

## EXTRAORDINARY CABINET AGENDA

**Membership:** Councillor Briggs (Chairman)

Councillors Bains, Bowerman, Pike, Guest, Turner and Wilson

**Meeting:** Cabinet

**Date:** Monday 18 December 2017

**Time:** 6.00 pm

**Venue:** Hurstwood Room, Public Service Plaza, Civic Centre Road,  
Havant, Hampshire PO9 2AX

The business to be transacted is set out below:

Nick Leach  
Monitoring Officer

8 December 2017

Contact Officer: Penny Milne 02392446234  
Email: [penny.milne@havant.gov.uk](mailto:penny.milne@havant.gov.uk)

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### **PART 1 (Items open for public attendance)**

**1 Apologies for Absence**

To receive and record any apologies for absence.

**2 Declarations of Interests**

To receive and record any declarations of interest.

### **Cabinet Lead for Planning and Place-Making**

**3 Consultation on the Draft Havant Borough Local Plan 2036**

1 - 376

To consider the recommendations as set out in the attached report.

**4 Consultations on the Community Infrastructure Levy Preliminary Draft Charging Schedule 377 - 396**

To consider the recommendations as set out in the attached report.

**PART 2 (Confidential items - closed to the public)**

None.

## **GENERAL INFORMATION**

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# Havant

## BOROUGH COUNCIL

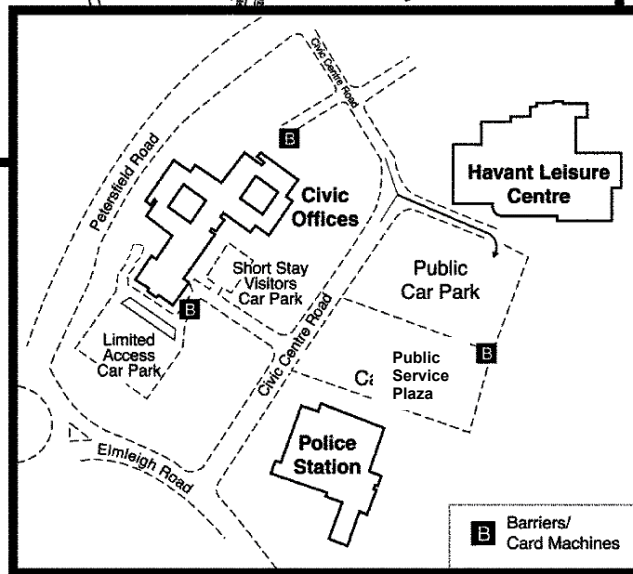
### PROTOCOL AT MEETINGS – RULES OF DEBATE

#### Rules of Debate

- Councillors must always address each other as “Councillor ...” and must always address the meeting through the Chairman;
- A motion must relate to the business included on the agenda or accepted by the meeting as urgent business
- A motion must be proposed and seconded before it is debated until it is either accepted or rejected by a vote;
- An amendment can be proposed to the original motion and this must be seconded before it is debated;
- An amendment cannot be considered if it is inconsistent with an amendment previously adopted or repeats an amendment previously rejected;
- The mover of an original motion may, with the consent of the mover of an amendment, incorporate an amendment into the motion;
- Only one amendment may be moved at a time. No further amendments can be moved until the previous amendment has been dealt with;
- Each amendment must be voted on separately;
- If an amendment is carried, the amended motion becomes the substantive motion to which further amendments may be moved;
- If an amendment is lost, other amendments may be moved to the original motion.
- The mover may withdraw an amendment at any time
- After an amendment has been carried, the Chairman will read out the amended (substantive) motion, before accepting any further amendment, or if there are none, put it to the vote.

#### Voting

- Voting may be by a show of hands or by a ballot at the discretion of the Chairman;
- Councillors may not vote unless they are present for the full duration of the item;
- Where there is an equality of votes, the Chairman may exercise a second (casting) vote;
- Two Councillors may request, before a vote is taken, that the names of those voting be recorded in the minutes
- A recorded vote will always be taken in respect of approval of the Annual Budget
- Councillors may not vote unless they are in the meeting for the full debate on any particular item
- A Councillor may request that his/her vote be recorded in the minutes



**Havant**  
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## HAVANT BOROUGH COUNCIL

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CABINET

18<sup>th</sup> December 2017

### CONSULTATION ON THE DRAFT HAVANT BOROUGH LOCAL PLAN 2036

Report By David Hayward (Planning Policy Manager)

FOR DECISION

Cabinet Lead: Cabinet Lead for Planning & Place-Making

Key Decision: Yes

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#### 1.0 Purpose of Report

1.1 To seek approval for the consultation on the Draft Havant Borough Local Plan 2036.

#### 2.0 Recommendations

2.1 It is recommended that Cabinet:

- a) Note the findings of the Local Plan evidence base, including the Draft Infrastructure Delivery Plan and statutory assessments (available at [www.havant.gov.uk/localplan/evidence-base](http://www.havant.gov.uk/localplan/evidence-base)).
- b) Agree for publication the Transport Assessment and Hayling Island Highway and Transport Infrastructure Assessment when complete and use the findings as a material consideration in the determination of planning applications.
- c) Continue to make representations through the Council Leader, Cabinet Lead for Planning and Place-Making and local MPs to the Secretary of State for Communities and Local Government, the Housing and Planning Minister, Hampshire County Council and the Solent LEP regarding the urgent need for infrastructure delivery alongside the building of new homes.
- d) Make representations through the Council Leader, the Cabinet Lead for Planning and Place-Making and local MPs to the Secretary of State for Communities and Local Government and the Housing and Planning Minister to forward fund infrastructure provision wherever possible using five year housing land supply data which Local Planning Authorities are required to produce.
- e) Note the Borough's five year housing land supply position as set out in the 2017 Annual Monitoring Report (available at [www.havant.gov.uk/localplan/evidence-base](http://www.havant.gov.uk/localplan/evidence-base)).
- f) Approve the public consultation of the Draft Havant Borough Local Plan 2036.
- g) Approve the Local Development Scheme (December 2017) for publication.

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- h) Request the Local Plan Panel to consider the responses to the public consultation and make recommendations to Cabinet on any proposed changes the Pre-Submission Havant Borough Local Plan 2036.
- i) Delegate authority to the Head of Planning, in consultation with the Cabinet Lead for Planning and Place-Making to make any necessary amendments to the documents listed above. These shall be limited to the inclusion of a foreword contents page and page numbers, factual updates, correction of minor errors, grammatical, typographical, formatting and graphic design changes and shall not change the meaning of the material.

### **3.0 Subject of the report**

- 3.1 The Local Plan remains one of the most important functions of Havant Borough Council and is highlighted as such in the 2017 Corporate Strategy. Whilst there have been extensive changes to the planning system in recent years, this has only further emphasised the role of the Local Plan in the development process in the UK and increased the necessity of the Borough having an up-to-date Local Plan.
- 3.2 Government placed a great deal of emphasis on housing in the recent budget. It reaffirmed Government's commitment to fixing England's broken housing market and make homeownership affordable. It also confirmed that high house prices can prevent people from living near the best job opportunities for them, limiting the productivity of companies that might have employed them.
- 3.3 Through the Budget, Government reiterated its commitment to significantly boosting the supply of new homes in the recent Budget. This included a target of providing 300,000 new homes a year in England. This would equate to 3 million new homes over a ten year period.

### **Moving from the Local Plan Housing Statement to the Draft Local Plan**

- 3.4 In December 2016, the Council adopted the Local Plan Housing Statement. The Housing Statement was the first stage in preparing the Havant Borough Local Plan 2036. The next stage is to publish and consult on a Draft Local Plan.
- 3.5 A Draft Local Plan, as the name suggests, is not complete. It is a significant milestone in the plan's production and shows the extensive work completed to date. Nonetheless, there are a number of evidence base studies outstanding regarding transport (see below), air quality, water quality and biodiversity which will follow in 2018. It is also vitally important to seek residents, developers and other stakeholder's views on the proposals to date so that the plan can take these on board. A Pre-Submission plan, which has been informed by the views of residents and other stakeholders as well as the complete evidence base, will then need to be considered by Cabinet and Council. If approved, this would be the Local Plan which the Council considers is sound and should be submitted to the Secretary of State.
- 3.6 At this stage, Cabinet are asked to approve only the consultation on the Draft Local Plan and to continue the conversations and consultation with residents and other stakeholders.



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### National context

- 3.7 The Government is clear on the need swiftly to get Local Plans in place which meet the development needs of the area. It is strongly recommended therefore to keep moving forward apace with the production of the Local Plan. This has been reflected in a recent appeal decision<sup>1</sup> which noted the positive steps the local authority are taking to update the Local Plan as a reason to give relatively little weight to the fact that the authority does not have a five year housing land supply. Any let up in the approach will be recognised by developers and the Government and likely result in speculative applications and lost appeals.
- 3.8 By getting a new Local Plan in place as soon as possible, it will mean that the expectation is that positive new features of the Local Plan 2036. These include measures such as internal space standards for new homes, the provision of a quantitative standard for open space provision and energy efficiency standards can be achieved on these sites. Such features are not included in the Adopted Local Plan.

### A new vision and a focus on regeneration and the delivery of development

- 3.9 Building on the new Corporate Strategy it is proposed that the vision for the Local Plan should be 'building on Havant's success' (shown to the right).
- 3.10 The Draft Local Plan has a strong focus towards the regeneration of the Borough, particularly the town centres of Havant, Waterlooville and Leigh Park together with Hayling Island seafront. These are all proposed as key sites in the Local Plan.



- 3.11 The Draft Local Plan reflects the importance of developing these sites. It highlights that in order for them to come forward, the Council will become actively involved in delivering all of these sites. It commits to master planning work for the town centres.
- 3.12 The Draft Local Plan also proposes a strong 'delivery of development and regeneration' policy. This sets out the Council's general approach to development, what is expected of the development industry in return and that the Council will push for the delivery of these key sites. It also highlights that compulsory purchase powers will be used where necessary (this is also highlighted in relation to the 'Southleigh' strategic site between Denvilles and Emsworth).

### Housing sites, housing need and five year supply

- 3.13 A great deal of work has taken place to prepare the evidence base and put together the Draft Local Plan.
- 3.14 All of the sites which have been considered for allocation have been subject to the following screening processes in order to inform whether they should be allocated for development and what constraints to highlight:

<sup>1</sup> Appeal Ref APP/X1735/W/16/3155488, Land to the rear of 178a West Street. See in particular paragraphs 6-8.

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- Access and permeability
  - Ecology
  - Archaeology
  - Pollution and contamination
  - Heritage
  - Drainage
- 3.15 The plan has also been through full Sustainability Appraisal, Habitats Regulations Assessment and Integrated Impact Assessment processes in order to determine which should go forward for allocation and what the plan should set out. The sites that officers consider constitute sustainable development are all included in the Draft Local Plan. Those which are not considered to constitute sustainable development, based on the assessments above, have not been proposed for allocation.
- 3.16 Recently Government published a new housing need figure for Havant Borough (463 per year). Due to the inclusion of new sites, it has been possible to provide for the full housing need for the Borough, based on the proposed methodology, with a modest buffer to allow for the unexpected. This is considered to be a positive position for the Borough to be in moving forward.
- 3.17 However the Borough does not have a five year housing land supply. The current position is a 4.9 year supply. The detailed work shows that the Housing Statement is working and sites identified for early release are coming forward in a positive way with developers looking to work with the Borough Council, residents and other stakeholder groups on the details of the scheme. However there are still not sufficient sites to achieve a five year supply at this point. Therefore it is critical to keep moving forward with the Local Plan to secure new allocations for the five year supply.
- 3.18 However the Local Plan addresses more than simply allocating sites for housing. It is about making sure that the development is sustainable. This is reflected in the structure of the Draft Local Plan with sections on infrastructure and the environment, which applies across the Borough, purposefully placed before the housing allocations.
- 3.19 A number of studies have taken place to investigate specific topic areas such as health and specialist housing in order to inform policies that will apply to development across the Borough. The following studies have been published on the website or would be published with the Cabinet reports:
- Strategic Housing Land Availability Assessment and Brownfield Sites Register (December 2017 update)
  - Employment Land Review (December 2017 update)
  - Draft Infrastructure Delivery Plan
  - Healthy Borough Assessment
  - Specialist Housing Analysis
  - Southleigh<sup>2</sup> master-plan
  - Havant and Waterlooville Town Centres Study update
  - Civic Campus Heat Network Feasibility Study
  - Whole Plan viability study
  - Housing Constraints and Supply Analysis (December 2017 update)
  - Sustainability Appraisal

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<sup>2</sup> Formerly known as the Area Between Denvilles and Emsworth

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- Habitats Regulations Assessment
  - Integrated Impact Assessment
  - Borough Profile
  - Local Development Scheme 2017 update
  - Allocation site screenings
- 3.20 However the evidence base is not yet complete. There are a number of studies which are in production but are not yet complete. These are all scheduled to be complete in Spring 2018. These will be completed and the Council cannot proceed with consultation on the Pre-Submission Local Plan without a full and complete evidence base as this would affect the plan's soundness.
- 3.21 It is commonplace however for a draft local plan to be published and consulted on without a full evidence base. The evidence base studies that are not yet complete are:
- Housing Need (link to the Government's new methodology when finalised)
  - PUSH Integrated Water Management Strategy - Amec Foster Wheeler consultancy for PUSH
  - PUSH Air Quality Assessment – Ricardo consultancy for PUSH
  - Borough Wide Transport Assessment (see below) – Pell Frischmann consultancy
  - Hayling Island Transport Analysis (see below) – in house
  - Playing Pitch, sport and recreation strategy – 4Global consultancy
  - Havant Borough Biodiversity Strategy (an update to the 2011 Biodiversity Action Plan) – in house
- 3.22 These are all scheduled to be complete in Spring 2018. The Council cannot proceed with consultation on the Pre-Submission Local Plan without a full and complete evidence base as this would affect the plan's soundness. If they were are not complete on schedule for whatever reason, the Local Development will need to be adjusted accordingly.

