Eastleigh House
Upper Market Street
Eastleigh SO50 9YN

15 March 2016

NOTICE OF MEETING

CHANDLER'S FORD AND HILTINGBURY LOCAL AREA COMMITTEE
will meet on
Wednesday, 23 March 2016
beginning at
7:00 pm
at
Fryern Pavilion, Greenways, Chandler's Ford, SO53 2L

TO: Councillor Pamela Holden-Brown (Chair)
Councillor Alan Broadhurst (Vice-Chair)
Councillor Margaret Atkinson
Councillor Judith Grajewski
Councillor Godfrey Olson
Councillor Mrs Haulwen Broadhurst
Councillor Michael Hughes
Councillor David Pragnell

Staff Contacts: Karin James, Democratic Services Officer Tel:023 8068 8113;Email: karin.james@eastleigh.gov.uk
Andy.Thompson, Area Co-ordinator Tel: 023 8068 8357; Email: andy.thompson@eastleigh.gov.uk

RICHARD WARD
Head of Legal and Democratic Services

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Members of the public are invited to speak on general items at the start of the meeting, and on individual agenda items at the time the item is discussed. To register please contact the Democratic Services Officer above.
Please be aware that Eastleigh Borough Council permits filming, sound recording and photography at meetings open to the public.

AGENDA

1. Minutes (Pages 1 - 6)

   To consider the Minutes of the meeting held on 20 January 2016.

2. Apologies

3. Declarations of Interest

   Members are invited to declare interests in relation to items of business on the agenda. Any interests declared will be recorded in the Minutes.

4. Public Participation

5. Chairman's report

6. Area Co-ordinator's Report

7. Presentation on Planning Guidelines

8. Planning Application - 133 Hiltingbury Road, Chandler's Ford (Pages 7 - 24)

   Two storey side and rear addition to provide 5no. one bedroom and 1no. two bedroom flats with associated amenity space, parking, bin and cycle storage (Ref: F/15/77387)

9. Planning Application - The Hilt, Hiltingbury Community Centre, Hiltingbury Road, Chandler's Ford (Pages 25 - 30)

   Enclosure of & alterations to veranda to western elevation to allow for ground floor extension. (Ref. F/16/77780)

10. Planning Application - 6 Hocombe Park Close, Chandler's Ford (Pages 31 - 40)

    Single & two storey rear extension with side facing dormer window & inverted balcony, hip to gable enlargement to front elevation, first floor side extension with front facing dormer & alterations to fenestration at ground & first floor levels within main dwelling (Ref. F/16/77802)

11. Planning Application - 100 Chalvington Road, Chandler's Ford (Pages 41 - 46)

    Cutting back of overhanging branches to boundary on an annual basis to 1no. Scots Pine (Ref. T/16/77811)

12. Allocation of Developers' Contributions (Pages 47 - 50)

13. Valley Park and Surrounding Area - traffic regulation orders - objection report (Pages 51 - 76)

14. Community Investment Programme 2016/17 (Pages 77 - 86)

15. Community Grants 2016/17 (Pages 87 - 98)

16. Planning Appeals

The Head of Legal and Democratic Services to report that the following appeal has been dismissed:-

20 Park Road, Chandler's Ford – appeal against refusal of consent to demolish existing bungalow and erection of replacement 2 storey dwelling.
(Ref: F/15/76236) Previously delegated decision.

DATE OF NEXT MEETING
Wednesday, 8 June 2016 at 7:00 pm
at The Dovetail Centre, Methodist Church,
Winchester Road, Chandler's Ford, SO53 2GJ

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CHANDLER'S FORD AND HILTINGBURY LOCAL AREA COMMITTEE

Wednesday, 20 January 2016 (7:00 pm – 8:25 pm)

PRESENT:

Councillor Holden-Brown (Chairman); Councillors A Broadhurst, Atkinson, Mrs Broadhurst, Grajewski, M Hughes, Olson and Pragnell

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RESOLVED ITEMS (SUBJECT TO QUESTIONS ONLY)

454. MINUTES

RESOLVED -

That the Minutes of the meeting held on 18 November 2015 be confirmed and signed by the Chair as a correct record.

455. DECLARATIONS OF INTEREST

Councillor Margaret Atkinson declared a Personal Interest in agenda item 11, Local Listing of Buildings, as the owner of the third property on the list is known to her in a business context.

456. PUBLIC PARTICIPATION

Mr Foulds of Chalvington Road, Chandler's Ford spoke regarding the poor state of the first speedbump at the Bournemouth Road end of Chalvington Road. Mr Foulds confirmed he had been in touch with Hampshire Highways who had informed him they may be resurfacing the whole road toward the end of 2016. Due to the current poor state of repair it was felt the matter needed to be dealt with far sooner. Also following recent road repairs the road required sweeping.

457. CHAIRMAN'S REPORT

The Chairman informed those present that there was to be a slight change to the agenda and an urgent item regarding Parkside Surgery was to be added, before the meeting went into closed session to discuss the exempt items.

458. AREA CO-ORDINATOR'S REPORT

The Area Co-ordinator reported on the following:

Both the Health and Community and Sport and Active Lifestyles sections were overviewed by the Chandler's Ford and Hiltingbury Area Co-ordinator and following an amalgamation of these two sections and having set up a

new management structure just before Christmas, the Area Co-ordinator now had more time to dedicate to the Local Area Committee.

A late opportunity for external funding had been identified in December to apply to the Tesco Community Grant Fund for up to £10,000 for local green spaces. With help from the Countryside team an application had been submitted for funding for small improvements to Ramalley Copse and Hiltingbury Lakes. The funding focused around the removal of invasive foreign species such as laurel, as well as money for path improvements, information boards and some seating. News regarding whether the bid was successful should be received by mid February.

Another recent development had been a site visit to Cuckoo Bushes Meadow. Members were invited to attend a walk of the site with Members of the Countryside team to look at ways of improving the site. Following the visit an outline plan was to be drawn up and it was hoped that a report requesting Developer contributions for the agreed proposals would come to the next Local Area Committee meeting in March.

Other Countryside work had included securing private sponsorship for the planting of new trees in the local area. Places for People had agreed to sponsor £2000 for trees in the local area and the Area Co-ordinator and the Council's tree officers were working to put forward a proposal to the Local Area Committee.

Regular formal officer meetings with the Chairs of the Local Area Committee and the Parish Council were to take place quarterly. A positive working relationship with the Parish Clerk had been formed and it was intended that this work continue to achieve shared goals for the community.

A start had been made offering support and advice for the Hiltingbury Pavilion Development project. An initial meeting with the Parish had been held, to offer advice and guidance on the pavilion development to include sports facilities. The meeting was very positive and it was felt working with the Parish would really help the project, and deliver a fantastic asset for the local community.

Following the last Local Area meeting, there had been much debate surrounding adopted and un-adopted footpaths in the Local Area. Work with Members and the Transport and Engineering Unit continued to look at any paths that could be at risk, as well as investigating illegal developments on adopted paths and working with the Council's enforcement team.

Liaison with the Council's Community Safety Team had been undertaken following a spate of reported anti-social behaviour incidents at the Fryern Arcade during the day. The Community Safety team had acted quickly and were working with the local PCSO's and local Police force, as well as managers at local residents homes to tackle this issue head on. Although

the incidents had been minor and in some cases not technically law breaking, many residents had felt intimidated and uneasy in the vicinity.

Other work had included co-ordinating responses on Hampshire County Council's (HCC) proposals for changes to the Libraries across the County. Although the proposals for Chandlers Ford are for it to remain at the same grading, as well as HCC proposals on street cleaning and working with Members to move forward to move SoCo into the Basement Youth Centre for a short term lease.

459. PLANNING APPEALS

The Head of Legal and Democratic Services reported:-

(a) that the following appeal had been lodged:-

20 Park Road, Chandler's Ford - Appeal against the Council's refusal of planning permission for construction of detached five bedroom two storey dwelling following demolition of existing bungalow. (Ref: F/15/76236) (Previously delegated decision).

(b) that the following appeal had been dismissed:-

9 Heathfield Road, Chandler's Ford – appeal against refusal to grant permission for the felling of two birch trees – (Ref: T/15/76578) (previously delegated decision.)

RESOLVED -

That the report be noted.

460. COMMUNITY GRANTS

Prior to the start of the meeting this items had been deferred to a future meeting.

461. PARKSIDE GP SURGERY PROPOSALS

The Chair agreed to accept this as an emergency item as a consultation period of 30 days had already begun, and a response would be required prior to the next Local Area Committee meeting.

Members had received a letter from the West Hampshire Clinical Commissioning Group which outlined a change regarding the future provision of GP services in Eastleigh and Chandler's Ford with particular reference to the Parkside practice. From 1 April 2016 Parkside practice which was based at Eastleigh Health Centre with a branch at Knightwood Surgery would cease to provide medical services from Knightwood. North Baddesley surgery would be providing sevices to Knightwood instead.

As a result of this change 2700 patients in SO52 and SO53 postcodes would transfer from Parkside to North Baddesley Surgery, whilst services at Eastleigh Health Centre would continue.

Members expressed concern at the changes as they were already being advised of patients having to wait up to a month for a GP appointment and felt this change could make matters worse. Many patients may encounter transport difficulties accessing North Baddesley surgery as public transport in this direction was very limited.

It was also felt extra patients being taken on by North Baddesley surgery may well have an effect on Test Valley Borough Council's Local Plan and decisions where houses might be built.

RESOLVED –

(1) That Local Area Committee representation should be made in writing to West Hampshire Clinical Commissioning Group expressing their concerns; and

(2) That Mark Tyrrell (the lead on the project) be invited to attend a working party meeting for an exchange of views.

462. EXEMPT BUSINESS

RESOLVED -

(1) That, in pursuance of Section 100A(4) of the Local Government Act 1972, the press and public be excluded from the meeting for the following items of business on the grounds that they are likely to involve the disclosure of exempt information as defined in paragraph 1 and 6 of Part 1 of Schedule 12A of the Act; and

(2) That, in pursuance of the public interest test, the public interest in disclosing the information contained in the following item of business was outweighed by the public interest in maintaining the exemption.

463. DISPOSAL OF LAND IN CHANDLER'S FORD

Consideration was given to a report of the Head of Regeneration and Planning Policy which sought a decision regarding a request to purchase an area of Council owned land transferred to the Borough in August 1992 by Wimpey Homes Holdings Ltd as part of an Open Space Agreement pursuant to the Open Spaces Act 1906.

RESOLVED –

That the disposal of land adjoining the property in Chandler's Ford identified in the report attached to the agenda be approved in principle on terms to be agreed by the Property & Development Manager.

464. LOCAL LISTING OF BUILDINGS

Consideration was given to a report of the Head of Regenerations and Planning Policy which sought approval of an additional three properties being added to the Local List of Buildings of Special Architectural and Historic Interest.

RESOLVED –

That the list of buildings for local listing (as identified in the report attached to the agenda), being of special architectural and historic interest, be approved for addition to the existing list.

(NOTE: Councillor Atkinson declared an interest in the third property on the list, as the owner is known to her in a business context. She remained in the room but took no part in debate or voting on this specific property).

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23/03/2016

APPLICATIONS RECOMMENDED FOR DECISION

CHANDLER'S FORD & HILTINGBURY Wednesday 23 March 2016 Case Officer David Huckfield

SITE: **133 Hiltingbury Road, Chandler's Ford, Eastleigh, SO53 5NP**

Ref. F/15/77387 Received: 14/10/2015 (11/12/2015)

APPLICANT: Mr and Mrs R Hicks

PROPOSAL: **Two storey side and rear addition to provide 5no. one bedroom and 1no. two bedroom flats with associated amenity space, parking, bin and cycle storage**

AMENDMENTS:
RECOMMENDATION:

PERMIT

CONDITIONS AND REASONS:

(1) The development hereby permitted shall be implemented in accordance with the following plans numbered: LDS/13071-TP1, X01 rev A, P10 Rev C, X02 Rev A, P11 Rev C, P01 Rev C , P03 Rev B, P12 Rev C, P02 Rev B Reason: For the avoidance of doubt and in the interests of proper planning.

(2) The development hereby permitted shall start no later than three years from the date of this decision. Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(3) No development shall start until details and samples of the materials to be used in the construction of the external surfaces of the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details. Reason: To ensure a satisfactory visual appearance in the interest of the amenities of the area.

(4) No construction or demolition work shall start until a Method Statement has been submitted to, and approved in writing by, the Local Planning Authority. Demolition and construction work shall only take place in accordance with the approved method statement which shall include:
a) measures to control the emission of dust and dirt generated by demolition and construction works, including measures to prevent mud on the highway;
b) a scheme for controlling noise and vibration from demolition and construction activities, including details of any piling;
c) the arrangements for deliveries associated with all construction works and the loading / unloading of plant & materials.
Reason: To limit the impact the development has on the amenity of the locality.

(5) No development shall start until details for the sustainable disposal of surface water and disposal of foul sewerage from the development hereby permitted have been submitted to and approved in writing by the Local Planning Authority. The development shall then accord with the approved details. Reason: To ensure satisfactory provision of foul and surface water drainage.

(6) No development shall start until a landscaping scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall cover all hard & soft landscaping and shall provide details of timings for all landscaping and any future maintenance. The works shall be carried out in accordance with the approved plans and to the appropriate British Standard. Reason: In the interests of the visual amenity of the locality and to safeguard the amenities of neighbouring residents.

(7) For a period of no less than 5 years after planting, any trees or plants which are removed, die or become seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of the same species, size and number as originally approved in the landscaping scheme. Reason: In the interests of the visual amenities of the locality.

(8) No development shall start until details of the altered access including any footway and verge crossing have been submitted to and approved in writing by the Local Planning Authority. The development shall not be occupied until the approved details have been fully implemented. Reason: To ensure satisfactory vehicular access.

(9) No work shall commence on site until the following has been submitted to and approved in writing by the Local Planning Authority: (a) a report of a site investigation documenting the ground conditions of the site and incorporating chemical and gas analysis identified as appropriate by the Preliminary Investigation in accordance with BS10175:2011+A1 2013 and BS8576:2013, and, unless otherwise agreed in writing with the Local Planning Authority; (b) a detailed site specific scheme for remedial works

and measures to be undertaken to avoid the risk from contaminants and/or gases when the site is developed and proposals for future maintenance and monitoring. Such a scheme shall include nomination of a competent person to oversee the implementation of the works. Reason: To minimise the risk from land contamination for public safety.

(10) The development hereby permitted shall not be occupied/brought into use until there has been submitted to the Local Planning Authoirty verification by the competent person approved under the provisions of the above condition that any remediation scheme required and approved under the provisions of the above condition has been implemented in full in accordance with the approved details (unless varied with the written permission of the Local Planning Authority). Unless agreed in writing with the Local Planning Authority such verification shall comply with the guidance contained in CLR11 and EA guidance for the safe development of housing on land affected by contamination - R&D Publication 66:2008. Typically such a report would comprise (a) a description of the site and its background, and summary of relevant site information (b) a description of the remediation objectives and remedial works carried out (c) verification data including - sample locations/analytical results, as built drawings of the implemented scheme, photographs of the remediation works in progress, etc. (d) ceritificates demonstrating that improted and / or material left in situ is free from contamination. Thereafter the scheme shall be monitored and maintained in accordance with the approved scheme under condition 8. Reason: To minimise the risk from land contamination for public safety.

(11) No development shall start until an Arboricultural Impact Assessment, Method Statement, Tree Survey and a protective fencing plan has been submitted to and approved in writing by the Local Planning Authority. The development must accord with the approved details and to the appropriate British Standard. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

(12) No development shall start until a site meeting attended by the Arboricultural Consultant and Site Manager has taken place where a representative from the Local Planning Authority has inspected and approved the fencing and signed the card which accompanies this decision notice. Once approved no access by vehicles, storage or use of machinery, equipment or materials shall take place within the fenced area. The fencing shall be retained in its approved form for the duration of the work. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

(13) No development shall start until a scheme of work detailing the extent and type of any piling proposed has been submitted to and approved in writing by the Local Planning Authority. The development shall accord with the approved details. Reason: To protect the amenities of the occupiers of nearby properties.

(14) The development hereby permitted shall not be brought into use until the area shown on the approved plan for the parking of vehicles shall have been made available, surfaced and marked out. The parking shall then remain unallocated and the area shall then be permanently retained and reserved for the purposes of parking in this form at all times. Reason: To make provision for off street parking in the interests of highway safety.

(15) No construction, demolition or deliveries to the site shall take place during the construction period except between the hours of 0800 to 1800 Mondays to Fridays or 0900 to 1300 on Saturdays and not at all on Sundays or Bank Holidays. Reason: To protect the amenities of the occupiers of nearby dwellings.

(16) No deliveries to the site shall be made prior to 0915 or between the hours of 1445 to 1600 Mondays to Fridays in school term period; outside of the hours of 0900 to 1300 on Saturdays and not at all on Sundays or Bank Holidays. Reason: In the interests of highway safety and neighbouring amenity.

(17) No burning of materials obtained by site clearance or any other source shall take place during the demolition, construction and fitting out process. Reason: To protect the amenities of the occupiers of nearby properties.

Note to Applicant: It is considered that, subject to compliance with the conditions and any obligations attached to this permission, the proposed development is acceptable because it will not materially harm the character of the area, the amenity of neighbours or highway safety and it is in accordance with the policies and proposals of the development plan, comprising the Eastleigh Borough Local Plan Review 2001-2011, and after due regard to all other relevant material considerations including the National Planning Policy Framework and the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014 the Submitted Local Plan comprising: the Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and the Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014', the local planning authority is of the opinion that permission should be granted.

The following development plan saved policies and emerging draft local plan policies are relevant to this decision and the conditions attached to it:

Eastleigh Borough Local Plan Review [2001-2011], saved Policies 28.ES, 59.BE, 74.H, 100.T, 101.T, 104.T, 147.OS, 191.IN.

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014, the Submitted Local Plan, Policies DM1, DM23, DM24, DM29, DM32, DM35, DM37.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Under the Town and Country Planning England Regulations 2012, a fee is required for Discharge of Condition Applications. N.B. Conditions not fully discharged, invalidate the planning permission.

Note to Applicant: the permission does not authorise the undertaking of any works involving excavations in the carriageway, footway or verge. A road opening permit must be obtained from Hampshire Highways, HCC call centre number 0845 6035633.

Report:

This application has been referred to Committee by Councillors Olson and Grajewski and in the interests of consistency with the previous application for this site having been determined by the Chandlers Ford and Hiltingbury Local Area Committee (F/13/73356).

Description of Application

1. The application seeks approval for two-storey side and single and two-storey rear extensions to the building with associated internal reconfiguration works to provide for a total of 6no. flats in the form of 5no. 1-bed and 1no. 2-bed units at a density of approximately 24 dwellings per hectare. The existing stair tower and adjoining steps which provide access to the present building from its western side, as well as the chimney to the eastern elevation of the property, are to be removed as part of the proposals. The building is to be rendered in full in a light colour to match the neighbouring development.

2. The proposed side extension is 2.8m in width and will bring the eastern flank wall of the building to approximately 0.3m from the shared boundary with No. 131, with it being set in a recessed position from the front elevation of the property and sitting flush with its present rear elevation. The addition to the rear has a depth of approximately 8.1m with its central section having a hipped roof and extending to two-storeys in height. There are single storey lean-to elements to either side of this with that in the south-western corner of the property containing the re-sited entrance to the building. The access to the site from Hiltingbury Road as well as the driveway which runs alongside the building and which leads to an altered parking court area to the rear, are to be widened as part of the proposals. Recycling and bin storage is proposed to the front of the plot with secure cycle storage to the rear beyond a landscaped area which will serve as amenity space for the occupiers of the flats.

3. The application is for a revised scheme following the granting of planning approval F/13/73356 in October 2014. This permission has not been implemented but remains extant. The current application is of a similar footprint to that approved with only a marginal increase resulting from a 0.9m greater depth to the rear extension. The proposed extension to the eastern side of the building is now of a two-storey as opposed to a single-storey height and the depth of the two-storey addition to the rear is increased by 4.1m relative to the previous approval. The latter is however reduced in width by 1.85m and of a lower-ridge height owing to the use of split level accommodation within this part of the building. The amenity and parking areas are also altered with the former now being provided within a single area adjoining the rear elevation of the property as opposed to two separate parcels divided by tandem parking.

The site and its surroundings

4. The application site is located to the southern side of Hiltingbury Road and falls within an established residential area. The site, which slopes down from front to rear, extends to an area of approximately 0.25ha and currently contains 2no. two-bedroom flats set within a two-storey block. The building, which is of red-brick construction with interlocking concrete roof tiles and tile hanging to part of its front elevation, sits slightly back from the road, in line with the established front building line in this section of Hiltingbury Road (with properties 143-149 being the exception in this regard).

