meeting with Cllr K House. Cllr Cohen reported that it was a useful to discussion focused improving communication on key issues and with a focus on the Local Plan and traffic issues. A meeting with Cllr Humby, Executive Member for Environment and Transport at Hampshire County Council has been arranged in mid August. It is also hoped to organise a joint meeting with Cllr Humby and Cllr House in early September where our concerns about Hamble Lane can be raised. The Local Plan identifies Hamble Lane as having

Chairman's signature

date.....

the most severe congestion in Eastleigh Borough Council area, however, there are no suggestions as to how to manage it. Cllr Cohen said that it was important that this dialogue with Cllr House had commenced to highlight the concerns of the Parish Council and it was hoped that further regular meetings could be arranged.

302/72/17 Rural Services Network Survey. A survey had been sent to Hamble Parish Council. It was thought Hamble was chosen because of the size of its population. The Council agreed that the Clerk would respond on their behalf. **CLERK**

303/72/17 Seaview Project. This was deferred from the last meeting. A full report had been prepared by Cllr Underdown on the draft options for specific mitigation measures for the Hamble Estuary/Southampton Water. The report was supported by the Council and it was agreed that Cllr Underdown would submit it on their behalf. **CLLR UNDERDOWN**

304/72/17 Hamble Official Guide. Cllr Cohen thanked Cllr Underdown for his work on producing a draft guide but after discussion it was agreed that the guide should be delayed until later in the year pending other work.

Cllr Cohen proposed, and Cllr Phillips seconded and IT WAS RESOLVED THAT the Council deferred printing the Guide and that it was incorporated into the Council's Communication and Re Branding Exercise. **CLERK**

Planning and Development Control

305/72/17 The Planning Role of the Parish Council. Cllr Cohen thanked the Assistant Clerk for her report, which would be deferred and considered at the September meeting. The Assistant Clerk informed the Council that a workshop on the Planning Framework was being offered by HALC on 6th September: information about this would be circulated to members and any Councillor interested in attending should contact her in the first instance. **ASST CLERK**

306/72/17 Planning Delegation during the Summer Recess.

Cllr Cohen proposed, and Cllr Underdown seconded, all agreed and IT WAS RESOLVED THAT Planning decisions would be delegated to the Clerk during the summer recess in consultation with the Chair and the Vice Chair, and circulated via e-mail to the other Councillors for their comments. An emergency meeting date was allocated in August, should a contentious application be received. **CLERK**

307/72/17 Local Plan. The Clerk reported that this was a very technical document and serious consideration was required as to how the Council made its response. It was agreed that the Clerk would devise a proposal as to how to breakdown the Plan to enable the Council to respond to it. **CLERK**

Parish Council Assets

308/72/17 Telephony. The Clerk was keen to update the office telephony to improve customer service through the addition of extra lines and call management as well as reducing the unit cost of calls. Carrera the Councils IT provider was able to provide the units and service at a competitive price but terminating the current contract with BT would leave an outstanding contract penalty estimated at about £732. Based on the reduced costs and the absence of upfront costs it was agreed that even if the penalty costs the Carerra offer was likely to be more cost effective. Cllr Cohen proposed, and Cllr Underdown seconded, and IT WAS RESOLVED THAT the Council would transfer their current telephone lines to Carerra.

Chairman's signature

date.....

This would be reviewed in 2 years to ensure Carerra's package was still value for money.
CLERK

309/72/17 Photocopier Replacement. The Clerk informed the Council that the present copier was 8 years old, and although had low usage, repairs were becoming difficult due to the age of the machine and the problem of sourcing parts.

Cllr Underdown proposed, and Cllr Cohen seconded and IT WAS RESOLVED THAT the Clerk along with the Chair and Vice Chair consider a replacement and report recommendations back to the next meeting.
CLERK.

Finance and Governance

310/72/17 Clerks Report. The Clerk said that in future she would include a report of the actions required from the previous meeting. Cllr Cross referred to Item 7: the next meeting of the Asset Management Committee on 27th August and requested that all the paperwork for the meeting be available to the Committee as early as possible for them to consider, due to its complexity.
CLERK

The meeting closed at 8.45 pm.