### Infrastructure Delivery Plan

- 3.23 As part of the adoption of the Local Plan Housing Statement, the Council committed to undertaking a full assessment of the infrastructure requirements of the Local Plan. This also needed inclusion as part of the consultation on the Draft Local Plan.
- 3.24 The Infrastructure Delivery Plan's (IDP) first draft has been produced and is available at [www.havant.gov.uk/localplan/evidence-base](http://www.havant.gov.uk/localplan/evidence-base). This has involved a thorough analysis of infrastructure capacity across thirty different infrastructure areas. This shows that there are deliverable solutions to the infrastructure pressures that the Local Plan will create.
- 3.25 A great deal of work has been progressing on transport. In particular, commissioning two key studies:
- **A Borough wide Transport Assessment:** this study uses the Sub-Regional Transport Model (SRTM) to provide a high level analysis of the impact of the development allocated in the Local Plan, taking account of development which will take place outside of the borough, on the main roads. The SRTM is operated by Systra on behalf of Solent Transport and provides the baseline traffic data, plus projected changes in traffic over the plan period. Changes are then incorporated to assess whether the additional pressure on the network can be mitigated. Hampshire

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County Council and Highways England have been extensively involved in the project.

- **Hayling Island Highway and Transport Infrastructure Assessment:** this recognises the particular highway constraints on Hayling Island, its connection to the rest of the highway network through Langstone and the reliance of a single access onto the island. This study will provide a detailed analysis of the entire highway network on the island using a microsimulation model. It is more detailed than the SRTM and will enable the Council to look at detailed mitigation measures to maintain and improve the highway network functionality of the island's highway network. The overall project is being produced in-house in the Civil Engineering and Landscape Team. The microsimulation model is being produced by Systra.
- 3.26 The Transport studies have been progressing throughout the year. However the Borough wide Transport Assessment has been delayed due to factors outside of the Council's control. As such, the Draft Infrastructure Delivery Plan has considered all aspects of infrastructure with the single exception of highways.
- 3.27 Nonetheless, it is important to maintain momentum with the Local Plan. As highlighted above, Government require Local Authorities to make swift progress in Local Plan production and a delay would not demonstrate the swift progress which has resulted in positive decisions on a recent appeal. Particularly given the amount of sites which are being progressed and shown at Development Consultation Forums, it is considered possible that a delay in the Local Plan's production could lead to a wave of speculative applications.
- 3.28 By progressing with the consultation on the Draft Local Plan this will allow the Council to continue positively planning for the Borough and show that the Borough can meet its full housing need. These are key messages that can be used to influence applicants to positively engage with the Council and local communities rather than trying to get planning permission by pushing through applications and 'planning by appeal'.
- 3.29 It is recommended that once these studies are available, that they are published alongside the Local Plan's evidence base.

### **Hayling Island and Langstone**

- 3.30 Whilst it is important to keep pushing forward with the Local Plan, it should be acknowledged that it is not yet possible to make a definitive decision as to whether further development on Hayling Island and in Langstone would constitute sustainable development. Guiding Principle 4 of the Housing Statement sets out that, until the acknowledged uncertainties regarding these areas are fully answered, that no further development, on top of that which has already been allocated, should take place.
- 3.31 The IDP has been able to clarify that there is either no demonstrable infrastructure capacity issue or that mitigation measures can be put in place to address the issues for flooding, healthcare, education and the provision of utilities. However without the results of the transport studies highlighted above, uncertainty remains over highway capacity and the single access onto the island. As a result, the Draft Local Plan makes clear that the sites highlighted on Hayling Island are a starting point for any subsequent allocation and will be updated as necessary to reflect the transport evidence base. This has also been made clear at the start of the Hayling Island area of the housing section. For

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development management decisions, guiding principle 4 of the Local Plan Housing Statement would still apply.

### **Continued pressure on Government regarding infrastructure provision**

- 3.32 Following the Council decision to adopt the Local Plan Housing Statement, many discussions have taken place regarding the need for continued investment in the Borough's infrastructure network. This has involved discussions with Hampshire County Council and the Solent Local Enterprise Partnership (LEP) as well as responses to several Government consultations on housing and planning.
- 3.33 A general conclusion which has come out of the IDP work though is that a high level of engagement will continue to be necessary with Hampshire County Council and Solent LEP given their roles as funding bodies for infrastructure. As such, it is recommended that the Council continue to pressure these bodies regarding infrastructure provision.
- 3.34 It is also suggested that the Council lobby Government concerning the current retroactive funding mechanisms that are in place regarding a number of infrastructure types. To better alleviate the pressure that new development causes on infrastructure networks, it is suggested that Government recognise the need to forward fund infrastructure. Currently, infrastructure services such as primary care, fire & rescue and ambulance provision are funded on the basis of population which exists.
- 3.35 Government could use the five year housing land supply data that local authorities are required to produce to better anticipate what level of development is likely to come forward. This would enable them to proactively adjust funding for infrastructure providers to recognise forthcoming population pressure and enable services to prepare themselves. As such, extensions to facilities and recruitment of staff can be in place prior to development being complete.

### **Consultation on the Draft Local Plan**

- 3.36 If approved by Cabinet, consultation would take place from 8<sup>th</sup> January 2018 to 16<sup>th</sup> February 2018.
- 3.37 The consultation on the Draft Local Plan Housing Statement is considered to have been extremely successful. As a result, the consultation and marketing strategy will follow the same template. However it will be scaled up and broadened to reflect the fact that the Draft Local Plan covers more topics than the Housing Statement.
- 3.38 It is proposed that there is a tiered set of content to enable people to access the plan at the level of detail that they'd like to. This will involve:
- a) Social media promotion, principally through Facebook. This would include paid promotions targeting those who are in the Havant Borough area, linking through to the Local Plan webpages
  - b) An A4 folded leaflet giving a general overview of the Draft Local Plan
  - c) A set of four topic based booklets:
    - Where next for the economy and town centres?
    - Where next for the environment?
    - Where next for housing?
    - Where next for infrastructure?

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- d) A set of exhibitions around the Borough during the consultation. These would include a variety of venues and spread evenly across the Borough so that everyone has the opportunity to attend. Most would be held during the afternoon and into the evening. However exhibitions in Havant and Waterlooville Town Centres would take place during the morning and afternoon on Saturdays. All of the exhibitions would be the same.
  - e) A set of FAQs on the website
  - f) Large format posters in town centres advertising the consultation and the exhibitions.
- 3.39 A web-based survey would be set up so that people can easily send in comments on specific sections of the plan and suggest what should be changed to make it better.
- 3.40 It is anticipated that there will be a great degree of interest in the consultation and a large amount of responses submitted. These will need to be analysed and the need for changes to the plan carefully considered.
- 3.41 It is suggested that the Local Plan Panel be requested to consider the responses that are received and what changes should take place. Those changes would then be formally considered by Cabinet and Council as part of the Pre-Submission Local Plan.
- 3.42 Those who submit responses would continue to be kept up to date with newsletters as to how the Local Plan is progressing.

### 4.0 Conclusions

- 4.1 The production of the Havant Borough Local Plan 2036 is a key priority for Havant Borough Council. Consultation on the Draft Local Plan is the next step and will demonstrate the Council's commitment to positively planning for the future of the Borough and having an up-to-date Local Plan in place.

### 5.0 Implications

- 5.1 **Resources:** The proposed approach to developing the Havant Borough Local Plan 2036 was incorporated into the 2017/18 budget. Specific budget codes relating to consultancy and travel in particular have been sized to match the increase in cost associated with Local Plan preparation work in this financial year. There would be a small overspend on salaries to cover overtime for staffing exhibitions on a Saturday, however this is considered necessary to broaden the reach of the consultation.
- 5.2 As the Local Plan's preparation will span the next two financial years the proposed approach to preparing the plan has also informed the budget setting for the 2018/19 year.
- 5.3 Preparing the Draft Local Plan would not be possible without extensive involvement of many officers in the Council across many different teams and services. For example, all of the sites being included have been screened by officers in Environmental Health and Civil Engineering, specialist input has also taken place into a number of different policies from colleagues such as Economic Development and Housing.
- 5.4 The proposed consultation and marketing strategy uses extensive resource from marketing, graphic design and communications officers.

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- 5.5 **Legal:** the preparation of a Local Plan is governed by the Town and Country Planning (Local Planning) (England) Regulations 2012. The proposed consultation would form a consultation under Regulation 18 of those regulations.
- 5.6 In order to progress development of the Southleigh strategic site, it will be necessary for the Council and the landowner to vary a legal agreement which exists on the land. There is past precedent as this has already been done for the crematorium's development as well as for the sites in the Adopted Local Plan.
- 5.7 **Strategy:** There are extensive links between the Local Plan and the Corporate Strategy. It forms a key delivery mechanism for the Corporate Strategy, promoting and facilitating the development and economic growth which is necessary to improve the prosperity of the borough's residents. In particular, the new focus on the regeneration of the Borough is inextricably linked to the Local Plan through its policies for the areas earmarked for regeneration.
- 5.8 The inclusion of the sites in a Local Plan is essential if looking towards the use of compulsory purchase powers.
- 5.9 **Risks:** The Draft Local Plan has been prepared in accordance with the applicable regulations and is underpinned by an extensive evidence base and statutory assessments. It is considered that the Council has prepared the Draft Local Plan in good faith.
- 5.10 **Communications:** please see the main body of the report.
- 5.11 **For the Community:** please see the main body of the report.
- 5.12 **Consultation:** please see the main body of the report.
- 5.13 **The Integrated Impact Assessment (IIA) has been completed** and shows that the consultation on the Draft Local Plan will not lead to a disproportionate impact on any specific element of the community.

### Appendices

Appendix 1: Draft Havant Borough Local Plan 2036

### Background Papers

The evidence base which has informed the Draft Local Plan is at [www.havant.gov.uk/localplan/evidence-base](http://www.havant.gov.uk/localplan/evidence-base).

### Agreed and signed off by:

For Head of Legal Services: 4<sup>th</sup> December 2017

Head of Finance: 7<sup>th</sup> December 2017

Head of Planning: 4<sup>th</sup> December 2017

Director of Operations: 7<sup>th</sup> December 2017

Cabinet Lead for Planning & Place-Making: 27<sup>th</sup> November 2017

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# Appendix 1: Draft Havant Borough Local Plan 2036

January 2018



This document is available in many other formats such as braille, large print and on CD. Other languages are also available. To request any of these formats, please email [policy.design@havant.gov.uk](mailto:policy.design@havant.gov.uk) or call 023 9244 6539.

# Foreword

Foreword to be added prior to the start of the consultation period.

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Page

Page numbers and contents page to be added prior to the start of the consultation period

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# 1 | Introduction

## **What is a Local Plan?**

- 1.1 A Local Plan is at the heart of the planning system. It sets out a vision and a framework for the future development, growth and prosperity of the Borough. In doing so it plans for housing, the economy, infrastructure and community facilities. Alongside the new development, safeguarding the environment, adapting to climate change and securing good design are essential ingredients in shaping the future of the Borough as a sustainable community.
- 1.2 The Local Plan ultimately seeks to meet the development needs for the Borough in a sustainable way and make sure that Havant remains a place where people want to live, work, visit, study and invest well into the future.

## **The Story so far**

- 1.3 The National Planning Policy Framework's introduction changed how planning takes place in England and Wales. Most significantly is the need to meet the full, objectively assessed need for development. The Adopted Local Plan does not do this and so needs to be reviewed and brought up to date.
- 1.4 This process started in the summer of 2016 with the consultation on the Draft Local Plan Housing Statement. This formed the first formal consultation<sup>1</sup> towards the Havant Borough Local Plan 2036. The Housing Statement was adopted in December 2016 and provides a stepping stone between the Adopted Local Plan and the Havant Borough Local Plan 2036.
- 1.5 Since the adoption of the Housing Statement, a great deal of evidence has been prepared and further discussions have taken place with key stakeholders. This has helped to form the proposals which make up the Draft Local Plan.