5. There is a mature hedge which surrounds the site frontage to its northern and eastern sides with the western boundary being open onto the adjacent private driveway which separates No. 133 from Nos. 135-141 to this side. At the rear there is timber panel fencing along the length of the eastern boundary of the plot with fencing of a lower level at the rear defining part of the boundary with the access road. The rear and front garden areas have recently been cleared. A protected Birch Tree is located at the southern end of the plot.

6. To the north and eastern sides of the application site are detached residential properties with there being three small, two-storey blocks of flats to the west that share the existing parking court with the application site. To the south is Hiltingbury Road Recreation Ground.

Relevant Planning History

7. Of particular relevance to this planning application is approval reference F/13/73356 for one and two storey rear extensions and single storey side extension to provide 4No. 1-bed flats and 1No. 2-bed flat with associated parking, bin store and amenity space following removal of existing external staircase. This was granted on 13 October 2014 and remains extant. The proposed additional development relative to this approval is summarised in paragraph 3 above.

Representations Received

8. One letter of representation has been received in relation to the application raising objections on the grounds of the depth and height of the rear extension, and highway safety with parking along Hiltingbury Road being stated to already be difficult and the risk of accidents increasing as a result of the development.

Consultation Responses

9. **Chandlers Ford Parish Council –** The Parish Council raised no objection to the proposals.

10. **Head of Countryside and Trees (Tree Officer) –** The Council's Tree Officer raised no objection to the principle of the development. It was highlighted that there is a requirement for the submission of an arboricultural impact and method statement as to how the retained trees both on an adjacent to the development site will be afforded protection, however, the Tree Officer is satisfied that in this case this can be covered by way of a planning condition.

11. **Head of Housing Services –** The Head of Housing Services highlighted the requirement for an affordable housing contribution for this development. This is sought in the form of a financial contribution equivalent to 10% on-site provision of affordable housing which equates to 0.6 (60%) of the land value for one unit.

12. **Head of Environmental Health –** The Head of Environmental Health highlighted that the application site is located within approximately 13m of a former domestic landfill site, as shown on historical ordnance survey mapping, and on permeable strata. Having reviewed the submitted contaminated land information accompanying the application, it was noted that the report identifies a number of potential sources and pollutant linkages, stating a medium risk to human health and recommending further action. As the proposed development has the potential to be effected by contaminants in the ground and gases/vapours associated with the former landfill and other sources identified, conditions were recommended requiring the submission of site investigation, remediation and validation reports.

13. Further conditions restricting hours of work and on-site burning, and requiring the pre-commencement submission of a construction management plan, were also recommended in the interests of residential amenity.

14. **Head of Transportation and Engineering –** No objection. The proposal conforms to the Eastleigh Borough Council Residential Parking Standards, however this is for utilisation of unallocated parking to make best use of

the parking spaces provided. As such it is recommended that this is covered by condition.

15. Whilst as an individual development there will be minimal impact on the local highway network, accumulatively with other development in the local area an impact will result that onwards requires improvement or mitigation. For this reason planning obligations towards sustainable transport are requested in line with the Hampshire County Council (HCC) Transport Contributions Policy. These contributions will go towards local highway improvements of benefit to the future occupiers.

16. Further pre-commencement conditions were also recommended requiring the submission of a construction management plan with specific regard to the proposed location of temporary site buildings, compounds, construction material, plant storage areas, and the parking of vehicles of site operatives and visitors; details of foul and surface water drainage to serve the development; and details of the altered access from Hiltingbury Road, for approval by the Local Planning Authority.

Policy Context: Designation Applicable to Site

- Within Built-up Area Boundary
- Within Established Residential Area
- The Site is Subject to a Tree Preservation Order (TPO 266 Covering a Beech at the Rear of the Site).

Development Plan Saved Policies, Emerging Local Plan Policies and Supplementary Planning Documents (SPDs)

- Eastleigh Borough Local Plan Review 2001-2011, Saved Policies: 28.ES, 59.BE, 74.H, 100.T, 101.T, 104.T, 147.OS, 191.IN.
- Submitted Eastleigh Borough Local Plan 2011-2029, July 2014 Policies: DM1, DM23, DM24, DM29, DM32, DM35, DM37. (The Submitted Local Plan comprises: the Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and the Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014.)
- Supplementary Planning Document: Quality Places (November 2011)
- Supplementary Planning Document: Residential Parking Standards (January 2009)
- Supplementary Planning Document: Planning Obligations (July 2008, updated 2010)
- Supplementary Planning Document: Affordable Housing (July 2009)
- Supplementary Planning Document: Chandler's Ford and Hiltingbury Character Areas

National Planning Policy Framework (NPPF)

17. The National Planning Policy Framework (NPPF) is an important material consideration in the determination of the planning application and the following paragraphs are of particular relevance in this case:

- Paragraph 6 which states that “the purpose of the planning system is to contribute to the achievement of sustainable development”.
- Paragraph 14 that sets out that “at the heart of the National Planning Policy Framework is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan-making and decision taking”. The Framework sets out that for decision-taking this means “approving development proposals that accord with the development plan without delay; and where the development plan is absent, silent or relevant policies are out-of-date, granting permission unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole; or specific policies in this Framework indicate development should be restricted.”
- Paragraph 17 details the twelve core planning principles that should underpin decision-taking which includes that planning should “always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings”.
- Paragraph 32 states that decisions should take account of whether “safe and suitable access to the site can be achieved for all people” and Paragraph 35 states that developments should be located and designed where practical to “give priority to pedestrian and cycle movements, and have access to high quality public transport facilities.”
- Paragraph 49 states that “housing applications should be considered in the context of the presumption in favour of sustainable development”.
- Paragraph 56 states that “good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people”.

National Planning Practice Guidance

18. Where material, this guidance should be afforded weight in the consideration of planning applications.

Policy Commentary

19. The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to the principle of the development proposed, its layout and design, highway matters, residential amenity, trees, bin and cycle storage, contaminated land, planning obligations, and the impact of the proposals on the street scene and character of the area.

Comment on Consultation Responses and Representations Received

20. The comments received are noted with the matters raised being considered and responded to where appropriate in the below assessment of the proposals.

Assessment of Proposal: Development Plan and / or Legislative Background

21. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states: "If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

Principle

22. The application site lies within the urban edge where the basic principle of development is considered to be acceptable, with any formal planning approval being based upon the exact nature, design and impact of that proposed being considered appropriate and in accordance with the relevant Local Plan policies and supplementary planning documents and guidance.

    The most relevant policy in this case is Saved Policy 59.BE of the Eastleigh Borough Local Plan Review 2001-2011. This policy requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting both in themselves and in relation to adjoining buildings, spaces and views, natural features and trees worthy of retention. It also requires a high standard of landscape design, have a satisfactory means of access and layout for vehicles, cyclist and pedestrians, make provision for refuse and cycle storage and avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, noise and fumes.

23. Also of relevance to the application are Saved Policies 28.ES, 35.ES, 74.H, 100.T, 101.T, 104.T, 147.OS, and 191.IN.

24. Saved Policy 28.ES requires that provision should be made in the design and layout of housing developments for the storage and collection of domestic waste and recyclable materials and that these must be sited in locations that would not give rise to disturbance to the occupiers of residential property.

25. Saved Policy 35.ES states that planning permission will only be granted on land which is known or suspected to be contaminated if the applicant can provide sufficient information to adequately demonstrate that the land can and will be remediated to a standard suitable for the proposed end use and will ensure that the risk of pollution of controlled waters is minimised.

26. Saved Policy 74.H requires that affordable housing provision is made within eligible development schemes in accordance with the Council's adopted policies and guidance.

27. Saved Policy 100.T states *inter alia* that development which accords with other relevant policies of this Plan will be permitted provided it is, or could be well served by public transport, cycling and walking; and it includes measures that minimizes its impact on the existing transport network.

28. Saved Policy 101.T states that development which results in additional traffic on the local road network greater will: only be permitted if the Council is satisfied that there is a proven need for the development in the location proposed and; be the subject of the provision of contributions towards the implementation of the Local Transport Plan and/or other transport proposals set out in the Local Plan.

29. Saved Policy 104.T requires that adequate off-highway parking is provided to serve new development.

30. Saved Policies 147.OS and 191.IN respectively state that where development involves a net increase in residential units, the Council will seek agreements for a contribution towards open space provision in the locality as well as for the provision of infrastructure, services, facilities and amenities directly made necessary by the development.

Layout, design and impact upon the character of the area

31. Saved Policy 59.BE (i) of the adopted Eastleigh Borough Local Plan 2001-2011 requires that development takes full and proper account of the context of the site including the character and appearance of the locality or neighbourhood and that it is appropriate in mass, scale, materials, layout, density, design and siting. In addition, Section 7 of the National Planning Policy Framework (NPPF) stipulates that good design is a key aspect of sustainable development and is indivisible from good planning (para 56).

32. Whilst the scheme will serve to further increase the number of units within the building relatively to the previously approved application (F/13/73356) with this now being six as opposed to five and will result in a larger increase in overall floorspace, it is considered that the application complies with these policy requirements in respect of its layout, design and impact upon the character of the area.

33. The building will remain as a two storey structure as viewed from Hiltingbury Road and whilst the proposed side extension is now greater in height than as previously approved, it is still modest and proportionate in width with its ridge height being set lower than the main building and its front elevation recessed such that it appears as a suitably subservient and complementary addition.

34. The majority of the alterations and extensions are proposed at the rear and it is acknowledged that these are fairly sizeable in scale and represent what is a significant addition to the building. Because of their siting however there will be very limited views afforded towards them from the street scene. Whilst of a more notable increase in floor area, the overall footprint will also be only marginally greater than as previously approved and it is deemed that the plot is of a sufficient size to allow for such extensions with an acceptable level of amenity space and off-road car parking still able to be provided, and the proposals not unduly compromising the amenity of the occupiers of immediate neighbouring dwellings (see relevant sections covering each of these matters below). It is not therefore deemed that the proposals will result in the overdevelopment of the plot or have a harmful impact upon the character of the area.

35. The rear extensions, it is considered, also represent a visual improvement in design terms to this elevation of the building when viewed relative to the previously approved scheme with a simplified hipped roof design to the two-storey projection and modest lean-to single-storey sections immediately either side. In terms of external facing materials, the application proposes the use of a light coloured external render to both the extensions and the existing building. Whilst this would represent a marked change to the building's current red brick appearance, it is not considered that this is unacceptable nor would it be out of keeping with the neighbouring development within this section of Hiltingbury Road with the blocks of flats to the immediate western side of the site also being rendered. It is also understood that the external render is proposed as a means of improving insulation and enhancing the overall energy efficiency of the building. A condition will be recommended to require samples of the external facing materials for approval by the Local Planning Authority prior to the commencement of development in order to ensure that these are satisfactory in type, colour and texture.

Residential amenity

36. In this regard there are two main considerations, these being the matter of the impact of the proposed development upon the amenity of the occupiers of the existing residential properties which neighbour the site with this including during the undertaking of its construction, and the ensuring of an acceptable level of amenity for the future occupiers of the proposed dwellings. The Council has produced a Supplementary Planning Document entitled 'Quality Places' which sets out both guidance as well as appropriate standards for amenity in relation to residential development. This supports the requirements of Saved Policy 59.BE (vii.) which seeks to ensure the provision of an acceptable level of amenity for future occupiers of land and property and that development does not unacceptably impact upon the amenity of neighbouring uses, notably by way of overlooking, overbearing impact or through a loss of light or outlook.

37. With regards to the matter of the amenity of the future occupiers of the development, the Council's Quality Places SPD sets out a minimum requirement for flats of 25sqm of amenity space per unit. An area of 170m2 is proposed to be provided immediately adjoining the rear elevation of the building which equates to 28.3sqm per unit, in excess of the aforementioned minimum requirement. There is in also useable recreation space directly adjacent to the application site in the form of the Hiltingbury Road Recreation Ground which lies to the south. In addition, whilst it is acknowledged that some of the units are a little modest in terms of their internal floor area, a generally good level of outlook is afforded from their habitable rooms and as such it is not considered that the proposals are unacceptable in this regard.

38. In terms of the impact of the proposals upon the occupiers of neighbouring dwellings to the site, again the development is considered to be acceptable. Whilst the proposed extension to the eastern side of the dwelling is now of a two-storey height in close proximity to the boundary, it is sited immediately alongside the blank facing elevation of No. 131 Hiltingbury Road and its adjoining carport. It is not therefore considered that it would be unduly overbearing or adversely affect levels of light to or outlook from the habitable windows of this neighbouring property. The rear projection, whilst deeper at a two-storey height than as previously approved, is of a lower eaves height and set in from the shared boundary by approximately 3m, with only single-storey development in between. The side facing rooflights are also set at a high level within the rooms that they will serve in order to prevent any undue overlooking.

39. With regards to the properties to the western side of the site, again there is considered to be no unacceptable impact upon the amenity of its occupiers. The proposed development will come no closer to this property than the present building with a good degree of separation, which is provided by the access road serving both properties, being maintained.

40. It is acknowledged as is referenced by the Council's Head of Environmental Health that the site is in close proximity to neighbouring residential properties and there is restricted access to it. As such, the demolition and construction phases of the development have the potential to impact upon the amenity of neighbouring residents. In order to limit this as far as possible, conditions will be imposed to restrict hours of working and on-site burning. In addition, a construction management plan will be required to be submitted prior to commencement of development to address the matter of the controlling of dust and noise during demolition and construction works.

41. The application is deemed to accord with the requirements of Saved Policy 59.BE (vii.) of the adopted Local Plan.

Trees

42. Saved Policy 59.BE (i) of the adopted Local Plan requires that development is appropriate both in itself as well as in relation to natural features and trees worthy of retention. There is a protected Birch tree (TPO 266) at the rear of the plot adjacent to the proposed parking area, with a further protected Birch (TPO 281) and other non-protected trees on the neighbouring land to the opposing side of the access driveway serving the development, each of which has the potential to be impacted upon by the proposals.

43. The Council's Tree Officer has considered the proposals in this regard and has raised no objection subject to the imposition of a condition to require the submission of an Arboricultural Report from an appropriately qualified arboricultural consultant (e.g. Arboricultural Association Registered Consultant) to consider the impact of the development upon the trees on and adjacent to the application site, and propose adequate protection for them during the development works. This condition will be imposed accordingly and with this it is considered that the application complies with the aforementioned policy requirement.

Land contamination

44. The Council's Head of Environmental Health has highlighted that the application site is located within approximately 13m of a former domestic landfill site and on permeable strata. The application is accompanied by a Phase 1 Desk Study produced by Soils Ltd. This desk study has been reviewed by the Head of Environmental Health and identifies a number of potential sources and pollutant linkages, stating a medium risk to human health and recommending further action.

45. Saved Policy 35.ES of the adopted Local Plan states that planning permission will only be granted on land which is known or suspected to be contaminated if the applicant can provide sufficient information to adequately demonstrate that the land can and will be remediated to a standard suitable for the proposed end use. In order to comply with this requirement, conditions have been recommended to require site investigation, remediation and validation reports. These conditions will be imposed upon the planning consent accordingly and with this it is deemed there is no conflict with the aforementioned policy requirement.

Highway matters

46. Saved Policies 59.BE (v.) and 104.T of the Eastleigh Borough Local Plan Review 2001-2011 respectively require that development has a satisfactory means of access and layout for vehicles and provides adequate on-site parking in accordance with the requirements of the Council's adopted standards, these being set out in the Residential Parking Standards Supplementary Planning Document (January 2009).

47. The scheme proposes a total of 10 car parking spaces to serve the development which are set within a parking court area at the rear of the

plot. Turning space is provided within its central section to enable vehicles to be able to leave the site in a forward gear. Whilst this level of parking is insufficient for individual allocation to the occupiers of the units, it meets the aforementioned SPD standards for unallocated parking provision. On this basis and subject to a condition being imposed upon the planning consent stipulating this, the Council's Head of Transportation and Engineering has raised no objection on parking grounds.

48. The present access to the site from Hiltingbury Road is to be reused with this as well as the driveway leading to the above referenced parking area being widened to allow for improved access to the development. A passing point is also provided in the vicinity of the plot frontage to seek to mitigate against the potential for vehicles to have to back up down the driveway access to the site to allow oncoming vehicles to pass. These arrangements are considered to be acceptable and again no objection is raised to them by the Head of Transportation and Engineering subject to conditions.

49. The application therefore is considered to comply with Saved Policies 59.BE (v.) and 104.T of the adopted Local Plan.

Bin and cycle storage

50. Saved Policy 28.ES requires that provision should be made in the design and layout of housing developments for the storage and collection of domestic waste and recyclable materials and that these must be sited in locations that would not give rise to disturbance to the occupiers of residential property. In addition, Saved Policy 59.BE (vi.) states that provision should be made for the secure storage of bicycles.

51. The submitted layout drawing shows acceptable provision to be made in both regards in the form of cycle sheds and visitor cycle hoops adjoining the building's rear amenity area, and a timber bin storage shed to the northern side of the property. Whilst it is acknowledged that the latter is sited to the front of the block, in this case this is not deemed to be an unacceptable arrangement with it being well screened from the street scene by the mature hedge that is to be retained along the front boundary of the plot and situated in a convenient location for collections.

Planning obligation /considerations

52. In accordance with the guidance contained within the NPPF, Saved Policies 74.H, 101.T, 147.OS and 191.IN of the adopted Eastleigh Borough Local Plan Review (2001-2011), Policies DM32 and DM37 of the Submission Eastleigh Borough Local Plan 2011-2029, the Council's 'Planning Obligations' SPD and the requirements of Regulation 122 of the Community Infrastructure Regulations, there is a requirement for developers' contributions to ensure on and off-site provision for facilities and infrastructure made necessary by the development, or to mitigate against any increased need/pressure on existing facilities. In respect of

this application, contributions are required towards Community Infrastructure, Sustainable Transport, Public Open Space and Play Provision (Standard Charge), Public Open Space – Local Green Space. This is in addition to the requirement for a financial contribution towards affordable housing in lieu of on-site provision.

53. A viability assessment has been provided by the applicant which highlights that there are viability issues in relation to the development that restricts its ability to make provision for affordable housing. This assessment has been reviewed by the Council's Valuer who has advised that its findings are acceptable in this respect. The applicant has indicated their willingness to secure the other contributions requested and these have now been secured by way of an up-front payment.

54. On this basis, and taking account of the range of factors for consideration including that the scheme would include design and visual improvements relative to the extant approval, that it would serve to deliver smaller and lower cost units in the locality, and that the other obligations have been agreed to, that on balance the proposals are acceptable without affordable housing provision being made and that it would be difficult to substantiate a reason for refusal on these grounds. This viewpoint is consistent with the approach taken on the previous submission which was determined by the Chandlers Ford and Hiltingbury Local Area Committee on 10 September 2014.

55. The projects and measures identified for contribution expenditure will comply with the 3 tests set out in Regulation 122 of the Community Infrastructure Levy 2010, in that the monies would go towards the projects which are directly related to the development, and are fairly and reasonably related in scale and kind to the proposed development. The contributions would be index-linked to ensure the contributions rise in line with the costs of providing the identified projects/measures. The obligations sought are necessary to make the development acceptable in planning terms and to meet the needs generated by the new residents and the potential impact on existing services and facilities.

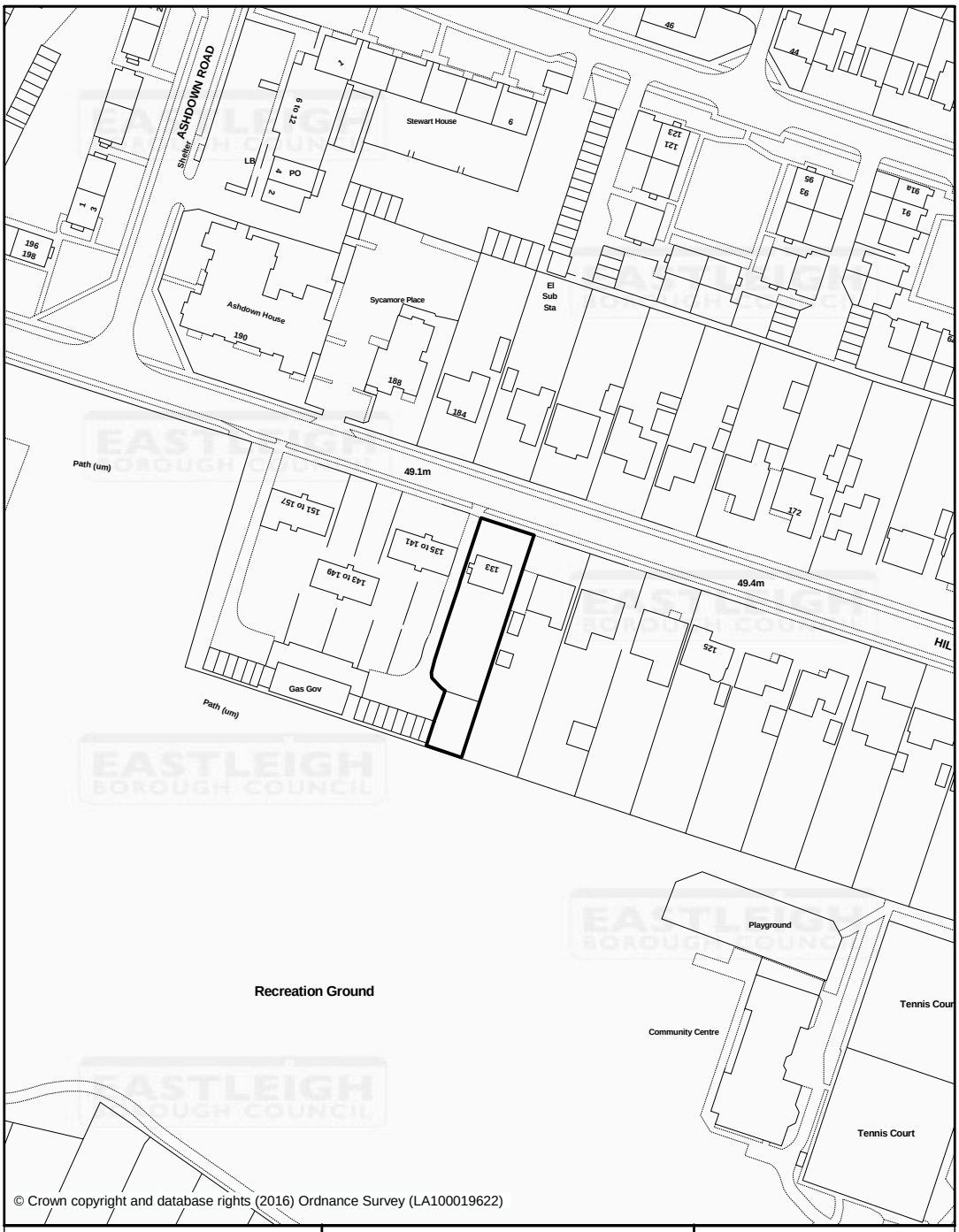
Other material considerations

56. Reference also needs to be made the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014. However very little weight can be given to these policies as, although the Submission Local Plan has not been withdrawn the Council has confirmed that it has decided to prepare a new local plan which will cover the period up to 2036. With regards to this application, the new policies essentially echo those of the current plan and are not considered to affect the recommendation put forward.

Conclusion

57. For the reasons as set out above, it is considered that the application complies with the relevant development plan policies, emerging local plan

policies, associated supplementary planning guidance, and national planning policy. It is therefore recommended that subject to the appropriate provision being made for the required planning obligations as set out above, that planning permission be granted subject to conditions.



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EASTLEIGH BOROUGH COUNCIL

F/15/77387

Title:

133 Hiltingbury Road

Scale:
1:1250

Map Ref:
SU4322SW

Date:
07/03/2016

CHANDLER'S FORD & HILTINGBURY Wednesday 23 March 2016 Case Officer Jagdeep Birk

SITE: **The Hilt, Hiltingbury Community Centre, Hiltingbury Road, Chandler's Ford, Eastleigh, SO53 5NP**

Ref. F/16/77780 Received: 23/12/2015 (17/02/2016)

APPLICANT: Hiltingbury Community Association

PROPOSAL: **Enclosure of & alterations to veranda to western elevation to allow for ground floor extension**

AMENDMENTS:
RECOMMENDATION:

PERMIT

CONDITIONS AND REASONS:

(1) The development hereby permitted shall be implemented in accordance with the following plans numbered: 912-1, 912-2, 912-4, 912-5. Reason: For the avoidance of doubt and in the interests of proper planning.

(2) The development hereby permitted shall start no later than three years from the date of this decision. Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in type, colour and texture those used on the existing building. Reason: To ensure a satisfactory visual relationship between the new development and the existing.

Note to Applicant: It is considered that, subject to compliance with the conditions and any obligations attached to this permission, the proposed development is acceptable because it will not materially harm the character of the area, the amenity of neighbours or highway safety and it is in accordance with the policies and proposals of the development plan, comprising the Eastleigh Borough Local Plan Review 2001-2011, and after due regard to all other relevant material considerations including the National Planning Policy Framework and the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014 the Submitted Local Plan comprising: the Revised Pre-submission Eastleigh Borough Local

Plan 2011 - 2029, published February 2014; and the Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014', the local planning authority is of the opinion that permission should be granted.

The following development plan saved policies and emerging draft local plan policies are relevant to this decision and the conditions attached to it:

Eastleigh Borough Local Plan Review [2001-2011], saved Policies 59.BE, 186.IN.

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014, the Submitted Local Plan, Policies DM1, DM35.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Report:

1. This application has been referred to Committee owing to Councillors request and Cllr Grajewski's husband is on the board.

Description of Application

2. The application seeks approval for the enclosure of, and alterations to, the veranda on the western elevation of the building to provide for additional ground floor space. The proposals are to allow for the enlargement of the kitchen area and for the provision of a small kitchenette attached to the Cranbury Room. The development also includes the addition of a row of rooflights as well as new external doors.

Site Characteristics

3. The application site consists of The Hiltingbury Community Centre which is accessed from Hiltingbury Road to the north and sits to the west of Hiltingbury Infants and Hiltingbury Junior Schools. There is parking around the site and a number of pedestrian accesses. The site is bounded with residential properties and a large playing field. The centre provides facilities for meeting rooms, two hall areas, storage space, community office, changing rooms. There is also an external MUGA (multi-use games area) with provision for football, cricket and tennis.

Relevant Planning History

- Erection of new community building and provision of 18no. additional parking spaces - F/04/50282, Approved 07/03/2005

- Provision of first floor accommodation within community centre approved under planning permission F/04/50282. Including installation of two dormer windows on east elevation and revisions to fenestration and openings - F/07/60270, Approved 02/08/2007

Representations received

4. None received.

Consultation responses

5. None received.

Policy Context: Designation Applicable to Site

- Within Built-up Area Boundary
- Existing and Established Community Facility

Development Plan Saved Policies and Emerging Local Plan Policies

- Eastleigh Borough Local Plan Review 2001-2011 saved Policies: 59.BE, 186.IN.
- Submitted Eastleigh Borough Local Plan 2011-2029, July 2014 Policies: DM1, DM35 (The Submitted Local Plan comprises: the Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and the Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014).

National Planning Policy Framework

6. The National Planning Policy Framework (NPPF) states that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Para 14 sets out a general presumption in favour of sustainable development and states that development proposals which accord with the development plan should be approved without delay. Where the development plan is absent, silent, or relevant policies are out-of-date planning permission should be granted unless the adverse impacts of the development would outweigh the benefits; or specific policies in the Framework indicate development should be restricted (paragraph 14). Local plan policies that do not accord with the NPPF are now deemed to be “out-of-date”. The NPPF requires that due weight should be given to relevant policies in existing plans according to their degree of consistency with the NPPF. In other words the closer the policies in the plan accord to the policies in the Framework, the greater the weight that may be given.

National Planning Practice Guidance

7. Where material, this guidance should be afforded weight in the consideration of planning applications.

Policy Commentary

8. The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to the principle of the development proposed, its layout and design, highway matters, and the impact of the proposals upon residential amenity and the character of the area.

Comment on Consultation and Representations Received

9. None consultation responses or third party representations have been received.

Assessment of Proposal: Development Plan and / or Legislative Background

10. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states:-
"If regard is to be had to the development plan for the purpose of any determination to be made under the planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise."

11. The proposal is considered to comply with the relevant Development Plan policies.

12. In this case policy issues for consideration include:

Principle

13. The application site lies within the urban edge where the basic principle of development is considered to be acceptable, with any formal planning approval being based upon the exact nature, design and impact of that proposed being considered appropriate and in accordance with the aforementioned relevant local plan policies and supplementary guidance. The Hilt is also an existing community facility and as a result, Saved Policy 186.IN of the adopted Local Plan applies to the development proposals.

14. This policy states that proposals for the provision, replacement, extension or improvement of facilities for use by the community will be permitted within the urban edge provided they will not adversely affect the residential amenity of the occupiers of neighbouring properties by reason of noise, disturbance, smells, floodlighting or other factors. Also of relevance is Saved Policy 59.BE.

15. Saved policy 59.BE of the Local Plan requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting. It also requires a high standard of landscape design, have a satisfactory means of access and layout for vehicles, cyclist and pedestrians, make provision for refuse and cycle storage and avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, noise and fumes.

Assessment of the proposals

16. The development is considered to be acceptable in layout and design. The alterations to the building are modest in terms of their scale and size and are considered to be visually complementary to the external appearance of the building, with the use of sympathetic fenestration and external facing materials. As a result it is deemed that the proposals will be respectful of the character of both the building as well as that of the immediate surrounding area. It will also allow for the provision of additional internal floorspace within the building and thereby the enhancement of the present facilities available within the Community Centre.

17. As a result of the modest scale of the proposals, the development will not generate the need for any additional car parking provision and the access to the site will remain as existing. In addition, the siting of the building and the distance that the development is as a result situated from the neighbouring dwellings to the north of the site, will serve to ensure that there is no unacceptable impact upon the amenity of the occupiers of any nearby residential properties.

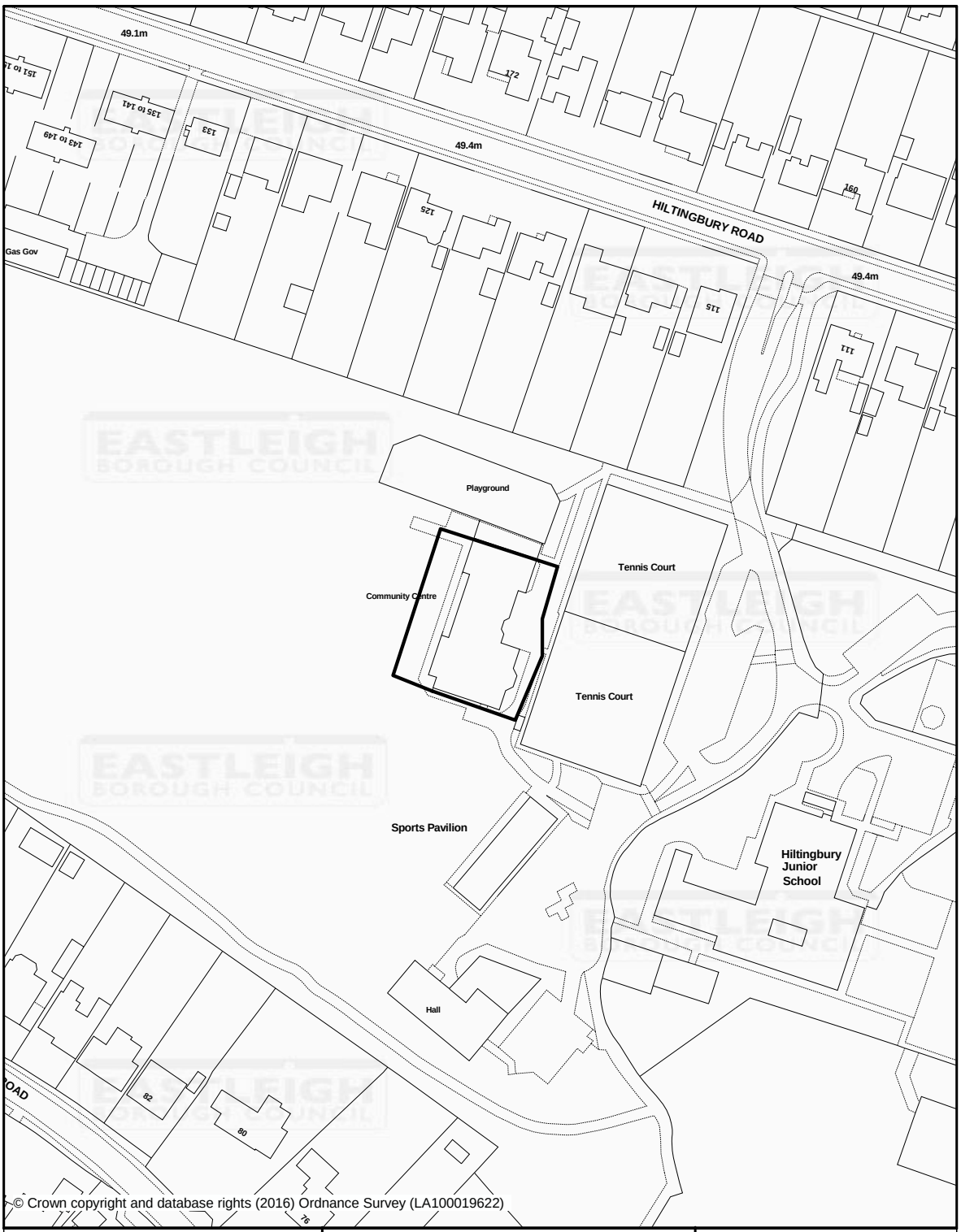
18. For the reasons given, the application complies with Saved Policies 59.BE and 186.IN of the adopted Local Plan.

Other material considerations

19. Reference also needs to be made the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014. However very little weight can be given to these policies as, although the Submission Local Plan has not been withdrawn the Council has confirmed that it has decided to prepare a new local plan which will cover the period up to 2036. With regards to this application, the new policies essentially echo those of the current plan and are not considered to affect the recommendation put forward.

Conclusion

20. The proposals are considered to be acceptable in respect of their layout and design, their impact upon area character, as well as upon the amenity of the occupiers of neighbouring residential properties. They will also not generate a need for additional car parking and will serve to enhance a current community facility. Accordingly the development is deemed to be in compliance with the relevant Development Plan policies, adopted supplementary planning documents and national planning policy and the application is therefore recommended for approval subject to the conditions as listed at the outset of this report.



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EASTLEIGH BOROUGH COUNCIL

F/16/77780

Title:

The Hilt

Scale:
1:1250

Map Ref:
SU4322SW

Date:
07/03/2016

N

CHANDLER'S FORD & HILTINGBURY Wednesday 23 March 2016 Case Officer David Huckfield

SITE: **6 Hocombe Park Close, Chandler's Ford, Eastleigh, SO53 5PT**

Ref. F/16/77802 Received: 07/01/2016 (03/03/2016)

APPLICANT: Mr and Mrs North

PROPOSAL: **Single & two storey rear extension with side facing dormer window & inverted balcony, hip to gable enlargement to front elevation, first floor side extension with front facing dormer & alterations to fenestration at ground & first floor levels within main dwelling**

AMENDMENTS:
RECOMMENDATION:

PERMIT

CONDITIONS AND REASONS:

(1) The development hereby permitted shall be implemented in accordance with the following plans numbered: 2015/01 Rev A, 2015/02. Reason: For the avoidance of doubt and in the interests of proper planning.

(2) The development hereby permitted shall start no later than three years from the date of this decision. Reason: To comply with Section 91 of the Town and Country Planning Act 1990.

(3) The materials to be used in the construction of the external surfaces of the development hereby permitted shall match in type, colour and texture those used on the existing dwellinghouse. Reason: To ensure a satisfactory visual relationship between the new development and the existing.

(4) The development must accord with the Arboricultural Implications Assessment and Method Statement (ref.RMT75) produced by RMT Tree Consultancy dated 4th March 2016. Tree Protection must be addressed as per the Tree Protection Plan (ref.RMT75-TPP) enclosed within the report. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

(5) No development shall commence until a site meeting has taken place with the site manager, the retained consulting arboriculturalist and the Tree Services Manager from the Local Planning Authority. Work cannot commence until the Tree Services Manager has inspected and approved the tree protection, ensuring it conforms to the Tree Protection Plan and the Method Statement. Once approved no access by vehicles or placement of goods, chemicals, fuels, soil or other materials shall take place within the fenced area. The fencing shall be retained in its approved form for the duration of the work. All other aspects of the Arboricultural Impact Assessment and Method Statement will be addressed at this meeting including any required changes with final layout of the scheme and the installation of services that may have an impact on trees. This tree condition may only be fully discharged on completion of the development subject to satisfactory written evidence of compliance monitoring by the pre-appointed consulting arboriculturalist. Reason: To retain and protect the existing trees which form an important part of the amenity of the locality.

(6) Prior to the development hereby permitted being brought into use one house sparrow nesting box and three bat boxes, bricks or tubs should be provided on the proposed extensions. Bat boxes should be positioned to ensure that roosting is available at different times of the day and different seasons. Reason: To ensure the site is enhanced for birds and bats.

Note to Applicant: It is considered that, subject to compliance with the conditions and any obligations attached to this permission, the proposed development is acceptable because it will not materially harm the character of the area, the amenity of neighbours or highway safety and it is in accordance with the policies and proposals of the development plan, comprising the Eastleigh Borough Local Plan Review 2001-2011, and after due regard to all other relevant material considerations including the National Planning Policy Framework and the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014 the Submitted Local Plan comprising: the Revised Pre-submission Eastleigh Borough Local Plan 2011 - 2029, published February 2014; and the Schedule of Proposed Minor Changes, submitted to the Secretary of State in July 2014', the local planning authority is of the opinion that permission should be granted.

The following development plan saved policies and emerging draft local plan policies are relevant to this decision and the conditions attached to it:

Eastleigh Borough Local Plan Review [2001-2011], saved Policies 25.NC, 59.BE.

Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014, the Submitted Local Plan, Policies DM1, DM9, DM24.

In accordance with paragraphs 186 and 187 of the National Planning Policy Framework, Eastleigh Borough Council takes a positive approach to the handling of development proposals so as to achieve, whenever possible, a positive outcome and to ensure all proposals are dealt with in a timely manner.

Report:

This application has been referred to Committee because a member of the Development Management Unit is a neighbour to the application site.

Description of Application

1. The application seeks approval for extensions and alterations to the property which are to allow for the provision of additional ground and first floor accommodation. These alterations include a hip-to-gable enlargement to the front elevation, a single and two-storey extension at the rear in place of the property's existing conservatory, as well as a first floor side extension with front facing dormer.

Site Area

2. Approximately 180sqm.

Site Characteristics and Character of Locality

3. The application dwelling is a detached four-bedroom dormer bungalow of an L-shaped footprint. The property is of red brick construction and is set on a good sized plot to the south-eastern corner of the cul-de-sac Hocombe Park Close. It is afforded a good degree of screening from surrounding public views owing to the presence of mature trees in proximity of its front boundary as well as covering the rear and in particular the southern parts of the plot. The northern side boundary which borders Nos. 137 to 141 Hocombe Road consists of predominantly timber fencing with there being hedging in behind this to the neighbouring side.

4. The building has previously been altered to create first floor accommodation with a sizeable box dormer being present to its southern side. There is also a modest sized conservatory to the rear. Off road parking is provided by a gravelled hard standing which runs down either side of the dwelling with a detached single garage to the north-western corner of the property. A good sized area of private amenity space is provided to the rear which is predominantly laid to lawn.

5. The surrounding area is residential in nature with Hocombe Park Close being a small cul-de-sac formed of detached dwellings set on good sized plots and being a mixture of forms, scales and designs.

Relevant Planning History

- T/19908/004/00 – Lopping of Chestnut Tree and felling of Birch Tree – REFUSED (13/12/1990)
- T/19908/005/00 – Crown reduction of Sweet Chestnut Tree – CONSENTED (07/11/1991)

- T/19908/006/00 - (i) Crown lifting of Chestnut Tree No. 4 to 6 metres; (ii) Felling of Chestnut Tree No. 6 and (iii) Removal of dead wood from all the trees in the group – CONSENTED (09/06/1995)
- Z/19908/008/00 – Alterations to roof and addition of dormer windows – PERMIT (19/04/2002)
- T/04/52478 - Reduction of two lowest limbs of Chestnut trees adjacent to driveway by 2 metres – CONSENT TO TREE WORKS (06/12/2004)

Representations Received

6. No third party representations have been received.

Consultation Responses

7. Chandlers Ford Parish Council – No comments received.

8. Tree Officer – Following the receipt of an Arboricultural Statement, the Council's Tree Officer raised no objection to the application. Conditions requiring adherence to the submitted Arboricultural Report and in respect of tree protection measures were recommended.