## **Consultation arrangements**

- 1.6 The Draft Havant Borough Local Plan 2036 is available for public consultation from 8 January 2018 to 16 February 2018.
- 1.7 The easiest way to respond is to complete the online form which is available on the Local Plan webpage at [www.havant.gov.uk/localplan](http://www.havant.gov.uk/localplan). Alternatively, you can email your comments to [policy.design@havant.gov.uk](mailto:policy.design@havant.gov.uk) or write to us at:

Local Plan Consultation  
Planning Service  
Havant Borough Council  
Public Service Plaza  
Civic Centre Way  
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PO9 2AX

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<sup>1</sup> Under Regulation 18 of the (Local Planning) (England) Regulations 2012.

- 1.8 All of the consultation responses will be published in full on the Council's website. Additionally, a summary will be produced of the key points which have been raised through the consultation and how those will be taken forward in the Pre-Submission Local Plan.

### **The structure of the Local Plan**

- 1.9 It is proposed to produce a single Local Plan that will replace the Core Strategy and Allocations plans. This will be the Havant Borough Local Plan 2036. Once this is adopted, the development plan for the Borough will consist of:
- The Havant Borough Local Plan 2036
  - The Hampshire Minerals and Waste Plan
  - Any adopted Neighbourhood Plans
- 1.10 Emsworth Neighbourhood Planning Forum is the only designated neighbourhood planning area in the Borough. A Neighbourhood Plan is in production but not yet complete. Once it is complete and if it is 'made'<sup>2</sup>, it will form part of the development plan. Should any other areas of the Borough create a neighbourhood plan, this would also form part of the development plan. Neighbourhood plans need to be in line with national policy and the Local Plan.
- 1.11 The Draft Havant Borough Local Plan 2036 (the Draft Local Plan) sets out what the Council considers the Local Plan should say, based on the discussions to date as part of the Local Plan Housing Statement and the available evidence base. The feedback that is received from the consultation will help the Council to make any changes that are necessary to improve the plan.
- 1.12 Section 1 of the plan tells the story of the history of Havant and how it has evolved into the place that it is today. Section 2 sets an aspirational, yet realistic, vision for how the Borough should move forward. This is followed by a series of strategic priorities which flesh out the vision into achievable goals and an overall strategy for the delivery of development.
- 1.13 The plan then describes the key sites which will deliver significant, comprehensive development and are crucial to achieving the vision.
- 1.14 A series of policies follows which, collectively, will achieve the vision around the themes of infrastructure, the environment, housing and commercial development. Infrastructure and Environment are purposefully at the beginning of this section, as these policies will apply to the majority of development schemes which will come forward. As a result, they should be considered first in reading the plan as a whole.
- 1.15 The Housing and Commercial Development sections then set out policies which cover development requirements and standards. They also set out allocations which will, through development, create new places.
- 1.16 There are also a number of appendices to help readers understand the policies in the Draft Local Plan more easily:

#### **Appendix 1: Glossary**

A glossary of the more technical terms used.

#### **Appendix 2: Policy Comparison Guide**

Lists all of the policies in the Adopted Local Plan and whether they have been kept and updated or are proposed for deletion.

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<sup>2</sup> Any neighbourhood plan must be subject to referendum before it can form part of the development plan.

### **Appendix 3: Previous Status of Proposed Allocations**

Lists all of the proposed housing allocation in the plan and sets out whether they are already allocated in the Adopted Local Plan, whether they were identified in the Local Plan Housing Statement or whether they are a new site.

### **Appendix 4: Infrastructure Solutions**

Sets out the projects that the Infrastructure Delivery Plan has identified as necessary to deliver the Local Plan.

### **Appendix 5: Infrastructure Delivery Plan actions**

A summary of the conclusions and actions of the Infrastructure Delivery Plan and how these have been taken forward in the Draft Local Plan.

- 1.17 The Draft Local Plan should be read as a whole. There are cross references to other policies where they are particularly pertinent. However there are a large amount of policies which apply to development across the Borough and these clearly set out what kind, or scale, of development they refer to. As such, potential applicants should make sure that they are familiar with the entirety of the Local Plan.

### **The weight of the Draft Local Plan**

- 1.18 The publication of the Draft Local Plan is afforded only limited weight in the determination of planning applications for new development. The development plan remains that set out in paragraph 1.8 above. Nonetheless, the draft plan will be a material consideration in the determination of planning applications.
- 1.19 The Draft Local Plan builds on the Local Plan Housing Statement and includes far more detail, particularly regarding the sites identified for early release in table 2. Where applicants are considering bringing forward one of these sites, they should have particular regard to the requirements in the relevant draft allocation policy which update the information in table 2 of the Housing Statement.

### **Evidence base**

- 1.20 An extensive evidence base has informed the Draft Local Plan and has been published on the Council's website. This includes studies and reports commissioned specifically to inform the Local Plan, studies that informed the Local Plan Housing Statement, national planning policy, other research and nationally available datasets.
- 1.21 The evidence base will include an Infrastructure Delivery Plan (IDP). This follows on from the decision the Council made in December 2016 when the Local Plan Housing Statement was adopted. The IDP will fully investigate the capacity of all areas of infrastructure. To date, almost all areas have been extensively assessed and the IDP is presented alongside the Draft Local Plan. Delays to the Borough Wide Transport Assessment have meant that transport capacity has not been finalised. However this will be completed and incorporated into the Local Plan at the pre-submission stage.

1.22 The evidence base is not complete and there is still further work to inform the plan under production. This specifically includes:

- A Borough Wide Transport Assessment
- An analysis of the transport network on Hayling Island
- The Havant Borough Biodiversity Strategy (an update of the 2011 Biodiversity Action Plan)
- A subregional assessment of air quality following proposed development
- Havant Borough Playing Pitch, Sport and Recreation Strategy

### **Maps**

1.23 The Havant Borough Local Plan 2036, once adopted, will be accompanied by a 'proposals map'. This is a single map, which will likely be shown online, which shows all of the area based policies and development allocations in one place and is the definitive map of the Local Plan.

1.24 For the Draft Local Plan, individual policies are accompanied by a map where relevant to show where they will apply. However there also are references to the proposals map, as this will be produced in time. A Maps Booklet is also available online alongside the evidence base.

## The National and Regional Context

### **The National Planning Policy Framework**

1.25 The National Planning Policy Framework (NPPF) sets out how the planning system in England works, key national priorities and what Local Plans need to include. The Council has taken the NPPF into account in preparing the Local Plan and will equally do so when taking planning decisions.

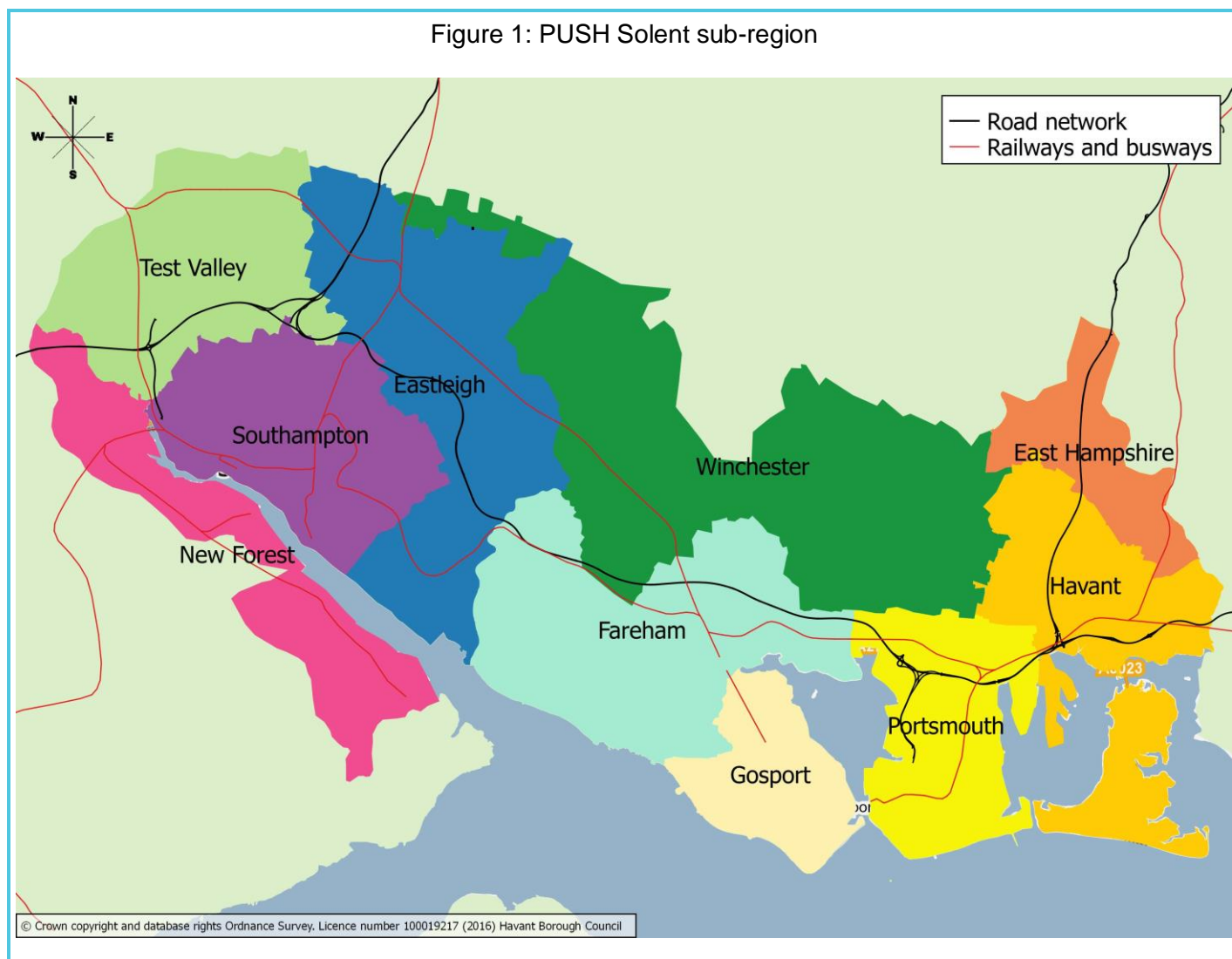
1.26 At the heart of the NPPF is the presumption in favour of sustainable development, a golden thread running through the planning system. This includes the roles of the economy, the environment, as well as social aspects of development.

1.27 The NPPF makes it clear that Local Plans should positively plan for the development needs of the area, including employment, housing, infrastructure and retail. A key focus of the NPPF is that planning authorities should significantly boost the supply of housing in order to meet the objectively assessed need (OAN) of the area and keep a rolling supply of housing land available for development.

### **Planning collaboratively across the Solent subregion**



- 1.28 The Council recognises the benefits of working collaboratively to address development needs over the wider Portsmouth city region, which Havant is part of. This takes place principally through The Partnership for Urban South Hampshire (PUSH). PUSH is a voluntary partnership of all the local authorities in South Hampshire together with Hampshire County Council and has a strong track record of working across boundaries to address development needs. The PUSH boundary is set out in figure 1. Close collaboration is also required with the Solent Local Enterprise Partnership (LEP) and Solent Transport to address strategic barriers to economic growth.
- 1.29 Working through PUSH, the local authorities in the Solent prepared and published the PUSH Spatial Position Statement, which was adopted in June 2016. This is crucial as the NPPF is clear that the need for new housing in particular must be addressed across the full housing market area<sup>3</sup>.



- 1.30 The Spatial Position Statement is a clear position statement on how the need for development would be addressed collaboratively. The Spatial Position Statement forms a significant part of the Council's 'duty to co-operate'<sup>4</sup>. The Council has also discussed the proposals in the Draft Local Plan with Chichester District Council.
- 1.31 The Council has also extensively engaged with a number of other organisations throughout the preparation of the Draft Local Plan. This includes statutory consultees such as Highways England,

<sup>3</sup> Havant is part of the PUSH East Housing Market Area along with Portsmouth and Gosport together with a section of Fareham, Winchester and East Hampshire.

<sup>4</sup> As set out under Section 110 of the Localism Act 2011.

Hampshire County Council and Natural England. Extensive community engagement, in the form of design workshops, has contributed to the proposed policy for the Southleigh strategic site. Extensive community engagement has also taken place regarding the evidence base for development on Hayling Island. This involved the formation of the Hayling Island Infrastructure Advisory Committee which has met periodically during the preparation of the Draft Local Plan.