9. Biodiversity Officer – The Council's Biodiversity Officer highlighted that the site is within 50m of Hocombe Mead Local Nature Reserve which contains ancient woodland. Due to the proximity of the development to woodland it is important that an assessment is undertaken of the trees and building by a qualified ecologist to consider whether the property and grounds are likely to support bats. A Phase I habitat survey has subsequently been provided by the applicant. The Council's Biodiversity Officer has confirmed that this information is satisfactory and as such has raised no objection to the application. A condition was recommended in respect of the installation of a sparrow nesting box and bat tubes / bricks to be incorporated into the extensions.

Policy context: designation applicable to site

- Within Built-Up Area Boundary
- Within Established Residential Area
- The Site is Subject to Tree Preservation Orders (TPO 58 and 236)

Development plan saved policies, emerging local plan policies and SPD's

- Eastleigh Borough Local Plan Review (2001-2011), Saved Policies 25.NC, 59.BE.
- Pre-Submission Eastleigh Borough Local Plan (2011-2029), Policies DM1, DM9, DM24.
- Supplementary Planning Document: Quality Places
- Supplementary Planning Document: Residential Parking Standards

National Planning Policy Framework

10. Of particular relevance to this application are the following paragraphs of the National Planning Policy Framework:

- Para. 17 which sets out the core land-use planning principles that underpin decision taking and *inter alia* states that planning should "always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings".

- Para. 56 which states that "the Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people."

- Para. 57 stipulates that planning decisions should aim to ensure that developments "function well and add to the overall quality of the area", "respond to local character and history, and reflect the identity of local surroundings and materials" and "are visually attractive as a result of good architecture".

- Para. 64 states that "permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

National Planning Practice Guidance

11. Where material, this guidance should be afforded weight in the consideration of planning applications.

Policy Commentary

12. The above policies and guidance combine to form the criteria against which this application will be assessed with particular regard to the principle of the development proposed, its layout and design, its impact upon neighbouring residential amenity as well as upon the area character, and highway matters, trees and biodiversity.

Comment on Consultation Responses and Representations Received

13. None received.

Assessment of Proposal: Development Plan and / or Legislative Background

14. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states: "If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

15. The proposal is considered to comply with the relevant Development Plan policies.

16. In this case policy issues for consideration include:

Principle

17. The application site lies within the urban edge where the basic principle of development is considered to be acceptable, with any formal planning approval being based upon the exact nature, design and impact of that proposed being considered appropriate and in accordance with the aforementioned relevant local plan policies and supplementary guidance.

18. The most relevant policy in this case is Saved Policy 59.BE of the Eastleigh Borough Local Plan Review 2001-2011 which requires development to take full and proper account of the context of the site including the character and appearance of the locality and be appropriate in mass, scale, materials, layout, design and siting. This being both in itself as well as in relation to natural features and trees worthy of retention. It also requires a high standard of landscape design, have a satisfactory means of access and layout for vehicles, cyclist and pedestrians, make provision for refuse and cycle storage and avoid unduly impacting on neighbouring uses through overlooking, loss of light, loss of outlook, noise and fumes.

19. Also of relevance to the application is Saved Policy 25.ES which relates to biodiversity and states that development which adversely affects a habitat or feature of importance for wild fauna or flora will not be permitted, unless it can be demonstrated that the benefits of the development outweigh the adverse impacts, the adverse impacts are unavoidable, and appropriate measures are taken which would mitigate or compensate for any adverse impacts.

Layout, design and impact on the street scene and character of the area

20. Saved Policy 59.BE (i) of the adopted Eastleigh Borough Local Plan 2001-2011 requires that development takes full and proper account of the context of the site including the character and appearance of the locality or neighbourhood and that it is appropriate in mass, scale, materials, layout, density, design and siting. In addition, Section 7 of the National Planning Policy Framework (NPPF) stipulates that good design is a key aspect of sustainable development and is indivisible from good planning (para 56).

21. The development proposes a number of alterations to the property which will allow for the creation of additional ground and first floor accommodation. Whilst acknowledging that these will serve as a further enlargement to a building that has previously been extended, it is not considered that the additions are excessive or disproportionate, either relative to the host dwelling or the extent of its large plot, with ample adequate on-site parking and a good sized area of private amenity space still being maintained.

22. The proposals are also acceptable in appearance and design, and seek to bring a degree of visual continuity to the form of the building with uniform gable-ends of the same angle of pitch being introduced to the front, rear and side projection of the property in place of the current mix of hips and barn-hips. The works are also predominantly internal to the plot, with public views of the dwelling being limited to its front elevation as well as its northern roof plane which are both seen from Hocombe Park Close. The alterations to these sides are visually sympathetic and in-keeping with the property and thereby will not unacceptably impact upon the character of the street scene. The southern and rear elevations of the building are substantively screened from both Hocombe Park Close as well as Hocombe Drive which runs parallel to it. The changes to each of these elevations will thereby have very limited impact upon the character of the surrounding area.

23. The proposals are, therefore, considered to accord with the requirements of Saved Policy 59.BE of the adopted Local Plan in respect of their layout and design as well as their impact upon the Hocombe Park Close street scene and area character.

Residential amenity

24. The proposed development will not unduly impact upon the amenity of the occupiers of neighbouring residential properties. The application dwelling, whilst being set on higher ground, is positioned approximately 8m away from the shared boundary of the plot with No. 3 Hocombe Drive and is substantively screened by a mixture of trees and dense planting present in the southern part of the plot. The combination of these factors serves to ensure that there will be no adverse impact upon the amenity of the occupiers of this neighbouring dwelling.

25. Whilst the property falls in closer proximity to the boundaries with No. 137 and No. 139 Hocombe Road, the main dwelling is set in by a minimum of 2.6m from these shared boundaries and more than 27m from the nearest point of the closest neighbouring property (No. 139). It is also set at a lower ground level. Taking account of these factors and whilst acknowledging that the hip-to-gable enlargement to the front and gable-ended two-storey addition to the rear will result in the elongation of the building's northern elevation and a greater proportion of its roof being visible from Nos. 137 and 139, it is not considered that this would result in a development that its unduly overbearing or that would unacceptably affect levels of light to or outlook from the habitable windows or private amenity areas of these dwellings.

26. The aforementioned levels of separation will also ensure that no undue overlooking results from the additional rooflights, notwithstanding which these windows are either high level of serve non-habitable spaces. The rear roof terrace proposed has also been designed such that it is inverted and the eaves of the building thereby serve to prevent any direct views into neighbouring gardens.

27. The proposals are, for the reasons given, considered to comply with the requirements of Saved Policy 59.BE of the adopted Local Plan in respect of their impact on the amenity of neighbouring properties.

Highway matters

28. Saved Policy 59.BE (v.) of the Eastleigh Borough Local Plan Review 2001-2011 respectively require that development has a satisfactory means of access and layout for vehicles and provides adequate on-site parking in accordance with the requirements of the Council's adopted standards, these being set out in the Residential Parking Standards Supplementary Planning Document (January 2009).

29. This SPD requires that properties having four or more bedrooms, as in the case of the application dwelling as extended, provide for a minimum of three on-plot car parking spaces. There is ample room available upon the property's driveway to allow for the required provision with the existing access from Hocombe Park Close being maintained. There are considered to be no other highway matters for consideration and the proposals are therefore deemed to comply with the requirements of Saved Policy 59.BE (v.) of the adopted Local Plan.

Trees

30. There are a number of mature trees on and in the proximity of the application site which are afforded protection by way of Tree Preservation Orders. Given the proximity of the trees to the dwelling, it is necessary for the potential impacts of the development upon them to be considered. In order for such an assessment to be undertaken, the Council's Tree Officer requested that an Arboricultural Report from an appropriately qualified arboriculturalist be provided to include a tree survey of such features as details of species, dimensions, age, condition, class, growth potential and legal status of the trees, an impact assessment to consider the impact of the proposed works, including below-ground utilities, and documentation detailing root protection areas, a tree protection plan and arboricultural method statement for works near trees.

31. This information has subsequently been submitted by the applicant and the Council's Tree Officer has confirmed that it is satisfactory. The recommended conditions concerning a requirement for adherence to the Tree Survey and concerning Tree Protection measures will be imposed accordingly. With this, there is deemed to be no conflict with the requirements of Saved Policy 59.BE (i) of the adopted Local Plan which requires that development is appropriate both in itself as well as in relation to trees worthy of retention.

Biodiversity

32. The site lies in close proximity to the Hocombe Mead Local Nature Reserve which contains ancient woodland. Taking account of this, as well as that the works involve alterations to the roof of the dwelling, the Council's Biodiversity Officer highlighted that the property and grounds have the potential to support bats and as such a suitable assessment should be undertaken to determine whether this is the case with mitigation being proposed where necessary.

33. This information has subsequently been provided by the Applicant in the form of a Phase I Habitat Survey. This demonstrates, to the satisfaction of the Council's

Biodiversity Officer, that no opportunities were present for bats or other protected species within the grounds or the property and as such no objection was raised. The Condition concerning the requirement for a house sparrow nesting box and bat boxes, bricks or tubs to be provided within the extension has been imposed accordingly. With this there is considered to be no conflict with the requirements of Saved Policy 25.NC of the adopted Local Plan.

Planning obligation /considerations

34. There are no planning obligation requirements in respect of this application.

Other material considerations

35. Reference also needs to be made the Submitted Eastleigh Borough Local Plan 2011 - 2029, July 2014. However very little weight can be given to these policies as, although the Submission Local Plan has not been withdrawn the Council has confirmed that it has decided to prepare a new local plan which will cover the period up to 2036. With regards to this application, the new policies essentially echo those of the current plan and are not considered to affect the recommendation put forward.

Conclusion

36. The proposals are considered to be acceptable in respect of their layout and design, their impact upon the street scene and area character, as well as trees, biodiversity, and the amenity of the occupiers of neighbouring residential properties. There will also remain an acceptable level of on-site car parking to serve the development proposed. Accordingly the development is deemed to be in compliance with the relevant Development Plan policies, adopted supplementary planning documents and national planning policy and the application is therefore recommended for approval subject to the conditions as listed at the outset of this report.



EASTLEIGH BOROUGH COUNCIL

F/16/77802

Title:

6 Hocombe Park Close

Scale:
1:1250

Map Ref:
SU4222NE

Date:
07/03/2016

CHANDLER'S FORD & HILTINGBURY Wednesday 23 March 2016 Case Officer Tree Officer

SITE: **100 Chalvington Road, Chandler's Ford, Eastleigh, SO53 3EH**

Ref. T/16/77811 Received: 06/01/2016 (02/03/2016)

APPLICANT: Mr Matt Grantham

PROPOSAL: **Cutting back of overhanging branches to boundary on an annual basis to 1no. Scots Pine**

AMENDMENTS:
RECOMMENDATION:

CONSENT TO TREE WORKS

CONDITIONS AND REASONS:

CONSENT TO: 1 x Scots Pine - Reduce over hanging branches (approximately 1m reduction from branch tips) back to the boundary of 102 Chalvington Road and maintain at this level on an annual basis. All pruning wounds would be below 45mm.

(1) The tree works hereby consented shall be completed on an annual basis for 10 years from the date of this permission and shall be carried out in accordance with the approved details and to British Standard for Tree Work BS3998:2010. Reason: To preserve the special amenity value of the tree.

(2) No branches over 45mm in diameter shall be removed and the tree works shall retain the shape and habit typical of the species. Reason: To safeguard the health and amenity of the tree.

Note to applicant: Deadwood may be removed without the requirement for council consent.

Note to Applicant: It is considered that, subject to compliance with the conditions attached to this permission, the proposed tree work is acceptable because it will not materially harm the character of the area,

the amenity of neighbours or highway safety, and is in accordance with the policies and proposals of the development plan and after due regard to all other relevant material considerations the local planning authority is of the opinion that permission should be granted.

Note to applicant: All works hereby consented should be carried out by a suitably qualified tree surgeon. A copy of the decision notice should be given to the Tree Surgeon.

Report: T/16/77811

This application has been referred to committee as an employee of Eastleigh Borough Council is the applicant.

The site and its surroundings

1. 100 Chalvington Road, Chandlers Ford. SO53 3EH

Description of application

2. 1 x Scots Pine - Reduce over hanging branches (approximately 1m reduction from branch tips) back to the boundary of 102 Chalvington Road and maintain at this level on an annual basis. All pruning wounds would be below 45mm.

Topography

3. The surrounding landscape is residential consisting of houses with reasonable sized back gardens.

Tree

4. Medium sized Scots Pine – Young back garden specimen with some visibility from the road and good visibility from approximately 20 residential properties. The tree is of reasonable form and appears in good health. Needle size, density and growth vigor is as expected for the species. There are no signs of significant pest or diseases. The tree has room to flourish. The tree is 38 years old and has a height of less than 10m. Scots Pine may have a final height exceeding 30m living 150 - 300 years.

Site characteristics

5. The tree is situated in the garden of 100 Chalvington Road and over hangs 98A. The tree is on the boundary of these properties and has room to grow. The tree is to the west of 98A and the north west of 102 so does not shade either garden to any significant degree. The tree overhangs 102 by about 1m and over 98A by approximately 4m. This tree is one of only a

few significant trees in the area and provides a significant contribution to the landscape.

Character of locality

6. This area of Chandlers Ford is known for a good mix of tree species, predominantly Birch, Oak, Sweet Chestnut. Scots Pine thrive in Chandlers Ford

Relevant planning history

T/14/74919	Cut back overhanging branches (reduction of approximately 4m on one side) of 1no. Scots Pine to the boundary of 98A – Refused.

Representations received

7. One letter of support from the neighboring property 102 - The Scots Pine at No 100 was, in my opinion, planted much too close to the property boundary and now overhangs three other properties. I also feel the size that this tree has achieved and will go on to achieve is not appropriate in an area of small domestic gardens.

8. One letter of observation from 100 (Tree owner) - The tree in question is located at our property and was planted by us in 1978 we had no idea then how big and how quickly it would grow. We can understand that neighbors without the emotional attachment that we have will be frustrated by the endless work entailed with clearing up Pine Needles and Cones as of course we are, however it is a great roosting feeding and nesting place for local birdlife especially now that many former trees have disappeared with housing developments. We sympathize with our neighbors and understand their take on it and would not object to 'sympathetic' and professional trimming to minimize the amount of 'tree refuse' arriving in their gardens.

Policy context: designation applicable to site

- Within Built-Up Area Boundary
- Within Established Residential Area

Policy commentary

9. The above policies combine to form the criteria on which this application will be assessed with particular regard to impact on the trees and impact on amenity

Comment on representations received

10. Both the observation and the letter of support hold merit and the proposed work is sympathetic to both the tree and their concerns.

Assessment of proposal: Development plan and / or legislative background

11. Section 38 (6) of the Planning and Compulsory Purchase Act 2004 states: "If regard is to be had to the development plan for the purpose of any determination to be made under the Planning Acts the determination must be made in accordance with the plan unless material considerations indicate otherwise".

Impact of proposed works on trees

12. The proposed work will have little to no impact on the tree at this time. The pruning wounds will be small diameter and if maintained annually will not adversely affect the trees health, physiology, aesthetics or longevity.

Impact of proposed works on amenity

13. The proposed work will not affect the amenity of the area.

Other material considerations

14. It is considered that there are no other material considerations to warrant a decision otherwise than in accordance with the Development Plan and / or legislative background.

Conclusion

15. It is the recommendation of the consulting Tree Officer to grant permission on this application.

16. It is the Tree Officer's recommendation that rolling consent be granted for a period of 10 years at which point the situation can be reviewed via a fresh application.



EASTLEIGH BOROUGH COUNCIL

T/16/77811

Title:

100 Chalvington Road

Scale:
1:1250

Map Ref:
SU4319NW

Date:
07/03/2016

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CHANDLER'S FORD AND HILTINGBURY LOCAL AREA COMMITTEE

Wednesday 23 March 2016

ALLOCATION OF DEVELOPERS' CONTRIBUTIONS

Joint Report of the Head of Transportation & Engineering with the Head of Development Management and Chief Financial Officer

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RECOMMENDATION

It is recommended that this Committee approve the allocation of Developers' Contributions held within this Committee's Community Investment Programme (CIP) for feasibility and implementation of prioritised transport schemes, as listed in Appendix 1.

Summary

Following the approval and prioritisation of local highway priorities that have been previously agreed by this Committee and Member consultation at the Chandler's Ford and Hiltingbury Local Area Committee Members' Meetings, The Head of Transportation & Engineering and the Head of Development Management, in consultation with County officers, have matched Developers' Contributions with local transport schemes. These contributions consist of those currently unallocated; residual amounts remaining from completed schemes; and the reallocation of contributions allocated to schemes found to be unfeasible at this stage.

Once all or part of the funding is identified, priority transport schemes can be progressed to feasibility and costed. Implementation will depend on successful detailed design and assembling sufficient capital contributions either from Eastleigh Borough Council or Hampshire County Council receipts and when schemes are below £25,000 in value they will proceed using delegated powers.

These receipts against schemes will be monitored by The Chief Financial Officer.

Statutory Powers

Section 1, Localism Act 2011.

Introduction

1. The approval sought from this Committee relates to the allocation of Developers' Contributions held by Eastleigh Borough Council (EBC) to fund local transport schemes.

2. Eastleigh Borough Council holds Developers' Contributions up to a value of £10,000 and contributions greater than £10,000 are held by Hampshire County Council (HCC). The matching process has aimed to make use of the smaller contributions held by Eastleigh Borough Council in order to progress transport schemes, topped up and in conjunction with additional Developers' Contributions held by HCC. This has required close partnership working with HCC, which has benefited from having an agreed list of prioritised transport schemes as listed in the Transport Scheme Inventory (TSI), which has been prioritised by Members of this Committee.

3. The local transport schemes that are being considered for the funding by EBC held Developers' Contributions are those that were given high or medium priority by Members. Consideration has also been given to the ease of implementation, other funding sources available (HCC held funds) and ensuring the Developers' Contributions are being used appropriately.

4. With funding approved, schemes can be programmed for feasibility and progress to implementation where appropriate, benefiting from more efficient implementation processes that Hampshire County Council has developed.

Financial Implications - Capital

5. Where there is a capital shortfall in available contributions a proposed project may be topped up with funds allocated from this Committee's Reserves, the CIP, grants, joint funding sources or HCC capital or minor works programmes, if it can be demonstrated that the scheme still offers value for money.

Financial Implications - Revenue

6. None. Any schemes completed on the highway will be adopted by the County Council for ongoing maintenance and costs.

Monitoring and Implementation

7. Subject to the approval of allocations in Appendix 1, the Chief Financial Officer will set up a separate monitoring process for the Committees' local transport schemes. Each scheme will be allocated its own project reference and budget, which can be used for feasibility and detailed design. Once schemes are designed and fully costed HCC may be invited to contribute additional funding where available and appropriate.

Risk Assessment

8. Many of the schemes listed will need detailed feasibility to identify the exact cost and implementation issues including local consultation, all of which poses a risk to delivery.

Equality and Diversity Implications

9. It is anticipated that the implementation of the prioritised local transport schemes listed in Appendix 1 will ultimately produce very practical

improvements to local highway infrastructure. The elderly and disabled as well as young families should particularly benefit from the provision of enhanced networks of dropped kerbs, safe crossing points and speed reduction measures.

Conclusion

10. The approved funding allocations will ensure the Borough Council, in partnership with Hampshire County Council, has a forward programme of feasibility and implementation, which consists of local transport schemes prioritised by this Committee.

ED VOKES
Head of Transportation and Engineering

LOUISE O'DRISCOLL
Head of Development Management

SARAH KING
Head of Support Services and Chief Financial Officer

Date:	9 March 2015
Contact Officer:	Matt Grantham
Tel No:	023 8068 8195
E-mail:	matt.grantham@eastleigh.gov.uk
Appendices Attached:	Appendix 1 – Allocation of Developers' Contributions to prioritised local transport schemes.
Report No:	EN1255

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose facts or matters on which this report or an important part of it is based and have been relied upon to a material extent in the preparation of this report. This list does not include any published works or documents which would disclose exempt or confidential information.