# The Journey of Havant Borough

## The Birth of Havant Town

- 1.32 The current location of Havant Town Centre was originally a junction of ancient thoroughfares dating back from Roman times. These connected Arundel and Chichester with Winchester, as well as Hayling Island with Rowlands Castle and London, joining to what is now the A3. The Homewell Spring was the Roman's initial attraction to the area and remained as a key draw to the Anglo-Saxons after the Roman's departure in the year 410.
- 1.33 The Saxons named the area Haman Funta. Hama was a man (with the "n" indicating possession like our modern day apostrophes) and Funta was the Saxon word for spring, meaning the area was known as Hama's spring.
- 1.34 By the time of the Middle Ages, the hamlet of Havenhunte had been established and was recorded in the Domesday Book (1086) as having two mills, three salterns and a population of about 100 people. The village later grew to form a small market town with the Parish Church of St Faith's either being built or rebuilt around 1150. In 1200 the town was given a charter (a document granting the townspeople certain rights) which allowed the right to hold a weekly market; from this the area's economy and trading profile was born.
- 1.35 The Homewell Spring saw Havant become a centre for the treatment of animal skins for leather and parchment making, as well as the production of tallow and other by-products. The mineral-rich qualities of the spring water gave Havant parchment its distinct whiteness. It is said that it was used for the Magna Carta (1215) and the Treaty of Versailles (1919).
- 1.36 From the 15th century onwards the area of Havant continued to grow through agriculture and trade. The wool industry blossomed in the 16th century but then declined by the 17th century. The glove making industry later thrived and by 1801, Havant had a population of about 1,670 people. Conversely, in 1861, the Civil Parish of Waterloo only had 243 residents rising to 609 by 1901.
- 1.37 From 1801 to 1939, the area continued to grow. The 19th century saw further enhancements to the transport network with the erection of a wooden toll bridge between Langstone and Hayling Island in the 1820s. Havant's first train station in 1847 connecting the to Chichester whilst a connection to London was opened in 1859. In 1932 The Havant & Waterloo Urban District Council was formed.

## After World War II

- 1.38 The aftermath of World War II changed the area forever. Following the bombing of Portsmouth the area needed to home the displaced Portsmouth population. Portsmouth City Council purchased land to the north and west of Havant town and a period of major development of farms and woodland to housing began in 1947. The urban areas of Leigh Park and Waterlooville were created on what was then part of the Forest of Bere. In addition, the quiet little market town of Havant started to form a larger, suburban conurbation with the settlements of Langstone, Warblington, Bedhampton and Denvilles.
- 1.39 As the 20th Century progressed, Waterlooville continued to grow, forming a suburban expansion to the city of Portsmouth. Other significant extensions to the area's settlements including Denvilles, West Bedhampton and northern Emsworth all became established during this time. In 1974, Havant became a Borough.
- 1.40 The historic parchment and glove making trades were gradually replaced with many other new industries such as light engineering, plastics and high technology. This started with the arrival of

IBM's first manufacturing plant in England in 1966. This influx of technology manufacturing brought in new skilled people and wealth to the Borough.

### **Havant Today**

- 1.41 In 2017, the town of Havant continues to be at the heart of the Borough with its historic streets, Georgian architecture, fresh water springs, shops, civic and cultural functions. The Borough's location on the coastal plain between the South Downs National Park and the Solent has created a high quality environment which benefits from a range of international and national nature designations. However all of the Borough's settlements have continued to grow and now almost half of the Borough's population live to the west of the A3(M).
- 1.42 The Borough is in a prominent geographical location with excellent transport links. The M27/A27 coastal trunk route and the A3(M) meet in Havant and so the Borough enjoys excellent connections towards London, Brighton, Portsmouth, Southampton and beyond. Havant also benefits from excellent rail connectivity: Havant Station is the best connected in South Hampshire with direct services to a large number of key destinations. The London airports of Heathrow and Gatwick are only 75 minutes away whilst Portsmouth International Port offers further international connections. Havant's place as a key transport route led to its birth and this still remains an important part of the character of the Borough today.
- 1.43 Havant also maintains a strong base of advanced manufacturing. However in line with national trends, there has also been a substantial shift to a service based economy with a focus on tourism and retail. In recent years, successful developments such as Dunsbury Park and Solent Retail Park have helped this shift and provided high quality accommodation to firms locating in Havant or expanding their presence here.
- 1.44 Nevertheless, the local economy is not working for everyone. Housing affordability continues to be a significant challenge, particularly for young people looking to enter the housing market. Average salaries in Havant are around half of what is needed to afford a home whilst prices are rising faster than the national average<sup>5</sup>. There is a need to increase the supply of homes in order to keep pace with the need for housing. With this, it is also necessary to provide a greater mix of housing and embrace specialist and innovative housing products for young people and an ageing population.
- 1.45 Leigh Park and Wecock Farm remain in the 10% most deprived areas of the country. As a result, a renewed effort is needed to provide opportunities and regeneration, particularly in these parts of the Borough. Health is a key indicator of how deprived an area is. Although life expectancy for men and women at a borough level is similar to the England average, it is 10.5 and 7.8 years lower for men and women respectively in the most deprived areas of the Borough when compared to the least deprived areas.
- 1.46 Even in those areas where the Borough performs strongly, such as tourism, there is room for improvement. Hayling Island has been a popular destination for over a century. However parts of the Seafront are dated and there is a risk that without further development and improvement, the island will slip behind other competing destinations.
- 1.47 There are also national trends that are particularly acute in the Borough's coastal location. The Borough's population is steadily ageing. In 2011, for every 100 working age people, 61 were older people, which will rise to 71 by 2021. This will increase pressure on health and social care infrastructure and diversifies the need for housing in the Borough.

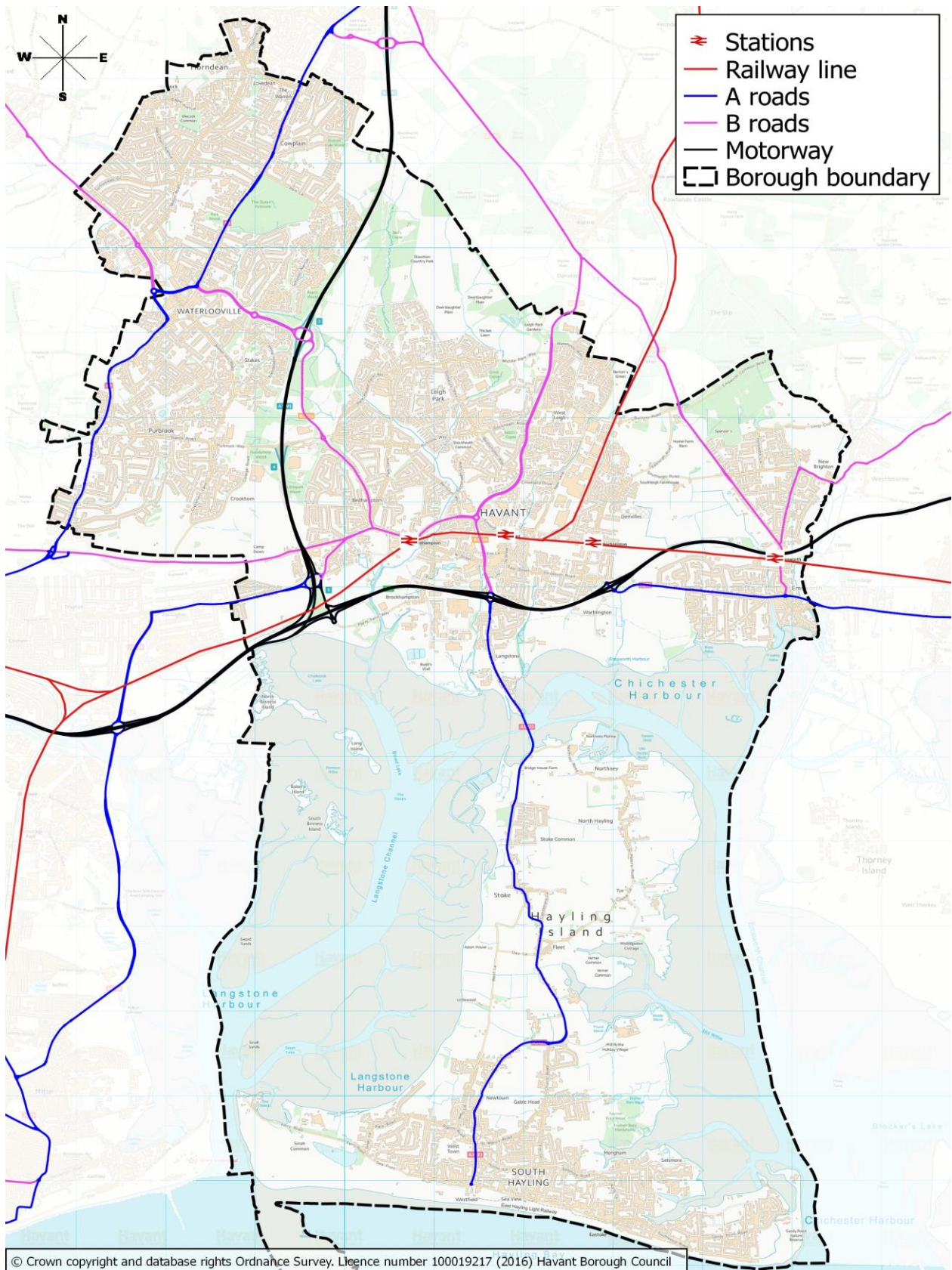
### **Moving forward**

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<sup>5</sup> Land Registry sets out that prices rose 4.9% nationally from June 2016 to June 2017 and 11% in Havant Borough.

- 1.48 Havant has enjoyed great success in the past. The last Local Plan has been effective in delivering high quality developments which have improved the Borough as a place to live, work and visit.
- 1.49 This Local Plan must build on that success, address the remaining challenges and promote the Borough as a dynamic and flexible place, adapted to the challenges of the 21st century.
- 1.50 None of the challenges facing the Borough can be solved by the Council alone though. It is essential that the Council works collaboratively with a range of partners including Hampshire County Council, community organisations, infrastructure providers and services, the Homes and Communities Agency, the development industry and other investors. Local communities are recognised as key participants in positively shaping the development which is going to take place across the Borough.

Figure 2: Havant Borough



## 2 | Vision and Delivery Strategy

- 2.1 The Council's Corporate Strategy sets out the challenges facing the Borough in detail and how these will be addressed. The Local Plan is a key tool in implementing this strategy: it is the way in which the Council works collaboratively with public and private sector partners to deliver the Corporate Strategy on the ground.
- 2.2 It also provides certainty for investors, developers and local communities about the future direction of the borough and where development will take place.

### **Building on Havant's Success**

- 2.3 The Council will continue to engage positively with the development industry and local communities to realise the benefits that sustainable new development can bring, building on its established reputation as an 'open for business' council. The vision of the Local Plan, "building on Havant's success", recognises this and looks to continue this positive trend.



- 2.4 Havant has much to offer residents and businesses with its great accessibility and location besides the sea and countryside. However, as an area for investment it is currently undervalued with relatively low development values.
- 2.5 Whilst there are many parts of the Borough that are undoubtedly attractive, some built-up areas are not well designed and lack identity. At the same time, there remain limited opportunities for significant new development due to the environmental designations which make the Borough an attractive place to live, work and visit. It is therefore essential the HBLP 2036 provides a positive and appropriate framework for the delivery of sustainable development now and into the future.
- 2.6 The following sections set clear strategic priorities for regeneration, development and investment in the Borough to achieve the overall vision of building on Havant's success.

## What will Havant be like in 2036?

- 2.7 In 2036 Havant Borough will have delivered regeneration and investment in high quality new businesses, homes, facilities and town centres.
- 2.8 Success in Havant will be achieved through six overlapping strategic priorities:

### **New housing meeting the varied needs of residents for affordability and type**

- 2.9 The supply of housing will meet the need for new homes by maximising brownfield regeneration and through sustainable greenfield urban extensions, including the new community at Southleigh.
- 2.10 New developments will provide a choice of housing options to meet the varied needs of residents. This will include more private sector rented homes, guaranteed affordable rented homes and starter homes for young people and families to get onto the housing ladder.
- 2.11 The amount and variety of housing specifically designed for the elderly will be increased, providing a wide choice of such housing.

### **New employment, education and training opportunities to boost economic growth and address the skills gap**

- 2.12 New and refurbished business development will consolidate and reinforce the Borough's reputation as a centre for high technology and advanced manufacturing and as an excellent place to start a new business.
- 2.13 The transformed Havant and South Downs College campuses will provide young people with access to education and training opportunities to address education and skills gaps in the Borough.
- 2.14 Dunsbury Park's success will continue with further commercial development to create a key employment hub for the Solent.



**New infrastructure improvements to support communities and businesses**

- 2.15 All new developments will be supported with the right infrastructure so the Borough continues to be an attractive place to live, work and invest.
- 2.16 Transport infrastructure will be secured alongside new development to improve the attractiveness and sustainability of the Borough as a place to live, work and invest.
- 2.17 Investment in the Borough's bus network will create an integrated public transport system linking key sites together and enabling quicker links to where people need to go. Delivery of a new access onto the A27 to serve the new community at Southleigh will significantly change the Borough's highway network.

**New focus on the regeneration of the Borough's town centres and Hayling Island Seafront**

- 2.18 To increase the attractiveness of the Borough to enhance sustainable economic growth and quality of life for its residents. This will be achieved through leadership and collaboration with partners and local businesses to deliver shared ambitions.
- 2.19 We will maximise brownfield regeneration and meet the need for housing.
- 2.20 There will be a renewed focus on the Borough's town centres with the Council playing an active role in development opportunities. In particular, Leigh Park will benefit from significant investment into new community facilities which will be of considerable benefit to local residents.
- 2.21 Development in the Borough's town centres will adapt to the rapidly changing world of shopping. They will be the place to meet, shop and socialise. The town centres will also see substantial high density residential development, maximising their public transport accessibility.

**Celebrating Havant's natural environment, sunny climate and South Downs-Solent location whilst addressing climate change**

- 2.22 The Borough will economically benefit from additional tourism and day visitors through improved access to recreation, leisure and shopping opportunities. This will include the regeneration of Hayling Island Seafront and promotion of the island as the home of water sports and windsurfing.
- 2.23 Development will make a positive contribution to tackling climate change through enhanced levels of energy efficiency. New homes will be located to minimise flood risk and adopt a sustainable approach to drainage to ensure that flood risk is not increased elsewhere.
- 2.24 New development will be of a high standard of design to reflect the direction that Havant is heading and creating a healthy borough where people want to live, work and enjoy themselves.
- 2.25 The marketing of the Borough will reflect its excellent transport connections to the north, east and west together with its sunny location between the South Downs National Park and the Solent.

**A Fourth Industrial Revolution location, focused on digital, green, biological and physical technology**

- 2.26 The Borough benefitted from the early computer revolution being the location of the first IBM factory in England which attracted new people and investment to the area and established a technology skill base. The original IBM plant at Langstone has been identified as a key location for modernisation and intensification of new industry, new technologies and low carbon options, particularly in the fields of digital, transport and communications.
- 2.27 The Council’s open for business approach and our locational advantages will place the Borough at the forefront of the Fourth Industrial Revolution, creating the right conditions to support companies specialising in future technologies.

## Development strategy

- 2.28 A great deal of development is needed in the Borough in order to achieve the Strategic Priorities and keep the Borough moving forward. The purpose of the Local Plan is to set out a framework for how sustainable development is to be achieved in Havant Borough. The Council is committed to proactively driving and supporting sustainable development and is committed to its delivery. Key to achieving this is a collaborative approach between the Council, the development industry, infrastructure providers, regulators and, of course, local communities.
- 2.29 The NPPF makes it clear that new development is needed and that everywhere must play its part. Ultimately though the implementation of the proposals in this plan will undoubtedly change the Borough. The Local Plan aims to deliver 9,549 new homes and 95,055 sqm of new employment floorspace by 2036.
- 2.30 However there is only a finite amount of undeveloped land available in the Borough. Therefore it is important that new development is provided in a sustainable way that maximises this finite resource. The Borough’s town centres are its most sustainable locations and the hierarchy of these is set out in Table 1 below. The way that town centres are used is changing. The shift to mobile and internet based shopping means that there is less need for retail floorspace than there was in the past. As a result, the Local Plan sets out a new vision for the Borough’s town centres. This retains a shopping focus in distinct areas. However it also allows more flexibility for other uses, turning town centres from a place to shop into bustling places to meet and socialise.
- 2.31 It also allows for a renewed focus on high density housing in town centres, maximising the use of the services which exist and the higher public transport accessibility. This reduces the need to travel, leads to more sustainable and lower carbon lifestyles and minimises the impact of development on the Borough’s infrastructure network. As a result, it is proposed that Havant and Waterlooville Town Centres together with Leigh Park District Centre undergo significant change and development with a focus on new residential development (see policies KS4, KS5, KS7).

	Town Centre	What type of development is suitable here?	Relevant policy
Town centre	Havant Town Centre	Main town centre uses, larger format retail, leisure and residential.	KS2
	Waterlooville Town Centre		KS3
District centre	Cowplain	Small to mid scale retail, small scale financial and professional services, small scale cafés,	C4
	Emsworth		C5

	Leigh Park	restaurants, drinking establishments and hot food take-aways.	KS4
	Mengham		C6
Local centres	Various	Small scale shops, professional services, cafés, restaurants, drinking establishments and hot food take-aways.	C8

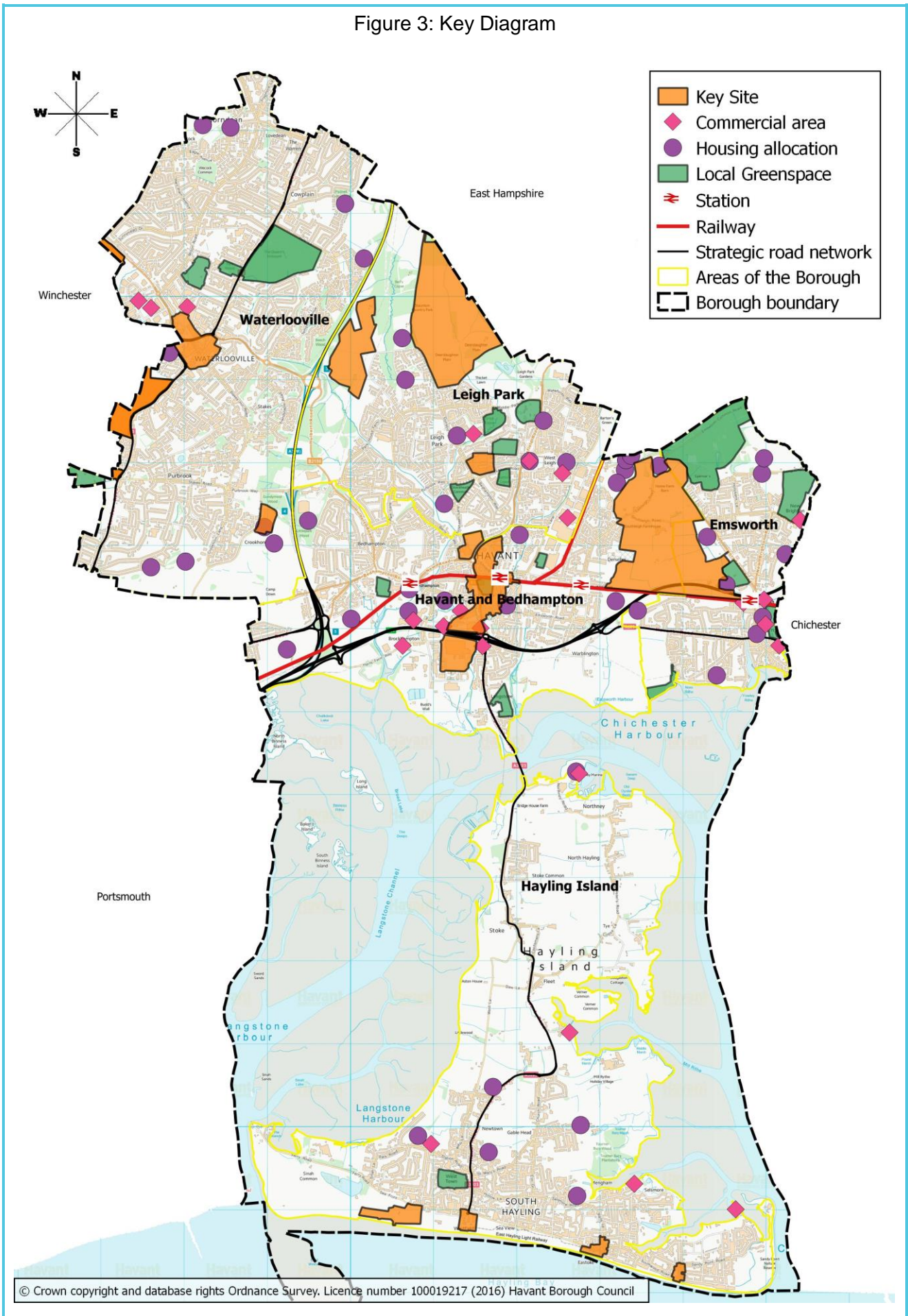
Table 1: Havant Borough Town Centre hierachy

- 2.32 Alongside the town centres, Hayling Island Seafront is also in need of regeneration. The Council owns a great deal of land in this part of the Borough. As such, the Council will use its own landholdings and work with other landowners to achieve the co-ordinated regeneration of Hayling Island seafront. This will build on the island's reputation as the home of water sports and windsurfing and help the Seafront to adapt to the needs and demands of the visitor economy in the 21st century.
- 2.33 Dunsbury Park is already enjoying tremendous success with firms seeing it as a location of choice in the Solent area. The site already has planning permission for a new business park, including substantial new employment floorspace and other supporting uses including a hotel. The Council will continue to work successfully with Portsmouth City Council, the site's landowner, to market the site and bring forward the development already planned. Further employment development to build on the success of the Dunsbury Park will also be explored.
- 2.34 The Borough has an education and skills gap which limits prosperity for residents. The merger of Havant and South Downs Colleges creates an opportunity to maximise the education and skills opportunities that the college offers and its integration into the local communities. This will involve the continued development of the two campuses.
- 2.35 The Borough has a high quality natural environment. Despite its urban nature, Havant is fortunate to have a rich variety of biodiversity. This includes Langstone and Chichester Harbours which are internationally significant habitats and form part of a critical network of harbours and estuaries along the Solent which support waders and wildfowl which spend the winter in the UK. This natural environment will be protected through the Local Plan, both for its inherent biodiversity value and also for the benefits it brings to residents.
- 2.36 The Borough also benefits from high quality landscapes and vistas. The Borough is ideally placed between the South Downs National Park and the Chichester Harbour Area of Outstanding Natural Beauty (AONB). This is part of what makes the Borough an attractive place to live and will be maintained as such moving forwards.
- 2.37 The Council has already undertaken a great deal of research into the Borough's infrastructure needs, which will continue to emerge as the plan progresses. This is critical to making sure that new development is sustainable and does not lead to harm to existing communities.
- 2.38 Development should also help to continue Havant's success and make the most of its location and links with other areas. Development proposals should be informed by a proportionate assessment of infrastructure needs. This plan will safeguard sites necessary for strategic infrastructure, including Havant Thicket Reservoir, space for a replacement footbridge at Havant Station and a new access onto the A27.
- 2.39 Whilst the Council has adopted a strategy of maximising the development that can be achieved on brownfield land, significant development of greenfield sites is also necessary to meet the need for

development. This involves supporting the continued development of Berewood and Wellington Park in Waterlooville. However it also involves the identification and development of a number of significant greenfield sites across the Borough. Most notably, this includes the development of Southleigh between the existing settlements of Denvilles and Emsworth.

- 2.40 The Council considers that the proposed strategy is the most appropriate for the Borough as a whole and respects the different roles and functions of each of the Borough's settlements. The overall approach and development strategy for the Borough is set out in the Key Diagram.

Figure 3: Key Diagram



# Delivery of Development and Regeneration

- 2.41 A Local Plan must be deliverable on the ground. The Council is committed to achieving the strategic priorities and working collaboratively with all stakeholders to do so.
- 2.42 This policy is largely new, although the 'coordination of development' section replaces Policy CS6 of the Core Strategy.

## DR1 | Delivery of Development and Regeneration

### Delivery

- a. The Council will plan positively and collaboratively to achieve high quality, sustainable development in Havant Borough;
- b. The Council has a clear 'open for business' approach and supports sustainable growth in homes, jobs and services in principle. Planning applications that accord with the policies in the Development Plan will be approved without delay, unless material considerations indicate otherwise;
- c. The Council is committed to working proactively with applicants to jointly find solutions which mean that proposals for sustainable development are approved, particularly where they address the development needs of the Borough. The Council supports innovative design and development solutions in principle which will help to meet the Borough's development needs;
- d. The Council expects applicants to be similarly proactive towards development proposals in Havant Borough. This will involve working collaboratively with the Council, infrastructure providers, regulators and communities to achieve high quality development. Such collaborative working should begin at an early stage, well before the submission of a planning application;

### Coordination of development

- e. Development proposals will only be permitted where they do not undermine the future development potential of adjacent sites;

### Innovation and the acceleration of housing delivery

- f. The principal of using modern methods of construction, which accelerate the delivery of new homes, will be supported in principle;
- g. The Council is supportive in principle of schemes which will provide a diverse mix of housing and cater for new and emerging areas of housing need through innovative products;

### Key sites and regeneration

- h. Key to achieving the strategic priorities of this Local Plan is the regeneration and development of key sites and projects. This includes underused brownfield sites in town centres and on Hayling Island Seafront. It also includes the development of Southleigh and key infrastructure projects;
- i. The Council will lead on the regeneration of these projects, assisting in assembling sites where necessary and working with development partners to achieve their delivery; and
- j. The Council is committed to the regeneration of these sites and will use all of the available tools at its disposal to deliver development. This will include the use of compulsory purchase powers where necessary.