None

Appendix 1

Agreement	Title	Amount	Allocate to	Description	Members Priority	EBC Transport Funds Already Allocated	Additional Comments
TR F/13/73334	Harwoods Ltd, 50-78 Bournemouth Road, Chandler's Ford	£5,410.03	TSI 231	Formal pedestrian / cycle Crossing on Bournemouth Road linking to cycle strategy 3.16 (Brickfield Lane	High	£16,700.01	The developer contribution is currently unallocated
TR F/05/55699	Wickbourne Developments, RE: Former Annexe C/Ford Infants School, 15-19 Kingsway	£4,564.09	TSI 231	Formal pedestrian / cycle on Bournemouth Road linking to cycle strategy 3.16 (Brickfield Lane	High	£16,700.01	The developer contribution is currently unallocated
TR F/14/74100	Mr Forsyth. 9 Hiltingbury Close, Chandler's Ford	£4,528.13	TSI 837	Crossing island on Oakmount Road close to Saxon Way / Beresford Close	Medium	None	The developer contribution is currently unallocated
TR F/06/58326	Maurice Henry Ltd, RE: Land adjacent 12 Mount Drive, Chandler's Ford	£216.57	TSI 837	Crossing island on Oakmount Road close to Saxon Way / Beresford Close	Medium	None	The developer contribution is currently unallocated
TR F/09/66082	Mrs K J Engel Chalk, 4 Mount Drive, Chandler's Ford	£4,346.15	TSI 837	Crossing island on Oakmount Road close to Saxon Way / Beresford Close	Medium	None	The developer contribution is currently allocated to TSI 222 (continuation of cycle route on Oakmount Road) which is at present beyond affordability
TR F/05/55699	Wickbourne Developments, RE: Former Annexe Chandler's Ford School, 15-19 Kingsway	£100.42	TSI 837	Crossing island on Oakmount Road close to Saxon Way / Beresford Close	Medium	None	The developer contribution is currently allocated to TSI 601 (Winchester Road bus stop replacement adjacent to Kings Road) which has now been completed

CHANDLER'S FORD AND HILTINGBURY LOCAL AREA COMMITTEE

WEDNESDAY 23 MARCH 2016

VALLEY PARK AND SURROUNDING AREA - TRAFFIC REGULATION ORDERS - OBJECTION REPORT

Report of the Head of Transportation and Engineering

RECOMMENDATIONS

It is recommended that:

(1) The proposed waiting restrictions in Castle Lane are implemented as advertised.

(2) The proposed waiting restrictions in Conway Close, Donnington Drive, Guildford Drive, Montgomery Way are implemented as advertised (except for a section in Conway Close where a disabled persons parking bay is to be provided).

(3) Committee decide whether the proposed waiting restrictions in Velmore Road are implemented or not.

(4) The Prohibition of Driving Order in Velmore Road is revoked as advertised.

(5) Existing Prohibition of Driving Orders are reviewed in next years' Traffic Management programme.

Summary
The proposed revocation of a Prohibition of Driving Order in Velmore Road has been advertised along with proposed waiting restrictions in various roads within Valley Park and surrounding roads in Chandler's Ford.

During the advertisement of the proposed Traffic Regulation Orders sixty-one representations were received, twenty-eight of which were objecting to the proposals. In addition there was an objection from Hampshire Constabulary. This has subsequently been retracted subject to an agreement that the existing Prohibition of Driving Orders in Eastleigh are reviewed with a view them being revoked.

This report summarises the representations received and recommends how to proceed with the proposal.

Statutory Powers
Section 42 Highways Act 1980; Agreement dated 30 March 2009 between Hampshire County Council and Eastleigh Borough Council by virtue of Section 19 of the Local Government Act 2000 and the Local Authorities (Arrangements and Discharge of Functions) (England) Regulations 2000 and by virtue of Section 1 of the Local Authorities (Goods and Services) Act 1970; Road Traffic Regulation Act 1984; Traffic Management Act 2004.

Introduction

1. Chandler's Ford and Hiltingbury Local Area Committee prioritised the provision of waiting restrictions to deal with day-long parking by non-residents within Valley Park as one of their schemes to be progressed within this year's Traffic Management Programme.

2. Following informal public consultation in May 2015 it was agreed by the Local Area Committee that proposed restrictions should be continued along Castle Lane and also within Velmore Road due to concern about the impact of displaced parking in these areas.

3. This report gives the details of the proposed waiting restrictions and proposed revocation of an existing Prohibition of Driving Order in Velmore Road and provides a summary of representations received during the statutory consultation period. The Committee need to address the objections, before making a decision on whether the proposed Traffic Regulation Orders should be progressed, or otherwise.

4. The reason for the proposed waiting restrictions is to improve road safety and to regulate parking in Valley Park and the surrounding roads. The effect of this order would be to introduce a 'no waiting at any time' restriction at locations where there are safety issues due to on-street parking (areas on Castle Lane, Conway Close, Donnington Drive, Montgomery Way and Odiham Close) and to introduce 'no waiting Monday to Friday 10am-11am and 2pm-3pm' in order to prevent all-day parking (on Castle Lane, Conway Close, Donnington Drive, Guildford Drive, Montgomery Way, Netley Close, Odiham Close, Velmore Road).

5. To implement the no waiting restrictions it will also be necessary to revoke the existing Prohibition of Driving Order on Velmore Road. Prohibiting driving in Velmore Road (except for access to those properties along it) in combination with the proposed waiting restrictions prohibiting parking at certain times of the day could be confusing to road users. Further to this, the enforcement of Prohibition of Driving Orders can only be undertaken by the Police and is resource intensive. Hampshire Constabulary have asked that the use this restriction, across the Borough, is reviewed with a view to revoking them and replacing with waiting restrictions where suitable.

6. Plans TM01/01382/001RevA2 and TM01/01382/002 contained within Appendix B to this report show the location and extent of the proposed restrictions.

Consultation

7. Initial consultation was undertaken with the Police and locally elected Members. Elected members supported the proposed waiting restrictions and gave their approval for the public advertisement of the proposed Traffic Regulation Order.

8. Hampshire Constabulary raised an objection (para 5) to the proposed waiting restrictions. They are concerned that, once the proposed restrictions are introduced, vehicle parking will migrate to roads subject to Prohibition of Driving Orders. This will create an additional enforcement issue for Police where one previously did not exist. It will place additional burdens upon the Neighbourhood Police Team and an expectation for a level of enforcement beyond Police capacity to provide. The estate parking identified in this proposal is primarily a traffic management issue. The Highway Authority is the lead agency for resolving local traffic management issues which are most effectively dealt with via local parking restrictions.

9. Hampshire Constabulary requests that the current proposals are amended to include revoking the Prohibition of Driving Orders in the surrounding area and replacing them with waiting restrictions similar to those proposed. The reasoning behind this is that drivers have a better understanding of, and are more likely to comply with, waiting restrictions compared to Prohibition of Driving Orders.

10. Subsequent discussion has taken place with Hampshire Police who have since agreed that they would retract their objection to the proposed waiting restrictions provided Eastleigh Borough Council commits to reviewing the waiting restrictions in the roads subject to a Prohibition Of Driving Order in the vicinity of the scheme within the 2016/17 traffic management programme. This agreement would allow Eastleigh Borough Council time to monitor the effects of the proposed restrictions and determine whether displaced parking proves problematic and to consider whether or not new TRO's may be required.

11. On the 20 November 2015 the proposals were formally advertised in the Hampshire Independent, on the Eastleigh Borough Council (EBC) website, the HCC Public Notices Portal and on public notices placed within the affected area. Objections and letters of support were invited between the period 20 November 2015 and 31 December 2015. Public exhibitions were also held on 21 and 23 November 2015.

12. A total of sixty-one representations were received during the public consultation period for the proposed waiting restrictions on roads within Eastleigh Borough.

13. Twenty-eight of the responses to the public consultation were objections, twenty-three were supporting the proposal and nine respondents stated their support if various amendments were made (e.g. the issue of residents permits, amendments to the location and extent of the restrictions). A neutral representation was also submitted by Hampshire County Council to the proposed waiting restrictions. Although the County Council requested that bus stop clearway markings be installed in the bus stops on Templars Way in order to prevent them from being used inappropriately.

14. Table 1 below shows the breakdown of representations received. The roads in

the residential area of Valley Park have been shaded grey.

15. Table 1: Representations by location

Road	Support	Support with amendment	Objection	Neutral	Total
Castle Lane	7	4	6	-	**17**
Conway Close	5	-	2	-	**7**
Donnington Drive	3	1	1	-	**5**
Guildford Drive	4	2	6	-	**12**
Montgomary Way	4	-	2	-	**6**
Templars Way	-	-	-	1	**1**
Velmore Road	-	2	11	-	**13**
TOTAL	**23**	**9**	**28**	**1**	**61**

Consultation Response

16. Each of the individual representations received are summarised in Appendix A along with the response of the Head of Transportation and Engineering. The most frequently raised issues are summarised by location below.

Castle Lane

17. There were seventeen comments regarding the proposed restrictions in Castle Lane. Seven of the respondents were in support, four supporting with amendment to the proposed restrictions and six respondents objected.

18. The key areas of concern to the proposed waiting restrictions on Castle Lane that emerged from the consultation were: i) the area where no restrictions are proposed; ii) the proposed extension of the double yellow lines near Castle Lanes' junction with Bournemouth Road; and iii) the section of proposed double yellow line near the boundary of Test Valley Borough Council.

19. In the section of Castle Lane where no restrictions are proposed, three properties that front this section reported that parked cars close to their driveways make it difficult to exit onto Castle Lane as they restrict visibility. They believe that this would be worsened by the proposal.

20. Four respondents made reference to the proposed extension of the double yellow lines at the junction of Castle Lane and Bournemouth Road. They reported that there is not a significant problem at the junction and that parked vehicles help to keep traffic speeds down. Conversely another respondent stated that the double yellow lines at junction should be further extended.

21. Four respondents stated they are opposed to the double yellow lines proposed to the front of their properties, near the boundary of Eastleigh and Test Valley, because they believe they are not justified or will cause inconvenience to residents, visitors, trades. A further two respondents stated

that i) they support the scheme with amendment to the proposed double yellow lines as they felt they were too harsh, and ii) they support the no waiting restriction but not the double yellow lines.

22. Six respondents said they support the proposed waiting restrictions because on street parking causes an obstruction to traffic flow, and/or access.

23. The four respondents who stated their support for the scheme with amendment, requested the following: i) a change to the proposed restrictions on the brow of the hill (close to the Test Valley boundary) so that the double yellow line is on the south side of the road rather than on the north side, ii) the proposed double yellow lines near the Test Valley boundary be changed to a single yellow line (two respondents), iii) raised concern about parking by trades persons and suggestion that residents permits are issued.

24. With regards to section of Castle Lane where no restrictions are proposed, this is intended to provide a small area where vehicles can park unrestricted. Some of the residential properties near the junction of Bournemouth Road have limited off-street parking and raised objections during previous consultations undertaken for proposed waiting restrictions on Castle Lane. Their grounds for objection related to lack of parking and justification for the restrictions. Requests for the double yellow lines from the Bournemouth Road junction to be extended continue to be received due to safety concerns and therefore have been proposed as part of the scheme to deal with commuter parking.

25. The area will provide parking space for a small number of vehicles and whilst it is acknowledged that parked cars can make it harder to exit properties, it is not believed that the proposals would worsen the current situation for these residents. Rather than there being a long line of parked vehicles there would be the occasional vehicle parked to the west and opposite, on the single yellow line. In the unrestricted section there would be up to three parked vehicles meaning that the visibility splay from these properties would be improved.

26. Visibility splays of 43 metres can be achieved from the properties affected, albeit with some obstruction by parked vehicles. This accords with guidance set out in Manual for Streets and Manual for Streets 2. Advice provided on obstacles to visibility splays in built-up areas is that in practice it does not create significant problems. It is possible to exit carefully from the affected properties in Castle Lane until oncoming traffic can be seen. Furthermore if the proposed waiting restrictions are implemented the envelope of visibility would be improved by removing some of the existing parked vehicles.

27. The proposed extension of the double yellow line restriction on Castle Lane from its junction with Bournemouth Road was advertised following requests from members of the public and local Members.

28. The extension to the existing waiting restrictions on Castle Lane is proposed in order to improve traffic flow at the junction of Castle Lane and Bournemouth Road. There have been reports that during peak hours, when there is also a queue of traffic waiting at the lights to exit Castle Lane, vehicles parked near the junction on the south side of Castle Lane can obstruct traffic entering Castle Lane from Bournemouth Road.

29. The current road layout allows a queue of three cars to wait at the signal controlled junction without causing any obstruction to passing traffic entering Castle Lane.

30. In 2014 the extension of the double yellow lines was proposed and at that time, following consideration of objections received, some monitoring of the site was undertaken. During the monitoring periods no obstruction to traffic flow or road safety issues were witnessed. It was highlighted that if traffic flows and queues at this junction were to increase it could cause obstruction. Any obstruction could impact on Bournemouth Road, due to vehicles being unable to enter Castle Lane. Bournemouth Road is a C class road where it meets Castle Lane and becomes a B class road at its junction with Leigh Road (A335). It carries high volumes of traffic and it is a major bus route.

31. This committee met on 22 January 2014 and gave consideration to the objections received to the proposed restrictions on Castle Lane and the potential benefit of the restriction if introduced. The decision of the Committee was not to implement the proposed restrictions on Castle Lane at that time and to monitor the situation.

32. Since 2014 complaints have continued to be received and during site visits queue lengths had extended. In view of this the proposal to extend the restriction has been re-advertised and is the subject of this consultation and objection report.

33. The no waiting at any time restriction from the brow of the hill west towards the Borough boundary was proposed for road safety reasons. When travelling uphill towards the Bournemouth Road junction, forward visibility is limited. The introduction of no waiting at any time along this stretch of the road would reduce the likelihood of conflict with oncoming traffic because vehicles will remain on the correct side of the road.

34. In response to requests for residents' permits, unfortunately it is not feasible to introduce such a scheme in Castle Lane or its surrounding roads because the majority of properties have off-street parking. Eastleigh Borough Council has delegated residents parking matters to Area Committees, which have to meet the full costs of implementing, maintaining and administering permit schemes. Very few, if any, residents would need to purchase a permit to park on-street making the scheme financially unviable.

35. The following extract is taken from Hampshire County Council's Traffic Management Policy and Guidance 2014 and supports our approach: *'Residents' parking schemes will only be provided if most residents have little or no off-street parking space and if residents' difficulty in finding a space to park is caused by the parking of non-residents vehicles. In situations where a road is being used as long stay parking by commuters, for example, but most residents have off-street parking, a single yellow line restriction preventing parking for part of the day will be more appropriate if a need for restricting parking has been identified.'*

Valley Park (Conway Close, Donnington Drive, Guildford Drive, Montgomery Way)

36. There were a total of thirty representations relating to roads within the residential estate of Valley Park. Sixteen of the representations were in support the proposed restrictions, three supported with amendment to the proposal and eleven objecting to the proposed restrictions. A summary of the comments received are broken down by road below.

Conway Close

37. Seven representations were received with regard to the proposed waiting restrictions in Conway Close (including one supporting comment that made specific reference to both Conway Close and Montgomery Way). Five respondents were in support of the proposed restrictions and two objected.

38. Two of the objectors stated that waiting restrictions are not justified and would be an inconvenience to residents and their visitors. One of these respondents also felt the proposal was in breach of the Human Rights Act.

39. The five respondents in support of the proposed scheme commented that it would reduce access problems, pavement parking and congestion.

40. An application for a disabled persons parking bay has been submitted by a resident in Conway Close concerned about the impact of the proposed waiting restrictions. The application is currently on hold, if the proposed waiting restrictions in Conway Close are implemented then a disabled bay will be provided for the applicant. In order for the bay to be utilised the section of proposed single yellow line adjacent to the pinch point on the west side of Conway Close would need to be omitted from the Traffic Regulation Order.

41. Should the restrictions not be implemented to the full extent, thus leaving some space for residents to park at all hours of the day (including the position that the applicant currently parks), then there will be no need for the bay to be implemented.

42. The committee should note the objectors' concerns regarding justification and inconvenience; this will need to be balanced by the supporting representations received.

43. In response to the suggestion that the proposal may be in breach of the Human Rights Act, it should be pointed out that case law supports that traffic regulation is not in-and-of-itself a contravention of the Article 8 right to respect for private and family life. Further, it can be confirmed that the proposed waiting restrictions have arisen following numerous complaints by residents over a number of years. Complaints have been received regarding all day parking by non-residents causing inconvenience, obstruction, as well as safety concerns.

44. It should be noted that Traffic Regulation Orders have to be made lawfully and in accordance with the Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996. This Statutory Instrument sets out the procedure for making Traffic Orders and provides all individuals with the opportunity to object and for all representations to be considered prior to making a decision on whether or not to proceed with the proposed order.

Donnington Drive

45. Five representations were received to the proposed waiting restrictions in Donnington Drive. Three respondents were in support of the proposed restrictions, one supported with amendment to the scheme and one objected to the proposed waiting restrictions.

46. The objector is concerned about where they would park during the restricted periods. The individual who 'supports with amendment' has requested that the corner of Donnington Drive be double yellow lined to prohibit parking on the corner. This section of Donnington Drive is in Test Valley and will be referred to them for consideration.

Guildford Drive

47. There were twelve representations received regarding the proposed restrictions in Guildford Drive (including six comments that also made specific reference to Guildford Drive, Montgomery Way, Donnington Drive).

48. Four of the respondents were in support of the proposed restrictions, two support with amendments (the issue of permits for residents) and six objected to the proposals. As residents permits would not be introduced in this area, these two supporters *with amendment* are assumed likely to object to the proposal, meaning that there are a greater number of objectors than supporters to the proposed restrictions in Guildford Drive.

49. Those supporting the advertised restrictions stated that the roads are too narrow and obstruction and safety issues are caused by parked cars. Of

those who objected five stated that the proposed restrictions would significantly impact resident/visitor parking and would be too restrictive on residents.

50. Whilst a higher proportion of respondents objected to the proposed waiting restrictions the total figure is low given the number of properties in Guildford Drive (fifty-eight), suggesting that the majority of households are either in support or indifferent.

Montgomery Way

51. Six responses were received to the restrictions proposed in Montgomery Way. Two representations were objecting to the proposed waiting restrictions and four were supporting.

52. Two objectors and one supporter objected to the double yellow lines south of the footpath/cycleway because they believe them to be unnecessary from a safety perspective and will restrict parking for residents and visitors.

53. Another supporter requested that the one hour restriction should be extended the whole length of Montgomery Way.

54. Two objectors and one supporter stated that permits should be available.

55. The proposed double yellow lines on Montgomery Way will replace the existing white markings that were installed previously to improve safety on the bend in the road and junctions. The proposed restriction was extended further north in order to incorporate the junction of Donnington Drive and the shared cycleway/footway. There is an option to reduce the length of the restriction slightly to approx. 10 metres north of Donnington Drive however it should be noted that this would result in zone signs being positioned outside property windows.

56. It is not possible to introduce a resident's permit scheme at this location because the majority of properties have off-street parking (Para 34).

Templars Way

57. A request was received from Hampshire County Council to consider adding bus stop clearways to the bus stops along Templars Way, between Montgomery Way and Lulworth Close. To prevent the proposed changes in the wider area from resulting in these two lay-bys being used inappropriately.

58. If the proposed waiting restrictions are implemented as advertised the bus stop clearway markings will be introduced.

Velmore Road

59. There were eleven objections submitted to the proposed restrictions in Velmore Road and there were two respondents supporting the proposed with amendment to the proposed scheme.

60. In addition, Ward Councillors obtained and reported the following data which was obtained personally after the consultation period had ended; 9 supporting households, two undecided and one objecting.

61. For information the combined data shows there are 10 households in support, 9 households against and 1 undecided. (Please note that some of the households submitted more than one representations during the consultation period e.g. from husband and wife and therefore the figures provided by the household data will differ).

62. The information received during the consultation period was as follows:

63. Five objectors believe there is no justification to the proposed restrictions. That there is little parking during the day and it does not cause access or safety issues nor does it cause any difficult exiting drives.

64. Eight respondents stated they object to the proposed no waiting Monday to Friday 10-11am and 2-3pm or to not being able to park outside their home, which would cause inconvenience to residents and that trades and deliveries would be affected.

65. Two respondents stated that Velmore Road is a sensible place for employees to park (it is wide and residents have off-street parking). They state that the proposed will displace car to less suitable roads.

66. There were two representations supporting the removal of the Prohibition Of Driving Order. One objection was raised because they felt that restrictions need to be proposed with the Prohibition of Driving otherwise they would be inadequate.

67. The two who support the proposal would prefer the Prohibition of Driving Order to be enforced. However if the proposed restrictions are introduced would reluctantly support it with the introduction of residents permits. One objector also requested resident permits if implemented.

68. The inconvenience that the proposal will cause to residents should be noted. The reason for the proposed no waiting is to prevent all day parking. During the informal consultation stage concern was raised that vehicles currently parked within surrounding roads, which are subject to proposed waiting restrictions, will be displaced to Velmore Road.

69. Whilst there may be limited problems currently in Velmore Road any displaced parking is likely to move to Velmore Road and therefore it was included into the proposals.

70. It should be noted that loading and unloading is permitted on no waiting restrictions and therefore deliveries to properties will be unaffected.

71. Unfortunately there are no exceptions for visitors. Trades persons can apply for a dispensation to park through our customer service centre. They would need to complete an application form with the details, times and dates of their visit and Parking Services will consider the application.