### **A renewed focus on brownfield regeneration**

- 2.43 Key to achieving the vision and strategic priorities in this plan, as well as the Council's Corporate Strategy, is a renewed focus on the regeneration of brownfield sites. In particular, the delivery of key regeneration sites at Havant, Waterlooville and Leigh Park Town Centres together with Hayling Island Seafront is fundamental to building on the success of the Borough.
- 2.44 The Council is leading on the delivery of these key brownfield sites. Project teams will drive forward the delivery of these projects, using the Council's estate where necessary to raise the development values needed to incentivise the delivery of high quality development in these locations. This in turn will contribute to the wider regeneration of the area.
- 2.45 The Council's active involvement is necessary to achieve the delivery of these sites. This is due to the complexity of bringing forward town centre regeneration sites, particularly with regards to land ownership. Throughout the three town centres there is a multitude of landowners and so a proactive approach will be needed to bring these land ownerships together.
- 2.46 The Council already owns a great deal of land along Hayling Island Seafront. Capital gains from development on the Council's land will fund improvements to the public realm at the Seafront in order to improve its quality and maximise its potential.
- 2.47 The Council has the ability to use compulsory purchase powers to assemble sites. This tool has not been used in the past and delivery of sites has been left to the market. This has not achieved the desired outcomes in the town centres and so it is necessary for the Council to take a more interventionist approach through the use of compulsory purchase powers where it is necessary and appropriate to achieve the development of sites. If appropriate, the Council will seek a development partner to bring forward and build out the site once it has been assembled.

### **Pre-application engagement and expectations of the development industry**

- 2.48 The Council is committed to significantly boosting the supply of housing, responding positively to development proposals wherever possible and actively working with the development industry to deliver sites. Equally however, the Council expects the development industry to adopt a constructive approach with the Council, residents and other stakeholders to development in the Borough.
- 2.49 The Council considers it particularly important that local residents are involved in the development management process as early as possible. The Council therefore encourages applicants on major, significant or sensitive sites to engage with the community before a planning application is actually submitted. This could be by making use of residents' associations, bespoke websites, leaflet drops and engaging with community social media groups.
- 2.50 The Council offers a high quality and cost effective pre-application service. Pre-application discussions and enquiries should be used on all development, particularly non-householder schemes. This has been shown to be a helpful and effective way to identify issues and constraints at an early stage and find solutions. It will make sure that the best possible scheme is ultimately submitted as a planning application and reduces the need to significantly refine schemes through the application process or withdraw applications.
- 2.51 As part of its pre-application service, the Council offers Development Consultation Forums (DCF's). This is the Council's preferred method of publicising significant development proposals (usually schemes of 50 or more residential units) to the local community. These meetings are particularly pertinent for larger developments which will create new neighbourhoods. This enables the local

community to influence the quality of the design and character of these developments from an early stage.

2.52 A DCF is a meeting in public, usually held at the Council's Public Service Plaza. It provides an opportunity for the applicant or developer to explain proposals directly to Councillors, residents' associations, key stakeholders and the general public at an early stage in the pre-application process. In particular, a DCF will seek to:

- Identify any issues that may be considered in a formal planning application
- Inform pre-application discussions between officers and the developer
- Enable the developer to shape an application to address community issues.

2.53 The DCF gives local people a chance to influence proposals at an early stage in the development process. As such, it reduces delay and frustration in determining applications. It is another, very useful, way of identifying site specific constraints and helping to promote the intended development for the site prior to the submission of a planning application.

### **Co-ordination of development**

2.54 Given the need for housing, it is essential that land is developed in an efficient way. Part of this consideration is the necessity for development not to compromise the potential of future sites to deliver sustainable development.

2.55 Development proposals should not prevent future access to potential development sites or prejudice future schemes. Development should not be piecemeal or prejudice the potential for the satisfactory development of a larger area. Piecemeal schemes which avoid the need for infrastructure provision or do not maximise the potential of the site in question will be rejected.

### **The use of innovative products and solutions**

2.56 The Council is committed to diversifying the housing market to achieve the amount, choice and quality of housing that is needed. As part of this, it will be necessary to look at innovative solutions to addressing housing need and affordability. This will inevitably involve new methods of construction of development as well as housing products that are new to the market. The Council will work with institutional investors to invest in housing delivery in the Borough.

2.57 The Council will work with applicants that are looking to build homes quicker, to address affordability as swiftly as possible through the use of modern methods of design and construction. This is already used extensively in the commercial development sector but the residential sector generally lags behind. The detailed assembly of components such as timber beams and pre-fabricated dormers is widely used already whilst panelised systems, such as pre-cut timber and steel frames are moderately used. However only limited use is currently being made of volumetric construction or pod systems where large modules are built in full off-site. Such methods offer a way of building a home in a matter of months rather than the 18 months which it often takes at the moment. The Council will support such modern methods of construction in principal to accelerate the rate at which homes are built and brought to market.

2.58 At the moment, there is an emerging build for rent sector. This can involve the development of high density housing which provides a small amount of private living space together with communal areas such as gyms, cafés or other facilities, aiming to provide a high quality rental product, usually



for younger people. Increasing housing supply from this sector will drive up overall housing supply and increase choice for residents.

- 2.59 Given the challenges of average house prices in the Borough compared with average wages, purpose built market rented housing also has the potential to help provide more stable rented accommodation for the Borough's families as well. The Council is supportive in principle of schemes which will provide a diverse mix of housing and cater for new and emerging areas of housing need.
- 2.60 Moving through the plan period, there will inevitably be further innovations in the housing market. The Council has a clear open for business approach. It is open to new ideas and new types of development which will help meet the needs for all in the housing market. The Council will work with site promoters collaboratively on such schemes to investigate flexible and innovative solutions to any issues.
- 2.61 By their nature, innovative schemes may present issues and complexities that other housing schemes may not. As a result, it will be necessary for site promoters to work collaboratively with the Council, communities and other stakeholders well before the submission of planning applications.

## 3 | Key Sites

### Havant Town Centre

- 3.1 This policy updates and replaces Policies HB3(H10/BD30) (Market Parade) and HB1(H79) (Job Centre Plus Site) of the Allocations Plan. It also updates and replaces Policy CS18(1) (Havant Public Sector Village) of the Core Strategy.
- 3.2 The Council is proposing to revise the town centre boundary compared to the Adopted Local Plan to exclude all properties in East Street. East Street has seen a particularly strong decline in occupancy, and vacant units add nothing to the vitality and viability of the town centre. Given that the retail offer has shifted west, the units in East Street do not meet modern retail needs, it is appropriate to remove it from the town centre boundary and promote a residential led regeneration of this area. This is covered by Policies H25 and H29.

#### Background

- 3.3 There are four distinct areas within Havant Town Centre:
- **Retail Hub** - Solent and Central Retail Parks to the west of the town centre - offering a wide range of larger shops
  - **Historic Core** - The traditional town centre, including the Meridian Centre and West Street - offering smaller retail units, cafés and restaurants
  - **Market Parade** to the south of the railway line - offering retail units at ground floor with housing above
  - **The Civic Campus** to the north which includes the Job Centre Plus offices, Magistrate's Court, Police Station, Health Centre, Methodist Church, Leisure Centre, car parks and the Public Service Plaza
- 3.4 The town centre covers 39.37 ha and will continue to provide mixed use development including 450 new dwellings. The Civic Campus alone covers 8.14 ha and will provide up to 300 new dwellings together with further opportunities for co-location of civic uses.
- 3.5 The NPPF recognises town centres as being at the heart of community, but it also acknowledges that the way in which we shop is changing. Recent research<sup>6</sup> found that:
- “Retailers face one of the most competitive environments in decades. With the continuing shift in customer preferences towards online shopping...an unforgiving global marketplace that demands unprecedented technological sophistication, some retailers are being confronted with challenges to their very existence.”
- 3.6 The shift to technology based shopping is impacting on town centres in a requirement for reduced and different floorspace. There is an emerging trend for more showrooms where ‘differentiated’ products such as fashion, gadgets and jewellery can be touched and compared with competing brands, and then delivered from an online warehouse facility.

<sup>6</sup> Price Waterhouse Coopers - Total Retail Survey (2017)

- 3.7 The Havant Town Centre boundary is shown in Figure 4b. The town centre boundary reflects the changing nature of town centre planning for a smaller retail core. This is then supplemented by the introduction of a wider range of uses such as food, leisure, accessible transport facilities, housing and a focused area of civic functions.
- 3.8 While each of the four distinct areas has an individual character and serves a different function within the wider town centre, and the Council will support proposals which respect and support these characters, improved connectivity between each locality is a key priority for the overall success of Havant Town Centre.
- 3.9 The four areas run along a linear route from the south-west to the north which is critical in creating a pedestrian flow through the town. Town centre uses should be concentrated along this linear route to encourage movement and vitality. The Council will support proposals which make it easier to move around the centre between Solent Road, the Historic Core and the Civic Campus without using a car.
- 3.10 The Council will develop a new Master Plan for the Town Centre taking forward the principles in the Local Plan into a more detailed framework.

### **The Retail Hub**

- 3.11 Located just off the M27/A27 junction, the Retail Hub takes advantage of its excellent road accessibility and significant free parking. It is a successful destination offering food, clothing, pet and sport stores, and a large supermarket that has grown significantly over the last ten years. The success of Solent Road and Central retail parks reflects a demand for larger retail units which cannot be accommodated within older retail units.
- 3.12 The Retail Hub will retain and build on its principal function as a shopping destination through its designation as a primary shopping area with a defined primary shopping frontage.

### **The Historic Core**

- 3.13 This area has evolved from the historic St Faith's Church and crossroads and is characterised by a number of local, independent businesses and smaller retail units, as well as the Meridian Shopping Centre.
- 3.14 Like many small and medium sized towns, the units in the Historic Core are often of the wrong size and configuration, and in the wrong location to meet today's retailer requirements. Development in the Historic Core provides an opportunity to move away from a reliance on retail and encourage other uses such as cafés and restaurants, attract visitors and expand the evening economy.
- 3.15 The Havant and Waterlooville Town Centres Study 2017 update shows that vacancy rates in Havant are low compared to the national average. However, there are a number of long-term prominent vacant units in this locality.
- 3.16 In the future, development will be supported that diversifies the types of uses in this area. Together with retail, other uses which promote activity and have not traditionally been part of a town centre offer such as gyms or healthcare will be supported. The Council will also support proposals which help retain and enhance the outdoor markets which take place in West Street.
- 3.17 The function of the historic core goes beyond shopping. There is a particular opportunity for development on the first floor of the Meridian Centre. There is an opportunity to explore alternative, non-shopping uses that provide community or leisure facilities. The vitality of an area can also be

greatly improved, particularly during the evening, if housing is accommodated alongside town centre activities.

- 3.18 Recognising the changing role of West Street and the Meridian Centre, these are designated as secondary shopping frontages.

### **Market Parade**

- 3.19 Market Parade is an area of three to four storey buildings providing ground floor retail/cafés with residential flats above that were built in the 1960s. The public realm in the area is dated and unwelcoming, which impacts on the attractiveness of the town centre to the many people moving between Havant Railway Station, the bus station, the Historic Core and the Civic Campus. While there is a high footfall through the Market Parade area it has a high overall vacancy rate and poor perception of safety. It also backs onto Havant Park. The Park is an attractive space that has no active frontage or integration with the Town Centre. North Street is also identified as being part of the Market Parade area of the Town Centre and continues to provide a high quality supermarket and smaller specialist shops.
- 3.20 The Market Parade area will be the focus for the town's regeneration focusing on residential development and the provision of food and drink and retail units at ground floor level to create a vibrant environment and improve the evening economy. As a key route to and from the railway station, public realm improvements are vital to improve not only the appearance of Market Parade, but to create a welcoming entrance to Havant as a destination. Bringing Havant Park into the Market Parade area as a key feature of a new north-south link, and as a destination in itself to the station forecourt, alongside public realm improvements will significantly enhance the attractiveness of the area. There is also an opportunity to introduce a taller, landmark building in Market Parade overlooking the park. The principle of high quality high density living adjacent to the rail station has been established. However the 2016 planning permission that established this has since expired.
- 3.21 Master planning of the Market Parade area is critical to achieving the fundamental changes that are needed. The Council will take forward the ideas that emerged in the draft Local Development Order work in 2016 in an updated Master Plan that will also link with the work at the Civic Campus. Where appropriate, the Council will carry out the compulsory purchase of properties and land for the regeneration of Market Parade.