72. It is not suitable to introduce waiting restrictions as well as have the current Prohibition of Driving Order in place (paras. 8-10). It is not feasible to introduce a resident's permit scheme at this location because the majority of properties have off-street parking (Para 34).

Financial Implications

73. The cost of the TRO and associated signs and road markings would be funded through the Traffic Management Agency budget.

74. Any amendments or new proposals which require the Traffic Regulation Order to be re-advertised and further consultation to be carried out will incur additional costs in terms of staff time and advertisement expenses that were not included in the original estimate for the work. Due to time and budget limitations such changes would be better addressed through inclusion in a future TRO.

Equality and Diversity Implications

75. An equal opportunities assessment has not been carried out because the report does not contain proposals for significant changes to existing services, polices or strategies and does not introduce any new services, policies or strategies.

Conclusions

76. One objection was received by Hampshire Constabulary. This has subsequently been removed provided the existing Prohibition of Driving Orders in the area are reviewed, with the intention of revoking them and replacing with waiting restrictions. No other objections were received from other statutory consultees.

77. Limited objection was received from members of the public to the proposed waiting restrictions and revocation of the Prohibition of Driving Order.

78. In the interests of road safety and in order to deal with commuter parking

issues it is recommended that the proposed waiting restrictions in Castle Lane are implemented as advertised. Given the objections raised to the unrestricted section to the front of 2 and 4 Castle Lane Committee should consider whether to advertise the extension to the single yellow line in a future Traffic Regulation Order to be undertaken.

79. In view of the limited number of objections received to the proposed waiting restrictions in Valley Park (Conway Close, Donnington Drive, Guildford Drive, Montgomery Way) it is recommended that the proposed Traffic Regulation Order is implemented as advertised (except for the section on Conway Close where a disabled persons parking bay is to be provided).

80. Committee should consider whether the proposed waiting restrictions in Velmore Road should be implemented or not given the written objections received. The revocation of the Prohibition of Access Order in Velmore Road should be revoked as advertised.

81. It is recommended that Prohibition of Driving Orders within the vicinity of this scheme are reviewed in next year's Traffic Management programme with a view to revoking the orders and replacing with waiting restrictions.

ED VOKES
Head of Transportation & Engineering

Date:	14 March 2016
Contact Officer:	Tracy Haskett
Tel No:	023 8068 8230
E-mail:	tracy.haskett@eastleigh.gov.uk
Appendices Attached:	A – Representations received
	B – Plans TM01/01382/002 and TM01/01382/001RevA2
Report No:	EN1256

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose facts or matters on which this report or an important part of it is based and have been relied upon to a material extent in the preparation of this report. This list does not include any published works or documents which would disclose exempt or confidential information.

None

APPENDIX A

Ref	Road	Objection/ Support	Comments	Officers Response
R1	**Castle Lane**	Objection	Objects for the following reasons: • Does not believe the proposed extension of the double yellow line restriction from the junction of Bournemouth Road is required. Never seen more than 2/3 cars waiting to pass parked cars. They slow traffic down. Residents of Castle Wood will have to park further along Castle Lane exasperating the current parking problem or meaning they cannot park at all. • The exclusion of restrictions outside property numbers 2, 4 & 6, would exasperate parking problems. We have cars continually parked outside our properties. This makes it very hard to exit our properties safely, difficult to see past the parked cars to see if it is clear to enter the road. Believes the no waiting restriction should extend the whole stretch of road or the whole road should be unrestricted.	The no waiting Monday-Friday 10am-11am and 2pm-3pm restriction is proposed in order to prevent all-day parking by employees of local businesses, which results in long stretches of parked vehicles on both sides of Castle Lane. With regards to section of Castle Lane where no restrictions are proposed, this is intended to provide a small area where vehicles can park unrestricted. Some of the residential properties near the junction of Bournemouth Road have limited off-street parking and raised objections during previous consultations undertaken for proposed waiting restrictions on Castle Lane. Their grounds for objection related to lack of parking and justification for the restrictions. Requests for the double yellow lines from the Bournemouth Road junction to be extended continue to be received due to safety concerns and therefore have been proposed as part of the scheme to deal with commuter parking. The unrestricted area will provide parking space for a small number of vehicles and whilst it is acknowledged that parked cars can make it harder to exit properties, it is not believed that the proposals would worsen the current situation for these residents. Rather than there being a long line of parked vehicles there would be the occasional vehicle parked to the west and opposite, on the single yellow line. In the unrestricted section there would be up to three parked vehicles meaning that the visibility splay from these properties would be improved. Visibility splays of 43 metres can be achieved from the properties affected, albeit with some obstruction by parked vehicles. This accords with guidance set out in Manual for Streets and Manual for Streets 2. Advice provided on obstacles to visibility splays in built-up areas is that in practice it does not create significant problems. It is possible to exit carefully from the affected properties in Castle Lane until oncoming traffic can be seen. Furthermore if the proposed waiting restrictions are implemented the envelope of visibility would be improved by removing some of the existing parked vehicles. The proposed extension of the double yellow line restriction on Castle Lane from its junction with Bournemouth Road was advertised following requests from members of the public and local Members.
R2	**Castle Lane**	Objection – petition from two properties	As above.	See above response (R1).

Ref	Road	Objection/ Support	Comments	Officers Response
R3	**Castle Lane**	objection	Objects to double yellow lines along large sections of Castle Lane as it would be inconvenient. (Not opposed to timed restrictions Monday-Friday). Believes safety concerns are not corroborated and that residents should not be penalised for the lack of parking at local businesses. The proposed will move parking rather than address the problem.	The no waiting at any time restriction from the brow of the hill west towards the borough boundary was proposed for road safety reasons. When travelling uphill towards the Bournemouth Road junction forward visibility is limited. The introduction of no waiting at any time along this stretch of the road would reduce the likelihood of conflict with oncoming traffic because vehicles will remain on the correct side of the road. The proposed waiting restrictions have been proposed across a large area in order to prevent displacement of parked vehicles to surrounding roads.
R4	**Castle Lane**	objection	Objects to proposals. Believe they are not justified and would be a major inconvenience for residents, visitors & trades people. A number of houses only have 1 parking space on their drive or none at all, so would be unfair. Putting in restrictions would simply move & exacerbate parking problems.	Inconvenience noted. The waiting restrictions are proposed following complaints from members of the public and locally elected members of the council. The double yellow lines are proposed on the brow of the hill and at the junction with Castle Lane in order to improve road safety/traffic flow and the single yellow line restriction is proposed in order to prevent all-day parking.
R5	**Castle Lane**	objection	Objects to proposals and is strongly opposed to the 'no waiting at any time' proposed on Castle Lane. More parking should be provided on the business parks. Some residents of Valley Park would welcome a bus service.	Objection noted. This Council works with local employers to promote sustainable travel amongst their staff as far as staff and resources allow. Many companies have invested heavily in terms of staff resource, as well as financially, in order to promote their sustainable travel plans and provide alternative travel options. They also actively discourage parking in the residential area. It should be noted however that taxed vehicles with a valid MOT that are parked safely on publically maintained highway are not acting illegally. The largest employers are conscious of parking and travel issues affecting the local area, and do have (and implement) travel plans aimed at reducing single occupancy car commuting. Some of the employers rent additional car parking spaces off-site, e.g. at neighbouring offices and retail site car parks, to increase their parking provision. We also know that they do have (and enforce) parking policies for their sites. Some also operate park and ride shuttles to/from remote parking, primarily from Eastleigh Football Club at their own cost, however capacity at Eastleigh Football Club is currently limited.
R6	**Castle Lane**	Support	Would have liked Saturday included. On the whole supportive of the scheme.	This TRO is proposed in order to deal with the problems associated with commuter parking, which is greater during the week. Saturday was not included because it is likely to have been considered unnecessarily restrictive on residents.
R7	**Castle Lane**	Support	None	Support is acknowledged
R8	**Castle Lane**	Support	Complete support. Concerned about safety when exiting driveway as impossible to see if any traffic is coming, due to vehicles being parked either side of driveway. Once off the drive, often left stranded in the middle of the road with nowhere to go, due the backed-up traffic in both directions. Castle Lane/Bournemouth Rd junction which is extremely dangerous. Would also urge you to look at restricting parking all the way along Castle Lane past our house.	Support is acknowledged. With regard to the request for further restrictions see response R1 above.

Ref	Road	Objection/ Support	Comments	Officers Response
R9	**Castle Lane**	Support	Supports the proposed TRO as it will help prevent commuter parking along Castle Lane. On-street parking regularly causes obstruction to the free flow of traffic along the road, and causes potential hazards when exiting driveways, particularly given the speed of traffic coming over the brow of the hill towards the Bournemouth Road.	Support and comments acknowledged.
R10	**Castle Lane**	support	We support these plans whole heartedly. Many times lorries haven't been able to get through. A fire engine may not be able to get through either. These cars are causing me and my family anxiety and they have no respect for safety issues.	Support and comments acknowledged
R11	**Castle Lane**	support	Support. Finding it dangerous existing our drives with the numerous parked cars obstructing our view along Castle Lane. Despite the white lane painted at the end of the drive, cars still are still parking & encroaching either end of this line.	Support and comments acknowledged
R12	**Castle Lane**	support	Broadly agrees with proposed plans. Concerned about the area around the traffic lights at the junction between Castle Lane & Bournemouth Road area, feel double yellow lines should be extended further.	Support and request for double yellow lines to be further extended.
R13	**Castle Lane**	support with amendments	Allowing parking on the south side of Castle Lane will force traffic to travel downhill at speed on the wrong side of the road where there is clearly a hazard.	It is considered that the proposed double yellow lines will improve road safety. The effectiveness of the restrictions will be monitored and can be revised if necessary.
R14	**Castle Lane**	support with amendments	No parking at any time is too harsh and suggest restricted parking e.g 2 hrs wait no return. This would enable deliveries to be made, trades people and visitor parking.	The no waiting at any time restrictions are proposed for safety reasons see R3 above. Trades persons can apply for a dispensation to park through our customer service centre. They would need to complete an application form with the details, times and dates of their visit and Parking Services will consider the application.
R15	**Castle Lane**	support with amendments	Do not support the proposal for no parking at any time on Castle Lane outside of our house. We do however strongly support the extension down the whole street of Castle Lane to no waiting Mon-Fri 10-11 & 2-3. The problem with cars driving down the hill at speed on the wrong side will not be stopped with yellow lines. The best way to stop this is to remove the build out.	The waiting restrictions are proposed in order remove hazards caused by parked vehicles where visibility in reduced. Concern about the buildout has been logged and the situation will be monitored.
R16	**Castle Lane**	support with amendments	Trades persons need to park on this road. Some merit in having double yellow lines from Burley Down uphill (east) to the chicane to improve the view. The 10-11 & 14-15 restriction is adequate. Residents only parking restrictions would also work well.	Support acknowledged. Unfortunately it is not feasible to introduce such a scheme in Castle Lane or its surrounding roads because the majority of properties have off-street parking. Eastleigh Borough Council has delegated residents parking matters to Area Committees, which have to meet the full costs of implementing, maintaining and administering permit schemes. Very few, if any, residents would need to purchase a permit to park on-street making the scheme financially unviable.

Ref	Road	Objection/ Support	Comments	Officers Response
				The following extract is taken from Hampshire County Council's Traffic Management Policy and Guidance 2014 and supports our approach: 'Residents' parking schemes will only be provided if most residents have little or no off-street parking space and if residents' difficulty in finding a space to park is caused by the parking of non-residents vehicles. In situations where a road is being used as long stay parking by commuters, for example, but most residents have off-street parking, a single yellow line restriction preventing parking for part of the day will be more appropriate if a need for restricting parking has been identified.' See response R14 regarding trades persons.
R17	**Castle Lane - Castlewood end**	objection	Objects to the extension of existing waiting restriction on the south side of Castle Lane. Does not accept it is required to improve traffic flows. A parking permit scheme would ensure that residents & visitors can park. Extending the double yellow lines would increase speed of cars and cause safety issues.	Extension of the existing waiting restrictions on Castle Lane at its junction with Bournemouth Road is proposed in order to improve traffic flow and safety at the junction. During peak hours, when there is also a queue of traffic waiting at the lights to exit Castle Lane, vehicles parked near the junction on the south side of Castle Lane can obstruct traffic entering Castle Lane from Bournemouth Road. Long lengths of waiting restriction can increase vehicle speeds. However it is unlikely that the proposed extension at the junction will impact significantly as it is a small length. Additionally there will be occasional parked vehicles along Castle Lane during most of the day. See above response R16 regarding residents permits.
R18	**Conway Close**	Objection	Will cause problems when family and friends visit. Our daughter will have nowhere to park. Other residents do not have driveways or garages and park on the road. Will affect property prices. Currently do not have a problem with office workers parking. The Police have powers to move on vehicles parked dangerously, which is how it should be. The proposal breaches obligations to respect for privacy and respect for family life under the Human Rights Act. Evidence requested with regard to necessity and proportionality of the scheme.	Issues surrounding lack of parking and the difficulties this may cause to residents in Conway Close should be noted. The Police do have powers to move on dangerously parked vehicles however where there is a known parking problem it can be more effective and efficient for the Council to introduce waiting restrictions to tackle the problem. It is not possible to introduce a residents permit scheme at this location because the majority of properties have off-street parking. As such it would be contrary to policy and further would not be financially viable for the council to implement, because very few individuals would choose to purchase a permit to park on-street. Hampshire County Council's Traffic Management Policy and Guidance 2014 - 'Residents' parking schemes will only be provided if most residents have little or no off-street parking space and if residents' difficulty in finding a space to park is caused by the parking of non-residents vehicles. In situations where a road is being used as long stay parking by commuters, for example, but most residents have off-street parking, a single yellow line restriction preventing parking for part of the day will be more appropriate if a need for restricting parking has been identified.' With regard to the suggestion that the proposal may be in breach of the Human Rights Act, it should be pointed out that case law supports that traffic regulation is not in-and-of-itself a contravention of the Article 8

Ref	Road	Objection/ Support	Comments	Officers Response
				right to respect for private and family life. Further, it can be confirmed that the proposed waiting restrictions have arisen following numerous complaints by residents over a number of years. Complaints have been received regarding day-long parking by non-residents causing inconvenience, obstruction as well as safety concerns. Traffic Regulation Orders have to be made lawfully and in accordance with the Local Authorities Traffic Orders (Procedures) (England and Wales) Regulations 1996. This Statutory Instrument sets out the procedure for making Traffic Orders and provides all individuals with the opportunity to object and for all representations to be considered prior to making a decision on whether or not to proceed with the proposed order.
R19	**Conway Close**	objection	Level of commuter parking is minimal, constituting 1 car at the most, if lines are added to the close 50% of the residents will affected.	Noted. Restrictions are proposed across the whole estate in partnership with Test Valley Borough Council. Whilst the number of parked vehicles may be considered minimal there have been a number of supporting representations received. It should also be highlighted that if Conway Close is excluded from the proposed restrictions it would likely end up accommodating vehicles currently parked elsewhere on the estate.
R20	**Conway Close**	Support	Complete agreement with the proposed parking restrictions. Will reduce access problems and return pavement areas to the purpose for which they were installed.	Support acknowledged.
R21	**Conway Close**	Support	I confirm my approval for the proposed valley park parking changes.	Support acknowledged.
R22	**Conway Close**	Support	I fully support the plans as the estate. It is used by employees of businesses on the business park to park instead of using the parking provided by their employers.	Support acknowledged.
R23	**Conway Close**	Support	I support the changes to prevent employees from constantly parking on our residential streets. Too many cars and lorries park half on our pathways and blocking our access to our homes. Congestion is totally awful at peak times.	Support acknowledged.
R24	**Conway Close & Montgomery Way**	support	We confirm our support for the proposal relating to Conway Close & Montgomery Way.	Support acknowledged.
R25	**Donnington Drive**	objection	Concerned as to where residents are supposed to put their cars during the two 1 hour periods where no parking is allowed. Visitors will be at risk of receiving a parking ticket. Allowances should be made to prevent residents from being penalised.	The current proposal does not include any areas of public highway where vehicles can be parked on the highway. The alternative would be to ask a neighbour if it would be possible to use their drive. Because it is intended to implement the restrictions as a 'zone' (to remove the necessity for repeater signs). Within a zone all areas of highway must be restricted. It is not possible to introduce a residents permit scheme at this location because the majority of properties have off-street parking. As such it would be contrary to policy and further would not be financially viable for

Ref	Road	Objection/ Support	Comments	Officers Response
				the council to implement, because very few individuals would choose to purchase a permit to park on-street. Hampshire County Council's Traffic Management Policy and Guidance 2014 - 'Residents' parking schemes will only be provided if most residents have little or no off-street parking space and if residents' difficulty in finding a space to park is caused by the parking of non-residents vehicles. In situations where a road is being used as long stay parking by commuters, for example, but most residents have off-street parking, a single yellow line restriction preventing parking for part of the day will be more appropriate if a need for restricting parking has been identified.'
R26	**Donnington Drive**	Support	Fully support the traffic regulation proposals. The enjoyment of living in the location is detracted from by the inconsiderate parking by non-residents. Vehicles are often left near/on junctions, close to driveways and around bends. This makes access problematic, dangerous and creates bottle necks. Traffic is often limited to single file along parts of Montgomery way and Donnington Drive.	Support acknowledged
R27	**Donnington Drive**	support	100% agree with suggested parking restrictions	Support acknowledged
R28	**Donnington Drive, Montgomery Way**	support with amendments	I approve of the proposals. However the corner of Donnington Drive should be double yellow lines to stop parking on a blind corner.	Support acknowledged. Double yellow lines are proposed on the junction of Donnington Drive and Montgomery Way. The section referred to may be in Test Valley and will be passed to them for consideration.
R29	**Donnington Drive, Montgomery Way & Castle Lane**	sup	Fully agree with what is proposed	Support acknowledged
R30	**Guildford Drive, Montgomery Way, Donnington Drive**	support	Supports the traffic regulation order because the roads are too narrow in some areas.	Support acknowledged
R31	**Guildford Drive, Montgomery Way**	object	Objects on grounds that the limitation on parking on weekdays could cause problems when all vehicles are parked at home. Perhaps an alternative could be free parking permits for residents.	Inconvenience noted. It is not possible to introduce a residents permit scheme at this location because the majority of properties have off-street parking. As such it would be contrary to policy and further would not be financially viable for the council to implement, because very few individuals would choose to purchase a permit to park on-street. Hampshire County Council's Traffic

Ref	Road	Objection/ Support	Comments	Officers Response
				Management Policy and Guidance 2014 - 'Residents' parking schemes will only be provided if most residents have little or no off-street parking space and if residents' difficulty in finding a space to park is caused by the parking of non-residents vehicles. In situations where a road is being used as long stay parking by commuters, for example, but most residents have off-street parking, a single yellow line restriction preventing parking for part of the day will be more appropriate if a need for restricting parking has been identified.'
R32	**Guildford Drive, Montgomery Way**	Support	Fully supports TRO. Requests that the section of proposed single yellow line on Montgomery Way between Templars Way and Odiham Close is changed to "No waiting at any time". Requests that the time restriction be increased to two hours i.e. 9am-11am and 1pm-3pm. Also requests Test Valley BC installs physical measure at the entrance to Montgomery Way to prevent U turns being made.	Support acknowledged. It is considered that the proposed one hour restriction in the morning and one hour restriction in the afternoon is sufficient in order to prevent day-long parking. The operational times of the restriction could be lengthened but it would be more restrictive on residents and would also be inconsistent with the rest of Valley Park (in Test Valley). Test Valley has been made aware of the request for a physical measure to prevent turning in the mouth of the junction.
R33	**Guildford Drive, Montgomery Way**	Support	Proposed solution will prevent employees of local businesses parking outside our driveway and in the mouth of the road which cause obstruction, potential safety issues, and visibility problems.	Support acknowledged.
R34	**Guildford Drive, Montgomery Way**	support	Supports the proposals. Completely fed up with inconsiderate parking by employees of local business. Concerned about emergency access due to parked cars.	Support acknowledged.
R35	**Guildford Drive, Montgomery Way, Donnington Drive**	Object	There is not enough off-street parking for the residents let alone visitors, including the larger houses around Guildford Drive and Montgomery Way. The proposed will be an inconvenience for the residents and their visitors. Asks what visitors should do for the hour between 10 to 11 and 2 to 3? Suggests reducing the restriction to one slot, but that does not solve the problem. Also concerned about parking for trades persons. States that the restrictions will cause more problems for the residents than it solves.	Inconvenience noted. The proposed restriction could be amended so that it is in force for just one hour of the day, however this would permit a significant length of stay and may not deal with the problem of commuter parking. Trades persons can apply for a dispensation to park through our customer service centre. They would need to complete an application form with the details, times and dates of their visit and Parking Services will consider the application.
R36	**Guildford Drive**	Object	The restrictions will be too onerous, parking problem is not serious yet, however believes something should be done due to restrictions in surrounding roads which will make Guildford Drive worse. Objection is that resident or visitor parking will be significantly impacted. Surely a better alternative would be to issue each household with permits?	The Chandlers Ford and Hiltingbury Local Area Committee prioritised the progression of the Traffic Regulation Order following a number of complaints from residents and locally elected members about all-day parking causing obstruction and safety issues. It is not possible to introduce a residents permit scheme at this location because the majority of properties have off-street parking. As such it

Ref	Road	Objection/ Support	Comments	Officers Response
				would be contrary to policy and further would not be financially viable for the council to implement, because very few individuals would choose to purchase a permit to park on-street. Hampshire County Council's Traffic Management Policy and Guidance 2014 - 'Residents' parking schemes will only be provided if most residents have little or no off-street parking space and if residents' difficulty in finding a space to park is caused by the parking of non-residents vehicles. In situations where a road is being used as long stay parking by commuters, for example, but most residents have off-street parking, a single yellow line restriction preventing parking for part of the day will be more appropriate if a need for restricting parking has been identified.'
R37	**Guildford Drive**	Object	Proposals for parking restrictions will be too restrictive for residents and their visitors -where will they park? A single 1 hour restriction in the afternoon should deter all day parking, but have less of an impact on guests. Although most driveways in Guildford drive have space to park 2 cars, these may already be taken by residents. If there are no lines / restrictions on the road spanning the driveway, there would be an opportunity for visitors to park there. Blocking in cars on the drive would not be an issue, as they would be guests of the resident, and it is not likely an office worker would leave their car parked across a driveway all day.	The proposed no waiting includes an hour in the morning and in the afternoon in order to prevent all-day parking. If the morning restriction was not implemented it is likely that employees of local businesses would continue to park in the area. 7am-2pm for example would provide 7 hours parking. It would not be possible to omit the restriction across driveways if the scheme is implemented as a zone because all areas of highway within the zone must be covered by a restriction. If we were to implement using the traditional approach of single yellow lines and repeater signs it would be possible however this is not recommended for the following reasons; it makes the Traffic Regulation Order extremely complex to write and enforce and it also means additional repeater signs would be required. A sign would need to be present on each section of yellow line and in accordance with the distances set out in the relevant Traffic Sign Chapter. This is more likely to result in signs being positioned outside property windows.
R38	**Guildford Drive**	Objection	Objects because local residents will suffer when the employer has not made proper adaptation of the site for staff parking. I would like to carry on as things are but have more pressure put on the employers to stress to their staff that they are not to park in residential areas, use the park and ride and provide more parking.	See response R5 above.
R39	**Guildford Drive**	objection	Does not want yellow lines as it will have a desecrating effect on the area. Mandatory notices would be a much preferred option. There is a pedestrian/cycle crossing across Montgomery Way. There is no warning about the possibility of traffic.	With regards to the visual impact, it is intended that the restrictions within the valley park estate, if implemented, will be a zone. This will remove the requirement for repeater signs however zone entry signs and single yellow lines will be required (as set out in Traffic Signs Manual Chapter 3) as this acts as a prompt to road users that restrictions are present in the road. In light of the concern raised about the shared use cycleway/footway new markings will be provided to highlight the presence of the cycleway and re-inforce the need for cyclists to give way.

Ref	Road	Objection/ Support	Comments	Officers Response
R40	**Guildford Drive**	support with amendment	Support with permits for visitors /tradesmen.	Trades persons –see response R14. Residents permits – see response R16
R41	**Guildford Drive**	support with amendment	Support the proposal in principle however parking permits for residents must be provided so that Tradesmen & guests can park outside the house.	Trades persons and nurses can apply for a dispensation to park through Parking Services Team / website. They would need to complete an application form with the details, times and dates of their visit and Parking Services would consider the application. Residents permit scheme – see R16
R42	**Mongomery Way**	Objection	Objects to no waiting at any time in Montgomery Way south of the footpath/cycleway. Supports the general intent. Will hinder access by our friends and family. Would prefer limited no waiting times as for the north end of Montgomery way? Alternatively introduce a parking permit system? Suggest 20mph speed limit to address safety issues. You should also be considering give way lines across Donnington Drive at its junction with Montgomery Way. Similarly the footpath/cycleway should have give way markings and/or signs.	A request was received for the proposed double yellow lines be extended north past the cycleway for safety reasons. It should be noted that if the length of the proposed restriction was reduced it would likely to result in a zone entry sign being positioned outside of one of the property windows. Residents permit –see R16 Whilst it is important that we improve road safety and quality of life, we must also ensure we invest our limited resources in the most effective measures which develop good value for money. The County Council has therefore developed a programme of 20 mph pilot schemes in a number of residential areas so that their effectiveness and the level of support from local communities can be assessed. Further use of 20 mph limits will be considered once the effectiveness and support for the pilot schemes has been established. In light of the concern raised about the shared use cycleway/footway new markings will be provided to highlight the presence of the cycleway and re-inforce the need for cyclists to give way.
R43	**Montgomery Way**	objection	Objects to the 'no waiting at any time' restriction due to being unable to park outside their property. A residents parking permit scheme would be more appropriate.	Objection noted. Residents permit –see R16
R44	**Montgomery Way**	support	Continue the one hour restricted parking the full length of Montgomery Way.	Noted
R45	**Montgomery Way**	support	Continue the 1 hour restricted parking the full length of Montgomery Way.	Noted
R46	**Montgomery Way**	support	Supports proposed restrictions. Request for restrictions to prevent cars parking on the verge on the Bournemouth Road between ASDA and the motorway Island. Request for residents parking passes to allow visitors, believes that failure to provide these will have a detrimental effect on ratepayers and may lead some to object.	Test Valley Borough Council will be implementing no waiting at any time restrictions along Bournemouth Road / Winchester Road. Restrictions apply from the centre line to the edge if highway and will therefore prevent parking on the verge. Residents permit –see R16

Ref	Road	Objection/ Support	Comments	Officers Response
R47	**Montgomery Way and surrounding roads**	Support	This will still allow residents' visitors to park on the road if necessary at most times of the day, whilst preventing workers using it as their car park. It addresses safety issues. However, the 'No waiting at any time' restriction on Montgomery Way between Donnington Drive and the walk-way (2 houses effected on each side of road) is unnecessary from a safety angle. I believe that this small stretch of road should have restricted parking instead, similar to that proposed from the walkway to the top of Montgomery Way and throughout Guildford Drive.	Support is acknowledged. A request was made for the proposed double yellow lines be extended north past the cycleway for safety reasons. It should also be noted that if the length of the proposed restriction was reduced it would likely to result in a zone entry sign being positioned outside of one of the property windows.
R48	**Templars Way**	Neutral	Is it possible to consider adding bus top clearways to the bus stops on Templars Way between Montgomery Way and Lulworth Close. The proposed changes in the wider area may result in these two lay-bys being inappropriately used.	If the proposed waiting restrictions are implemented as advertised the bus stop clearway markings will be introduced.
R49	**Velmore Road**	Objection	Objects because there is little parking during the day which does not hinder access or cause safety issues. The proposal would prevent parking outside their house during the day. This will be an inconvenience. Window cleaner, deliveries etc. will all be affected.	The inconvenience that the proposal will cause to this resident is noted. The reason for the proposed no waiting is to prevent day-long parking. During the informal consultation stage concern was raised that vehicles currently parked within surrounding roads, which are subject to proposed waiting restrictions, will be displaced to Velmore Road. Whilst there may be limited problem currently in Velmore Road any displaced parking is likely to move to Velmore Road and therefore it was incorporated into the proposals. Loading and unloading is permitted on no waiting restrictions and therefore deliveries to properties will be unaffected. Trades persons can apply for a dispensation to park through our customer service centre. They would need to complete an application form with the details, times and dates of their visit and Parking Services will consider the application.
R50	**Velmore Road**	Objection	Objects because occasionally parks on-street. If restrictions are put in place would need to move cars about to gain access to the garage. Concerned about car engine starting/stopping not being good for the environment. Questions the reason for the proposal.	See above response.

Ref	Road	Objection/ Support	Comments	Officers Response
R51	**Velmore Road**	Objection	Objects to the proposed 'no waiting Monday to Friday 10am-11am and 2pm-3pm' restrictions on the following grounds: Velmore Road is wide and residents have ample off-road parking. It is a sensible place for people to park whilst they are at work. If you restrict their ability to park you will a) shift the problem to other roads in the area, many of which are narrower, and without off-road parking for residents, and/or b) force workers to park in the limited work-place car parks close to the Asda roundabout, which will add to the existing rush-hour traffic congestion in this area. The people who park on our road do not restrict access or stop residents from being able to park close to their own properties. There is no reason to implement this restriction and I strongly object to its introduction. For completeness, I DO SUPPORT the plan to 'Revoke the Prohibition of Driving (Except for Access) restriction in Velmore Road' for the same reasons as stated above.	Acknowledged.
R52	**Velmore Road**	Objection	I object to not being allowed to park outside my own home.	Acknowledged
R53	**Velmore Road**	Objection	The proposed will severely limit visitors to our property. We would prefer that the current 'prohibition of driving' restriction was properly enforced by the police. However it goes ahead we strongly request residents permits.	The Police have powers to enforce Prohibition of Driving Orders. Unfortunately the restriction is time consuming and resource intensive to enforce and decisions have to be made about how their budgets are spent. Hampshire Constabulary is concerned about the enforcement burden of the Prohibition of Driving Order and has requested that those in the area are revoked and replaced with waiting restrictions. It is their view and the Councils that drivers have a better understanding of, and are more likely to comply with, waiting restrictions compared to Prohibition of Driving Orders. Residents permit – see R16
R54	**Velmore Road**	Objection	We strongly object to the proposal to restrict the hours of parking outside our property.	Acknowledged
R55	**Velmore Road**	Objection	Strongly objects to the proposed no waiting restriction.	Acknowledged
R56	**Velmore Road**	objection	Totally opposed to the proposal. It means family & guests cannot park outside my house, nor can tradesmen. Company's should supply their staff with adequate parking.	Trades persons –see R14 Company travel plans – see R5

Ref	Road	Objection/ Support	Comments	Officers Response
R57	**Velmore Road**	objection	The proposal to remove the Access Only and instate very limited parking restrictions for week days is inadequate. Further it introduces a restriction on householders parking outside their own homes. Access Only (even though un-enforced at this time) and limited parking (preferably without restriction for residents) is the absolute minimum that may improve the situation. Leaving the Access Only in place with no limited parking is not acceptable because of the changes in Test Valley area. Also limited parking on its own is not acceptable as it does not fully address the issues.	It is not suitable to introduce waiting restrictions as well as have the current Prohibition of Driving Order in place because it would be confusing to motorists. In addition it places an enforcement burden on the Police. See response R53 above
R58	**Velmore Road**	objection	Objects on grounds that it will create parking problems where there are currently none. Concerned about where visitors/tradesmen will park.	Unfortunately there are no exceptions for visitors. Trades persons can apply for a dispensation to park see R14.
R59	**Velmore Road primarily**	Objection	The order has 3 sections so my comments in the same order: 1. I support on the assumption this is for safety reasons. 2. I object. The reason for restricting the parking is clearly to stop employees of local businesses using the roads to park. My objections are: i) These employees have to park somewhere; this order is simply moving the problem elsewhere. ii) The roads in question are wide enough to support safe parking, I have yet to witness any dangerous parking. iii) Are weekday visitors seriously expected to move their car (where to?) between 10-11 and 2-3 Monday to Friday? 3. I support - The restriction should never have been introduced in the first place. In summary I suspect this whole order is just an over-reaction to the some complaints.	Support for double yellow lines to deal with safety concerns is noted. Objection to the no waiting Monday to Friday 10-11 and 2-3 is accepted. Support for the revocation of the Prohibition of Driving Order is noted.
R60	**Velmore Road**	Support with amendments	Hampshire police rarely enforce the access only. Would prefer this restriction is enforced however as this is not the case I would reluctantly agree to the proposed waiting restrictions. However request parking permits asap to minimise the impact on residents and visitors.	Residents permits - see response R16
R61	**Velmore Road**	Support with amendments	Proposal is not ideal as has potential to penalise residents. However as Police do not enforce the access only restriction this appears to be the only option to prevent chaotic parking and accident potential. Request residents have parking permits asap to minimise impact. Request for double yellow liens to be extended at junction with Bournemouth Road as it is extremely dangerous.	Residents permits – see R16 The request for extension of the double yellow lines at the junction of Velmore Road and Bournemouth Road has been added to file.

Appendix B Plan TM01/01382/001/RevA2

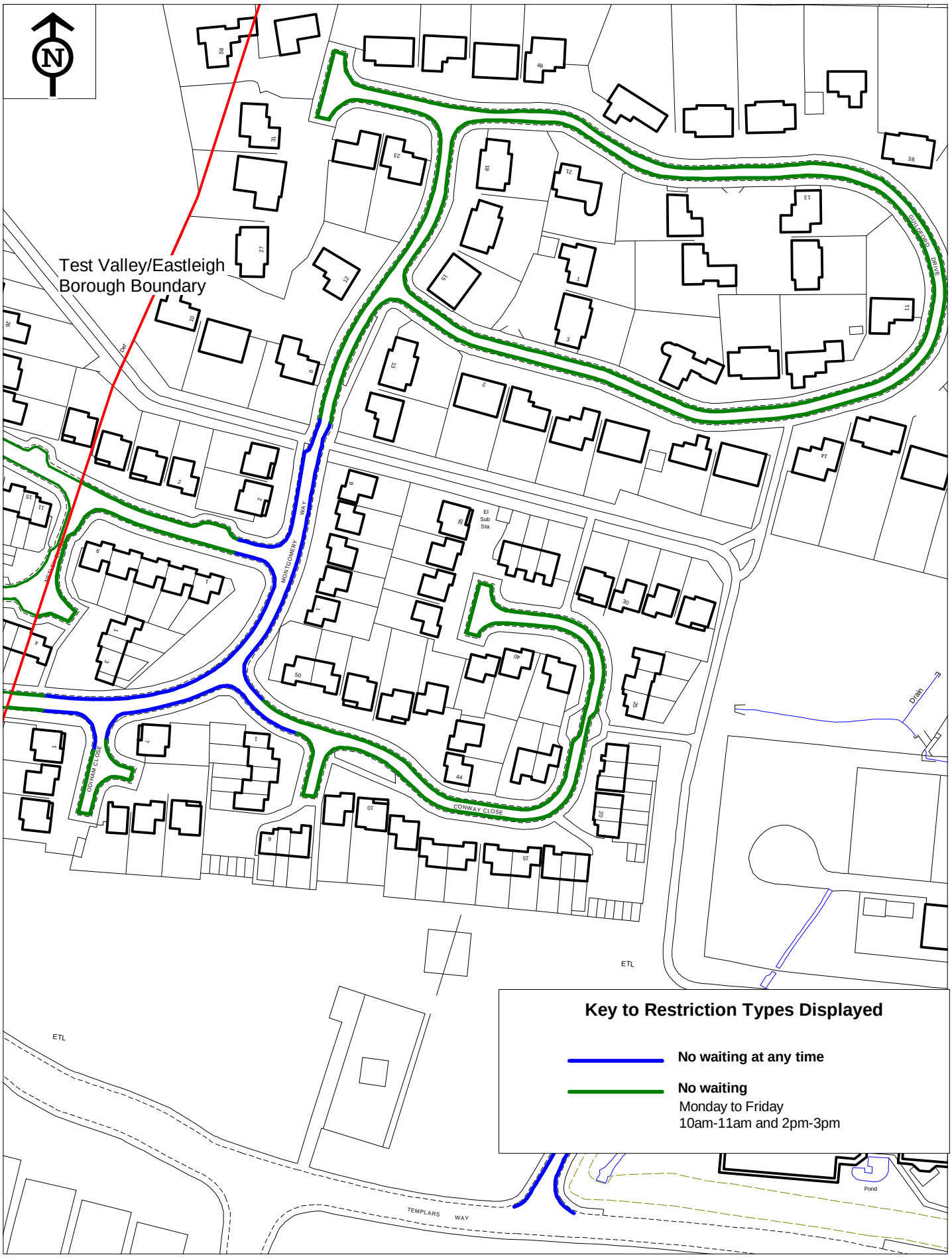


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SCALE	NTS
DATE	11/11/2015
DRAWING No.	TM01/01382/002
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CHANDLER'S FORD & HILTINGBURY (CFH) LOCAL AREA COMMITTEE

Wednesday 23 March 2016

COMMUNITY INVESTMENT PROGRAMME 2015/16

Report of the Area Co-ordinator

RECOMMENDATIONS

It is recommended that:

(1) Contributions be allocated to the scheme detailed in paragraph 6 & 7 of this report;

Summary

This report recommends utilisation of developer's contributions for improvement work to Cuckoo Bushes Meadow.

Statutory Powers

S106 and Schedule 1 of the Town and Country Planning Act 1990 (as amended) S101, S111 and S152 of the Local Government Act 1972, S.1 of the localism Act.

Introduction

1. The Community Investment Programme (CIP) is the cornerstone of the capital works programme. Funded mainly from developers' contributions it enables the prioritisation of projects that help develop a sustainable community.

Cuckoo Bushes Meadow

Background

2. Cuckoo Bushes Countryside Site is 1.5 hectare of wet meadow and ancient woodland in the heart of Chandler's Ford (appendix 1). The wet meadows act as an important local flood plain as it has storage capacity to slow and hold back water within this heavily urbanised area of the Monks Brook catchment. The site is also important for biodiversity and is designated as Site of Importance for Nature Conservation (SINC).

3. The wet fen meadow, which is split in two parts north and south of Gardner Way includes notable plant species such as ragged robin, marsh marigold, purple loosestrife and wild angelica. The southern meadow is grazed in the summer by a couple of cows who open up the vegetation and control the ranker elements of the sward. The much wetter northern meadow cannot be grazed and is mechanically cut to keep the meadow open and to prevent scrub encroachment.

4. The Woodland strip contains a footpath that links Cuckoo Bushes Lane with Pine Road. The woodland is structurally diverse including large oak trees with field maple, holly cherry and hazel. It also retains a relict ancient woodland flora, supporting at least 17 ancient woodland indicator plants including bluebell and wild primrose.

5. The site was transferred to Council ownership with commuted sums for management by David Wilson Homes following the development of the Leigh House Hospital site in 2003-7.

Proposal

6. At the request of CFH Members, the Countryside Service has recently reviewed the management of the site. A proposed schedule of works for the coming year is shown in appendix 2. To fund the proposed works, Members are invited to approve £6510 from developer contributions (OSZ/31915/2 David Wilson Homes, Leigh House Hospital, Cuckoo Bushes Lane Receipt Date: 22/09/2003). Members are further invited to approve £500 to be drawn down per annum from the same developer contributions to assist with regular annual maintenance e.g. cut and collect of the northern un-grazed meadow.

7. To further enhance the area, Members are also invited to approve £2000 of developer contributions (Z/31915/002 David Wilson Homes, Receipt date: 24.9.07) for interpretation boards. The boards will be specifically designed to share biodiversity information with the public about the wet fen meadow. The Z/31915/002 contribution is specifically specified for interpretation panels.

Financial Implications

8. There are no additional revenue costs arising from this report.

Risk Assessment

9. The Council has adopted a relatively formal procedure to project management based around PRINCE2 methodology.

Equality and Diversity Implications

10. The improvements to Cuckoo Bushes meadow will enable improved access for members of the public.

Conclusion

11. The proposed improvements will help to enhance this valuable countryside site for local residents. The interpretation boards will help inform residents about the specific biodiversity elements for this local SINC.