### **Civic Campus**

- 3.22 The Civic Campus area includes the Public Service Plaza and associated car parks, Havant Health Centre, Havant Methodist Church, Havant Leisure Centre, Havant Police Station, Her Majesty's Courts Service and Hampshire Probation Service, BT Telephone Exchange and the Jobcentre Plus (Department for Works and Pensions Office). Whilst Havant and South Downs College is not included in this area, it is immediately adjacent. There is scope in the Civic Campus area to provide new educational facilities giving an opportunity to integrate public facing<sup>7</sup> parts of their courses with other facilities in the Campus area.
- 3.23 As the Civic Campus is primarily in public ownership, it is a key area in the Hampshire One Public Estate (OPE) portfolio. OPE is a Government initiative to bring together public bodies to join together and use their estate to deliver more effective public service provision and create development opportunities. Phase 1 of the OPE collaboration resulted in the successful extension and enhancement of the Council offices to provide improved facilities and co-located services at the

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<sup>7</sup> Courses such as hair & beauty and hospitality & catering that require visits from members of the public.

Public Service Plaza. The OPE initiative provides the strong partnership required between the public service providers currently on the site and those who will occupy the site in the future.

- 3.24 The potential for redevelopment of the remainder of the Civic Campus is significant as a range of public service organisations review their operational requirements. Hampshire Constabulary is focusing resources at the new Police Investigation Centre in Portsmouth with back office functions located in the Public Service Plaza. As a result Havant Police station will become surplus to requirements. Similarly the use of the courts is changing and the South East Hampshire Clinical Commissioning Group is fundamentally reviewing the way NHS services are delivered with an increased focus on Oak Park and the role of Havant Health Centre being reviewed. Careful phasing will be essential in order to ensure continuity of public services, given that the site is currently in active use.
- 3.25 The public service changes present an opportunity to accelerate the redevelopment of the area. As part of the OPE initiative, the Council has commissioned work to explore further co-location of civic and public service functions at the Plaza. This will free up previously developed land to create an opportunity for significant residential development in this sustainable location close to Havant Railway Station and Bus Station. As part of this, it is necessary to replace the current pedestrian bridge from the Civic Campus to Market Parade to break down perceptions of demarcation of the town and make a statement of renewal at the town's station.

## KS1 | Havant Town Centre

Within Havant Town Centre, planning permission will be granted for proposals that deliver:

- a. A positive impact on the quality, vitality and viability of Havant Town Centre as a whole whilst respecting and enhancing the distinct character of the particular area in which the development is proposed;
- b. Development that transforms the town centre through enhancements to the quality of attractions, the public realm and heritage assets;
- c. Improved pedestrian connectivity along the main route between the Retail Hub and the Civic Campus, integrating active frontages to Havant Park and beyond the town centre to Havant College and Langstone Technology Park;
- d. Enhancement of the main route through the town centre in a way which provides accessibility for all in society through the use of consistent, high quality surface treatments, landscaping, signage and street furniture including seating;
- e. Mixed housing types, tenures, sizes and densities that meet the needs of all, including younger and older age groups;
- f. Safe, convenient and welcoming crossings of roads and the railway line;
- g. Minimisation of anti-social behaviour and other crime and the fear of these;
- h. Comprehensive development that accords with the town centre Master Plan framework and the dynamic retail/leisure market; and
- i. Deliver the fastest digital communication technology available across the town centre in line with Policy IN1.
- j. The following assessments, where appropriate, to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment

- k. Retention and integration of the protected trees and hedgerows found within the town centre.

**Retail Hub** - The focus for large scale retail units

Within the Retail Hub, planning permission will be granted for proposals which:

- l. Enhance the retail function of the area;
- m. Proposals for non A1 uses in the primary shopping area will only be permitted in exceptional circumstances and will need to demonstrate that:
  - i. Through an active and realistic 12 month marketing exercise that there are no other viable A1 uses which can be accommodated in the unit
  - ii. The new use will retain an active ground floor frontage
  - iii. The new use can demonstrate a similar footfall to Class A1 uses in the same location
  - iv. The new use will complement the shopping function of the area
- n. New residential development will not be permitted within the primary shopping areas.

**The Historic Core** - The focus for smaller scale retail provision, including independent shops, cafés and restaurants.

Within the Historic Core planning permission will be granted for proposals which:

- o. Enhance the vitality and viability of Havant Town Centre;
- p. Enhance the evening economy offer of the centre;
- q. Maximise the retail and leisure use of the Meridian Centre throughout the day and evening
- r. Maximise opportunities for residential development above ground floor units; and
- s. Maintain and/or enhance the outdoor market in West Street.

**Market Parade** - Highly sustainable location providing the focus for high density residential and leisure regeneration. Development in this area will create an attractive welcome to the town and an active frontage to Havant Park.

Within the Market Parade area planning permission will be granted for:

- t. Development which accords with any Council Master Plan for the area;
- u. Residential development that contributes to the delivery of 750 new homes within the Town Centre as a whole;
- v. Tall buildings, including a new landmark building adjacent to Havant Park;
- w. Development that contributes to the enhancement and/or replacement of the railway footbridge;
- x. Development that provides a replacement pedestrian route from Havant Railway Station to the Historic Core supported by an active frontage to Havant Park; and
- y. Ground floor units promote vitality and viability; displaying active frontages and encouraging pedestrian footfall during the day and evening.

**Civic Campus** - The focus for civic, community, leisure, health and educational uses with a new priority for significant residential development

Within the Civic Campus area planning permission will be granted for:

- z. Residential development that contributes to the delivery of 750 new homes within the town centre as a whole;
- aa. Development that co-locates civic, community, leisure, health and educational uses to rationalise

the public estate and provide more effective services;

- bb. Development that contributes to the enhancement and/or replacement of the railway footbridge;
- cc. Proposals that retain and improve the landscape and public realm, including the integrity of mature trees and hedgerows; and
- dd. Proposals incorporating low or zero carbon energy technology on the site, with the potential to connect to a wider district energy scheme.

Figure 4a: Havant Town Centre areas

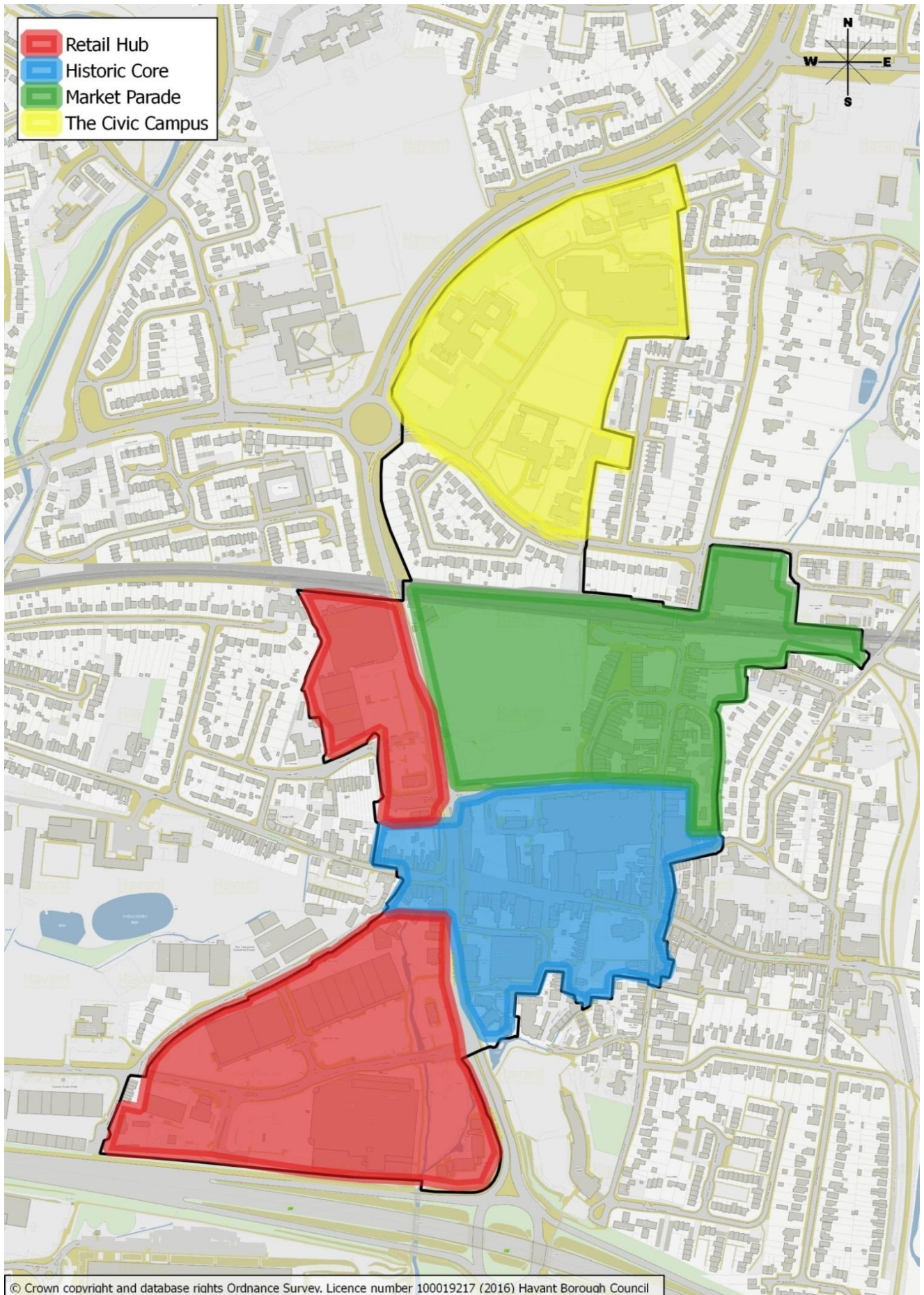
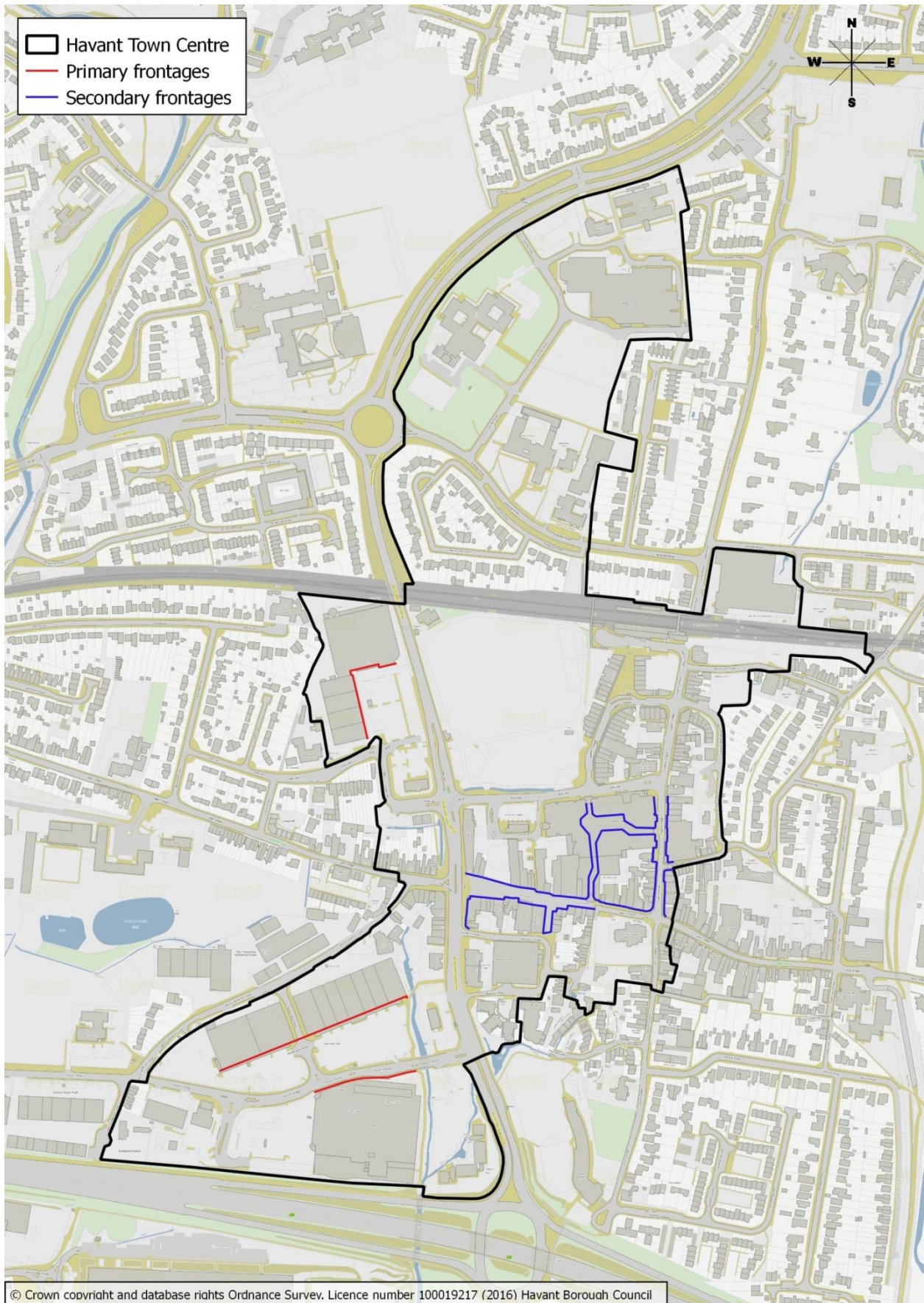




Figure 4b: Havant Town Centre frontages



# Waterlooville Town Centre

- 3.26 This policy would update and replace policies W56 (Curzon Rooms), W109 (Asda/Clock Tower) and W110 (Wellington Way) of the Allocations Plan.