ANDY THOMPSON
Area Co-ordinator

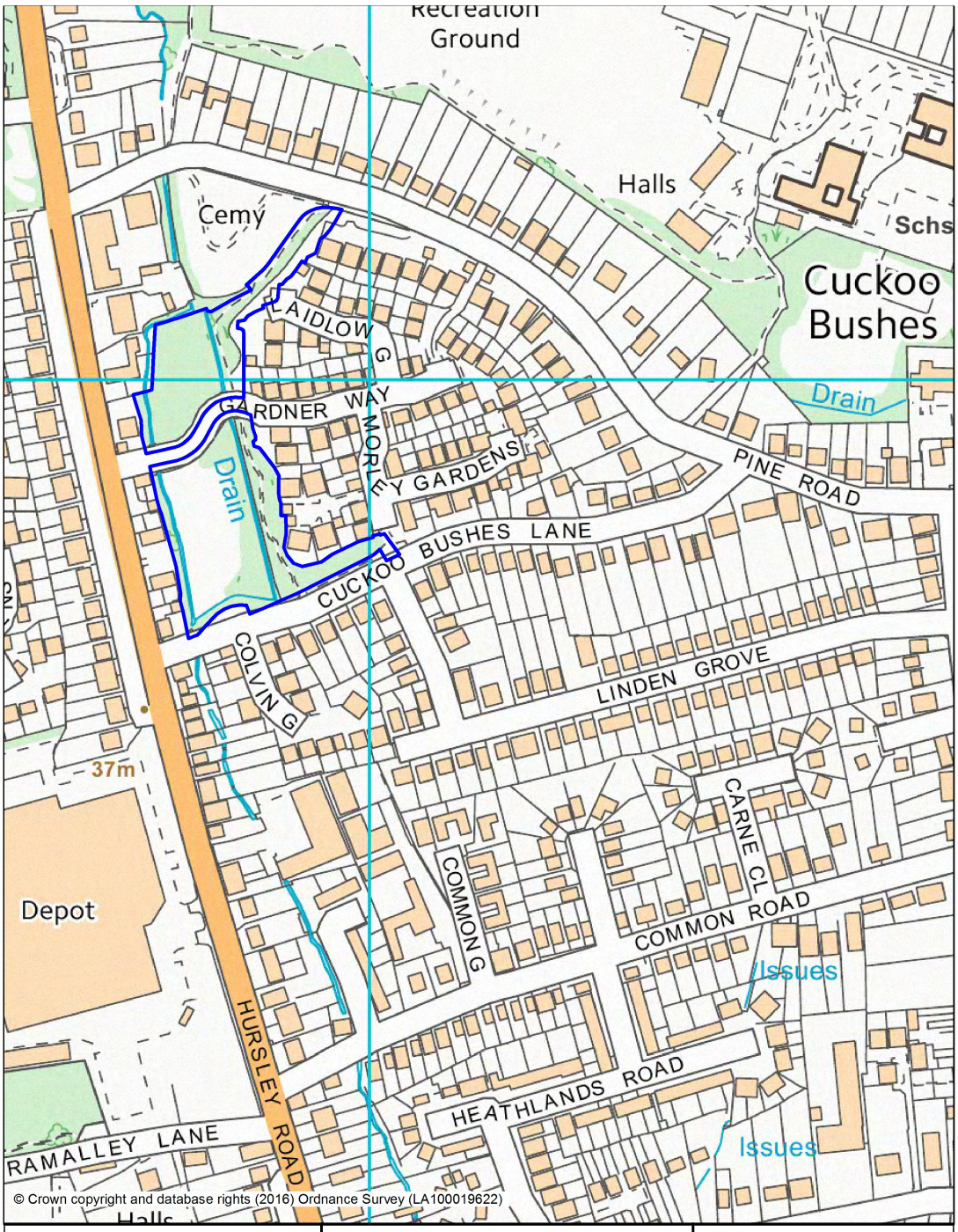
Date:	4 March 2016
Contact Officer:	Andy Thompson
Tel No:	023 8068 8357
e-mail:	andrew.thompson@eastleigh.gov.uk
Appendices Attached:	2
Report No:	AT2

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose facts or matters on which this report or an important part of it is based and have been relied upon to a material extent in the preparation of this report. This list does not include any published works or documents which would disclose exempt or confidential information:

None

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EASTLEIGH BOROUGH COUNCIL

Countryside Service

Title:

Cuckoo Bushes

Countryside Site

Scale:
1:3002

Map Ref:
SU4321NW

Date:
29/02/2016

N

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Cuckoo Bushes					
PROBLEM	ACTION	UPDATE/PROGRESS	ADDITIONAL INFORMATION/ACTIONS	COST	PROGRESS UPDATE
Paths across the site are overgrown.	JD to talk to Direct Services.				JD has contacted Direct Services to arrange a date to meet – waiting for response (2/2/16).
Large willows in meadow need coppicing.	JD to get quote for some to be re coppiced this season. Some will need to be coppiced in winter 16/17.	JD requested quote on the 15th January.		£850 (To be funded from site budgets and not requested from Developer's Contributions)	JD chased on the 29th January and the 2nd February. The quote will be sent on the 3rd February (2/2/16). Quote received and work ordered as enough money in site budget. Work programmed for the 1st and 2nd March 2016.
Path needs upgrading.	JD to get measurement to workout price. Timings for this need to be agreed.	Path length is approx. 300m, so at 1.5 m wide 450m2 of path needed.	Approx. £8.70 +vat per m2 for existing paths. (Approx. 450m of path identified = £3915+vat) Any drainage pipes will need to be added but tends to be minimal cost and usually falls within quote.	Estimate **£4000**	JD asked contractor to view with recommendations to when work is best done (2/2/16).

Path edges to be pushed back.	That area of the site has a TPO. JD to apply for consent to work. Work to be done outside of breeding bird season.	JD to arrange for a quote for this to be removed at the ground and chemically treated.		Approx. £160 per man day. Approx. 4-6 man days needed. Up to **£960**	
Improve fencing around both meadows and improve access.	JD to arrange for a quote.			Cost to remove fencing- Up to **£500**	JD physically checked all fencing (11/02/16). Grazed meadow fencing requires no maintenance. Un-grazed meadow fencing is redundant and needs to be removed, this will allow better access for cutting.
Grazed meadow to be topped in areas after this year's grazing.	JD to arrange for a quote.			£175 per day. Up to **£350**	A maximum of two days would be needed (29/02/16).
Un-grazed meadow to be cut at end of this year's season.	JD to arrange for a quote.			£350 per day. Up to **£700**	A maximum of two days would be needed (29/02/16).

Interpretation boards (2) are needed to explain the management of the wet meadows.	JD to ring for prices. Art work will need to be costed separately.		New 900x600 interpretation boards with lectern legs £638 each + Vat + P&P (max £90). 5 week delivery.	£1276 + Vat + P&P. + art work costs Up to **£2000**	
Bramble needs cutting by the entrance to the corral and around signs.	JD to arrange for countryside staff to clear this.	This is programmed for the 9th February.		None.	This work has been done (09/02/16).
Knotweed on boundary	Countryside staff to monitor this.				
Tree works	Alders and Cherries to be monitored.				
				£8510	**Total requested from DC's**

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CHANDLER'S FORD & HILTINGBURY (CFH) LOCAL AREA COMMITTEE

Wednesday 23 March 2016

COMMUNITY GRANTS 2016/2017

Report of the Area Co-ordinator

RECOMMENDATIONS

It is recommended that:

1) **community grant applications totalling £3400 from the 8 local community groups in the CFH Local Area are rejected**

2) **the new grant conditions specifically for CFH are adopted**

3) **community groups in CFH are invited to reapply for the community grant, based on the new grant conditions**

Summary

This report recommends that all the received grant applications for 2016/17 are rejected. The report also recommends that an adapted set of grant conditions specifically for CFH are adopted, enabling an all year round application process with a tightening of some financial conditions. If agreed, the report would also encourage all applicants to resubmit their applications based on the new conditions.

Statutory Powers

Section 1 Localism Act 2011.

Introduction

1. Grants are awarded each year by this committee to voluntary organisations and community groups. Grants are awarded up to a maximum amount of £500. Priority is given to applications which promote the themes of the Corporate Strategy and reflect the priorities of each Local Area Committee.

2. The specific criteria for previously awarding grants are detailed in appendix 1.

3. In line with Council policy all community groups are being encouraged to sign up to the Eastleigh Community Compact. As part of this good practice a grants appeal procedure is now in place and attached for information as appendix 2.

Local Area Committee Grants budget

4. The CFH Local Area Committee has very limited budgets in comparison to the other 4 Local Area Committees within the Borough. Many of its former budgets and assets have been devolved to Parish level following the establishment of the current Chandlers Ford Parish Council.

5. The CFH local area has been heavily developed over the years; therefore, there is limited opportunity for significant new development. This has resulted in the Local Area Committee having a comparatively reduced capacity to access developer's contributions compared to other Local Area Committees.

6. It is therefore essential for this Committee to be watchful of all expenditure. The current budget available for Chandler's Ford & Hiltingbury Community Grants is £2,970. This is a significant portion of the Committee's working budget.

Local Area Grant Applications 2016/17

7. Applications have been received from 8 voluntary organisations and community groups. Funding is being sought by these organisations for a range of purposes including general running costs and the purchase of various items of equipment. A list of the applicant organisations and details of their requests is attached to this report (appendix 3).

8. The existing grant conditions are generic conditions for community grants across the Borough (although they decided at a local level at each of the 5 Local Area Committees). The applications are open from September to November annually, for an award in the following financial year.

9. Following a CFH Working Group meeting to assess the 2016/17 CFH applications, concerns were raised by Members that many of the applicants had significant reserves, some even matching the reserves of the Local Area Committee. Concerns were also raised that many of the applicants re-applied annually and that there may be other community groups who were missing out on the process. Members also questioned why the application procedure needed to be time constrained (only open September to November).

Proposal

10. The proposal for a new CFH grant application will essentially remain the same as the existing detailed in appendix 1, most importantly, the safeguarding measures detailed on page 2 of the application remaining untouched.

11. Appendix 4 outlines the new set of grant conditions specifically for CFH, taking into account Members concerns. The new process will enable year round applications, with organisations now having to justify why the grant is required if they have significant reserves. Whilst applications for running costs will be accepted, justification will also be required as to how these annual

costs will be met moving forward. This proposal seeks to make the best use of limited resources of the CFH local area committee.

12. Although the recommendation is for the 8 community group's application's to be rejected on the existing criteria; it is also recommended that all groups are encouraged to reapply based on the proposed new CFH grant conditions.

13. Whilst the level of financial support we are able to offer community organisations will be relatively modest, Members will note that we are able to direct organisations to other potential sources of funding. In addition, major capital expenditure may attract funding from the Council's Community Investment Programme where the resultant asset has a clear benefit to the wider community.

14. Applicants will also be encouraged to seek funding from a range of sources including local Parish and County councils.

15. This committee is continually updating its community groups list. Members will encourage groups they know of to apply for grants and have agreed to provide lists of any groups they know of to the admin team in area coordination thus enabling the maximum range of organisations to be informed about the CFH community grant fund.

Financial Implications

16. There is no revenue implications associated with this report as adequate budget provision has been made in local devolved budgets. `

Risk Assessment

17. There are no identified risks associated with this report. All approved grants are subject to submission of monitoring information.

Equality and Diversity Implications

18. The report complies with our policy to ensure that the voluntary and community sector are treated fairly and equitably. The grant applications make every effort to target disadvantaged groups. Equality impact assessments on individual grants applications have not been made.

Conclusion

19. The recommendations made in this report aim to ensure the limited funds of the Local Area Committee are more targeted and enable the maximum benefit to the local community. Enabling a year round application procedure will allow better access to community groups within the local area.

Andrew Thompson
(Area Co-ordinator)

Date: 29th February 2016
Contact Officer: Andrew Thompson
Tel No: 023 8068 8357
e-mail: andrew.thompson@eastleigh.gov.uk

Appendices Attached: 4
Report No: AC1AT

LOCAL GOVERNMENT ACT 1972 - SECTION 100D

The following is a list of documents which disclose facts or matters on which this report or an important part of it is based and have been relied upon to a material extent in the preparation of this report. This list does not include any published works or documents which would disclose exempt or confidential information:

8 Grant applications received and held on file for further inspection.

APPENDIX 1 - Guidance Notes for Community Grants

Who can apply?

- Community groups, voluntary organisations, trusts, friendly societies, social enterprises and community interest companies provided that, in all cases, their objectives are charitable as defined by the Charity Act 2006.

- Seek to improve the quality of life of local people. Priority is given to organisations whose aims reflect the Council's priorities of promoting health, prosperity, the environment, community development and community involvement.

- Operate entirely or partly in the Borough.

- Provide a service directly, offer advice/information or promote self help.

- Have a wide community benefit and are open to anyone who could benefit.

- Operate on a non-profit making basis.

- Have a constitution or set of rules defining its aims, objectives and procedures.

- Have a bank or building society account in the name of the organisation which requires at least two signatures on each cheque.

- Can provide its most recent approved and signed accounts.

What can they be used for?

- Purchase of equipment or materials

- Contribution towards running costs.

- Funding specific projects.

- Development of the organisation.

How much are the grants?

There is no minimum. There is a usual maximum of £1,000 per organisation for borough wide groups and £500 for local community groups.

Who deals with the grants?

Grant forms are available from the Area Co-ordination Team at the Borough Council. Applications are considered by the relevant Local Area Committee(s) and you will be informed of their decision during February 2015.

When to apply?

The application forms need to be returned by **Friday 14 NOVEMBER 2014.**

EASTLEIGH BOROUGH COUNCIL

Screening Volunteers and Employees

Screening is used here to mean checking if someone has a criminal record. It is one way of reducing the risk of recruiting volunteers or staff who may be unsuitable to work with children or other vulnerable people.

All organisations can ask on their application forms if volunteers or staff have a criminal record. This is vital where volunteers will be working with vulnerable people and something to consider for volunteers going into people's homes or with unsupervised access to money.

Ex-offenders normally have the right not to reveal spent (old) convictions. But where work involves contact with vulnerable people, organisations can require applicants to declare spent convictions too. Vulnerable people includes people under 18 or over 65, people with a mental or physical disability or chronic illness, alcohol or drug misuses.

The Criminal Records Bureau (CRB) conducts what was previously called police checks and these are now re-named 'disclosures'. There are three types of disclosures:

- Enhanced disclosures -
  for posts involving substantial contact with children or vulnerable adults.
- Standard Disclosures -
  for posts involving regular contact with vulnerable people.
- Basic Disclosure –
  available for anyone and will be issued to individuals directly.

In order to get enhanced and standard disclosures organisations need either to a) register with the CRB direct or b) approach an 'umbrella' organisation who is registered as an 'umbrella' organisation and can process applications on their behalf.

The Children Act

The Children Act 1989 in seeking to protect children, places certain responsibilities on childcare agencies. However the Home Office and Department of Health advise that these responsibilities do not extend to requiring that everyone in contact with children are screened. Those who have unsupervised contact or regular contact with children should be screened.

Organisations which are for under 8's for more than two hours a day more than four times a year are required to register with OFSTED.

Useful Addresses

Criminal Records Bureau
PO Box 91
Liverpool
LO9 2UH
http:/www/crb.gov.uk

One Community
16 Romsey Road
EASTLEIGH
SO50 9AL
Tel: 02380 902400

OFSTED
Regional Office
1-2 Floors, Dukes Court
Dukes Street
Woking GU21 5ED
Tel: 0845 6014771

Organisations working with any vulnerable people including children should ensure they have appropriate policies. Advice and information about this and other policies is available from One Community.

Who deals with the grants?

Please return the completed form to the Area Co-ordination Team at Eastleigh Borough Council. If you have any queries contact:

Helen Coleman
Eastleigh Borough Council
Eastleigh House, Upper Market Street
Eastleigh. SO50 9YN
Tel. 023 8068 8017 Email: helen.coleman@eastleigh.gov.uk

APPENDIX 2

COMPACT
THE FUNDING GUIDE APPEALS PROCEDURE

Community Grants

Organisations wishing to appeal against a decision should put their concerns in writing to the relevant Local Area Co-ordinator for Local Area Committee grants or Community Development Manager for Borough-wide grants.

A response will be sent to the organisation within 5 working days. If further investigation is required then the organisation would be informed about how long this will take.

If the organisation is not satisfied with the response they should put their concerns in writing to the Chair of the relevant Local Area Committee for Local Area Committee grants or the Executive Councillor for Social Policy for Borough-wide grants. Their decision would be final.

Grounds for Appeal

The Council not adhering to published deadlines for applications.
Inconsistency in the amount of grant awarded for similar applications.

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Guidance Notes for Community Grants (Chandlers Ford & Hiltingbury)

Who can apply?

- Community groups, voluntary organisations, trusts, friendly societies, social enterprises and community interest companies provided that, in all cases, their objectives are charitable as defined by the Charity Act 2006.
- Seek to improve the quality of life of local people. Priority is given to organisations whose aims reflect the Council's priorities of promoting health, prosperity, the environment, community development and community involvement and the priorities set out in the Chandlers Ford & Hiltingbury 20-20 Vision.
- Operate entirely or partly in the Chandlers Ford & Hiltingbury Local Area.
- Provide a service directly, offer advice/information or promote self help.
- Have a wide community benefit and are open to anyone who could benefit.
- Operate on a non-profit making basis.
- Have a constitution or set of rules defining its aims, objectives and procedures.
- Have a bank or building society account in the name of the organisation which requires at least two signatures on each cheque.
- Can provide its most recent approved and signed accounts.

What can they be used for?

- Purchase of equipment or materials
- Contribution towards running costs (with explanation how these costs will be met in the future and why specifically they are required at this time)
- Funding specific projects
- Development of the organisation

How much are the grants?

There is no minimum. There is a usual maximum of £500 for local community groups. Organisations should be mindful not to apply for grants if they hold more than 1 years running costs within their reserves. Groups will also need to explain why a grant is being sought and reserves are not being used, especially if reserves are significant.

Who deals with the grants?

Grant forms are available from the Area Co-ordination Team at the Borough Council. Applications are considered by the Chandlers Ford & Hiltingbury Local Area Committee and you will be informed of their decision following their next available Working Group meeting (they are on average every 6 weeks). Funding will only be received following the next Local Area Committee's formal approval to release funding.

When to apply?

The application forms can be submitted at any time across the year**.**

Screening Volunteers and Employees

Screening is used here to mean checking if someone has a criminal record. It is one way of reducing the risk of recruiting volunteers or staff who may be unsuitable to work with children or other vulnerable people.

All organisations can ask on their application forms if volunteers or staff have a criminal record. This is vital where volunteers will be working with vulnerable people and something to consider for volunteers going into people's homes or with unsupervised access to money.

Ex-offenders normally have the right not to reveal spent (old) convictions. But where work involves contact with vulnerable people, organisations can require applicants to declare spent convictions too. Vulnerable people include people under 18 or over 65, people with a mental or physical disability or chronic illness, alcohol or drug misuses.
The Disclosure and Barring Service (previously the Criminal Records Bureau) conducts what was previously called police checks and these are now DBS checks. There are:

- Standard checks
- Enhanced checks
- Enhanced checks with children's and/or adults barred list check

A DBS check may be needed for some voluntary work.

For further information contact One Community or the DBS Website.

The Children Act

The Children Act 1989 in seeking to protect children, places certain responsibilities on childcare agencies. However the Home Office and Department of Health advise that these responsibilities do not extend to requiring that everyone in contact with children are screened. Those who have unsupervised contact or regular contact with children should be screened.

Most childcare providers caring for children under 8 must check to ensure whether they need to register with OFSTED.

Useful contact

DBS
Tel: 0300 0200 190
www.gov.uk/dbs-update-service

One Community
16 Romsey Road
EASTLEIGH
SO50 9AL
Tel: 02380 902400
www.1community.org.uk

OFSTED
Tel: 0300 123 1231
www.gov.uk/government/organisations/ofsted

Organisations working with any vulnerable people including children should ensure they have appropriate policies. Advice and information about this and other policies is available from One Community.

Who deals with the grants?

Please return the completed form to the Area Co-ordination Team at Eastleigh Borough Council. If you have any queries contact:

Andrew Thompson
Area Coordinator (Chandlers Ford & Hiltingbury)
Eastleigh Borough Council
Eastleigh House, Upper Market Street
Eastleigh. SO50 9YN
Tel. 023 8068 8357 Email: andrew.thompson@eastleigh.gov.uk

	Appendix 3	CFH GRANT REQUESTS 2016/17			
REF	ORGANISATION	PURPOSE/REQUEST	AMOUNT REQUESTED	AC COMMENTS	
1	Chandlers Ford District Explorer Scouts	First adi, compasses, training etc	£300	reject - new conditions to be adhered to	
2	Chandlers Ford Good Neighbours	volunteer drivers, advertising	£300	reject - new conditions to be adhered to	
3	Age Concern, Chandlers Ford	Perimeter fence to side of hall	£500	reject - new conditions to be adhered to	
4	Happy Bunch over 70's Club	Transporting members to meetings	£500	reject - new conditions to be adhered to	
5	2nd Chandlers Ford District Scouts	Flush & clean boiler system	£500	reject - new conditions to be adhered to	
6	Winchester & District Local DofE Committee	Travel costs, award ceremony	£500	reject - new conditions to be adhered to	
7	Springboard Emplyment & Trng	Telephone, broadband	£500	reject - new conditions to be adhered to	
8	Friends of Hocombe Mead	Insurance and tools	£300	reject - new conditions to be adhered to	
		TOTAL	**£3,400**		

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