## Background

- 3.27 This policy covers Waterlooville Town Centre, which includes six distinct areas:
- **Wellington Retail Park** - a successful modern retail park of larger units offering food, clothing, furniture and sports stores with associated parking
  - **Wellington Way and North-East London Road** - an outdated 1970s shopping precinct, public car park and retail units offering an opportunity to introduce high density residential development linked with public transport provision
  - **St Georges Walk** - a mixed use area connecting Wellington Retail Park, Wellington Way and London Road that in itself has little identity. Public realm improvements will create that identity
  - **Dukes Walk** - a modern shopping precinct anchored around a Waitrose supermarket and a car park. This area requires improved connectivity with the rest of the town centre
  - **London Road Precinct** - a pedestrianised traditional high street with recent public realm works created a large space that mainly attracts significant footfall on market days
  - **Asda/Community Centre site** - a large car park and mid-size supermarket closest to the new development at Berewood that needs better connection with the rest of the town centre.
- 3.28 Waterlooville town centre has an area of 21.63 ha and will provide mixed use development including 600 dwellings, an improved public transport hub, rationalisation of the shopping areas, enhanced community facilities and public realm improvements. Its location adjacent to the Berewood and Wellington Park residential areas (see Policy KS7) will significantly increase the population close to the town centre.
- 3.29 The Waterlooville Town Centre's boundary is shown in Figure 5b. The boundary reflects the recent changes in the distribution of retail functions in Waterlooville. Future proposals will seek to create distinct but linked localities offering a range of shops, services and facilities with improved connectivity between the different areas of the town.
- 3.30 While each area in the town centre has an individual character and sometimes a different function, improved connectivity between each area is critical for the future success of Waterlooville. Proposals which encourage connectivity, pedestrian flow and respect the character and function of the different areas will be supported.
- 3.31 To facilitate a co-ordinated and comprehensive approach to the future of this changing town centre the Council will produce a more detailed master plan to facilitate the implementation of this policy. Where appropriate, the Council will carry out the compulsory purchase of properties and land for the regeneration of Waterlooville Town Centre.

## Wellington Retail Park

- 3.32 This area is located in the northern part of Waterlooville and has recently expanded to include a large supermarket.

- 3.33 Wellington Retail Park will retain and build on its principle function as a shopping destination. Proposals which protect or enhance the retail park as a shopping designation will therefore be supported and proposals which involve the loss of shops in this area will be resisted.

#### **Wellington Way and North-East London Road**

- 3.34 Wellington Way shopping precinct was built in the 1970s but has a high vacancy rate and no longer serves modern retailer requirements. Whilst it is in a key location between Wellington Retail Park and Dukes Walk it is not an attractive area. The pedestrian route through the precinct does not succeed in connecting the adjoining areas.
- 3.35 Similarly, recognising the need to contract the retail provision in town centres, the north-eastern end of London Road is no longer needed for retail uses. Recognising the proximity to goods and services in particular, this offers the potential for high density residential development including more innovative housing products (see Policy DR1), which will in turn help bring vitality to the town centre, particularly in the evening.
- 3.36 Adjoining Wellington Way is a Council car park located directly off Maurepas Way. With easy pedestrian access to both London Road and Wellington Retail Park, it is ideally situated to be developed as a transport interchange for the centre, combining multi storey car parking, including electric vehicle charging, with improved bus facilities and a car club. This would replace the bus stops on St Georges Walk. Access to London Road would need to be incorporated through any redevelopment of Wellington Way.
- 3.37 The far ends of London Road present further opportunities for residential development. Whilst the density of residential development should be as high as possible, the edges of these areas back onto existing suburban areas. As such, new development should respect this, stepping down towards suburban densities at their edge.

#### **St Georges Walk**

- 3.38 St Georges Walk is an important link, connecting the Wellington Retail Park with London Road shopping precinct and Dukes Walk. Its elevated position above Wellington Retail Park, creates views north across the roofs of the retail park and the countryside beyond. It is a functional area, dominated by vehicular traffic with little appeal for pedestrians. There is an opportunity to enhance St Georges Walk through public realm improvements, addressing vacancy issues and considering the way in which traffic is routed.
- 3.39 Improvements to St Georges Walk need to integrate with improvements to Swiss Road, which provides pedestrian links to the Asda supermarket and the community centre. Swiss Road is an important functional link to the supermarket but is not legible with poor quality landscaping, bland frontages and car parking mixed with pedestrian access.

#### **Dukes Walk**

- 3.40 Dukes Walk shopping centre consists of smaller terraced retail units, with larger units (Waitrose and Wilkinson's) anchoring the retail development to either side of the surrounding busy car park. The centre was completed in 2000 and is successful with a low vacancy rate. There is also a leisure/gym use at first floor which complements the retail offer.
- 3.41 Dukes Walk will continue to be a primary retail frontage, where proposals for non-shopping uses will be resisted. Opportunities to improve pedestrian connectivity with other key locations, including London Road, should be maximised.

### **London Road**

- 3.42 London Road is a pedestrianised traditional 'high street' that lies between Dukes Walk and Wellington Retail Park occupied by a range of shops and services together with cafés, pubs and the location for the weekly market. London Road Precinct is characterised by a wide, pedestrianised street with shop units either side. Public realm improvements, including new street furniture and landscaping have been carried out in recent years.
- 3.43 However, the area is connected to the successful Wellington Retail Park only via a steep ramp and underpass crossing a busy road. London Road is also separated from Dukes Walk by the many vacant shops in The Boulevard. As there is little attraction to walk between the two successful areas to London Road, it has lost much of its vitality and viability.
- 3.44 In the future, non-shopping uses will be promoted in order to increase the level of activity in this part of the town centre. Elsewhere on London Road, on the ground floor, food and drink uses will be supported together with increased use of the large public realm for café seating, an event programme, pop-up sales, events and children's play. Residential use above ground floors will be supported. Together, these changes would all support the area becoming a destination in its own right.
- 3.45 Key retail units at corner plots will be retained in active use to retain and concentrate footfall. Active uses will not have to be shops as there are already too many retail units spread throughout the town centre. Key corner plots on the Boulevard/London Road should contain window displays on both sides to encourage movement from one street to the next. Proposals which act as barriers to this movement will be resisted.
- 3.46 The regeneration of London Road precinct and The Boulevard will be guided by the provision of a smaller retail core at the centre. This gives the opportunity for further residential development to the south-west of the St Georges Walk/Stakes Hill Road intersection. In this section of London Road, an active use at ground floor would be permissible but not necessary. High density residential development will be supported here. However the density and profile across the area should reflect the fact that suburban scale housing lies just beyond the town centre boundary.

### **Asda/Community Centre site**

- 3.47 This area contains the Asda supermarket, associated car park and the Waterlooville Community Centre. Opportunities in this area should focus on improving pedestrian links with the rest of the town centre, improvements to the quality and appearance of existing buildings and public realm improvements.
- 3.48 Should the site become available for re-development in the future, the Council would support the principle of mixed use or residential development. Proposals should maximise opportunities to improve cycle and pedestrian links with Berewood to the west.

## **KS2 | Waterlooville Town Centre**

Within Waterlooville Town Centre, planning permission will be granted for proposals that deliver:

- a. A positive impact on the quality, vitality and viability of Waterlooville Town Centre as a whole whilst respecting and enhancing the distinct character of the particular area in which the development is proposed;
- b. Improved pedestrian connectivity with the residential areas surrounding Waterlooville Town Centre, including Berewood and Wellington Park (Policy KS7);
- c. Enhancement of the main route through the town centre in a way which provides accessibility for

all in society through the use of consistent, high quality surface treatments, landscaping, signage and street furniture including seating;

- d. Mixed housing types, tenures, sizes and densities that meet the needs of all, including younger and older age groups;
- e. Safe, convenient and welcoming road crossings within and around the town centre;
- f. Minimisation of anti-social behaviour and other crime and the fear of these;
- g. Development that adapts to the dynamic retail/leisure market and innovation in residential products through phasing of individual site elements within the comprehensive town centre master plan framework; and
- h. Deliver the fastest digital communication technology available across the town centre in line with Policy IN1.
- i. Retention and integrated of the protected trees found within the town centre.

**Wellington Retail Park** - the focus for large scale A1 retail uses

Within Wellington Retail Park planning permission will be granted for:

- j. Development that enhances the retail functions of this primary shopping area;
- k. Proposals for non-A1 uses in the primary shopping area will only be permitted in exceptional circumstances and will need to demonstrate that:
  - i. Through an active and realistic 12 month marketing exercise that there are no other viable A1 uses which can be accommodated in the unit
  - ii. The new use will retain an active ground floor frontage
  - iii. The new use can demonstrate a similar footfall to Class A1 uses in the same location
  - iv. The new use complements the shopping function of the area
- l. New residential development within the primary shopping area will not be permitted.

**Wellington Way and North-East London Road** - the focus for high quality, high density residential development and a new transport interchange.

Within the residential development opportunity areas planning permission will be granted for:

- m. Residential development that contributes to the delivery of 600 new homes within the town centre as a whole and provides opportunity for innovative residential products in line with Policy DR1;
- n. High density development reflecting the high accessibility and proximity of shops and services together;
- o. Development which respects the relationship with the suburban areas of Waterlooville outside of the town centre in its density profile, design and layout;
- p. Development that creates a sense of place, demonstrating high quality, contemporary design, landscaping, surface treatments and open space for residents, such as balconies or shared roof terraces;
- q. Development that contributes to a new multi-storey car park (including electric vehicle charging points), bus stops and car share club accessed off and on to Maurepas Way; and
- r. Development that supports improved pedestrian access to London Road precinct and Wellington Retail Park.

**St Georges Walk** - active ground floor uses and public realm improvements to improve the pedestrian connectivity between Wellington /Retail Park/Way and Dukes Walk.

Within the St Georges Walk area planning permission will be granted for:

- s. Development that prioritises pedestrian movement;
- t. Development that creates active ground floor uses, high quality public realm, places for people to sit, rest and socialise; and
- u. Development that creates activity on both sides of the entrance to Swiss Road and improves legibility of the connecting function of Swiss Road through the use of consistent surface treatment, street furniture and landscaping to encourage pedestrian flow.

**Dukes Walk** - the focus for a mix of A1 retail uses.

Within the Dukes Walk area planning permission will be granted for:

- v. Development that enhances the retail function of the primary shopping area;
- w. Development for non-retail uses in the primary shopping area will only be permitted in exceptional circumstances and will need to demonstrate that:
  - i. Through an active and realistic 12 month marketing exercise that there are no other viable A1 uses which can be accommodated in the unit
  - ii. The new use will retain an active ground floor frontage
  - iii. The new use can demonstrate a similar footfall to Class A1 uses in the same location
  - iv. The new use complements the shopping function of the area

**London Road** - Retain independent shops and cafés utilising the spacious public realm as a vibrant space for events/activity to attract footfall and new residential development to create footfall.

Within the London Road areas planning permission will be granted for:

- x. Developments that promote and enhance the vitality and viability of London Road (north of St George's Road/ Stakes Hill Road intersection) including non-shopping uses that retain an active ground floor frontage and can demonstrate a similar footfall to Class A1 uses in the same location;
- y. Residential development that contributes to the delivery of 600 new homes within the town centre as a whole and provides opportunity for innovative residential products, particularly in London Road (south) where active ground floor uses are not required;
- z. Developments that enhance the boulevard character of London Road through the provision of high quality street furniture, surface treatment and landscaping;
- aa. Developments that increase the use of the pedestrianised London Road throughout the day and evening;
- bb. Development, including change of use, affecting key corner units which provide active frontages on both sides of the unit; and
- cc. Proposals that support the retention and/or enhancement of the street market and other public realm events.

**Asda/Community Centre** - focus for convenience shopping and community uses.

Within the Asda/community centre area planning permission will be granted for:

- dd. Main town centre uses that contribute to the vitality and viability of Waterlooville Town Centre;
- ee. Development that will enhance or improve the appearance of existing buildings;
- ff. Development that supports public realm improvements including high quality, consistent, street furniture, surface treatment and landscaping;
- gg. Development that improves connectivity with Swiss Road, St Georges Walk, London Road and across Maurepas Way to Berewood to encourage pedestrian flow; and
- hh. Wider regeneration for a comprehensive mixed used development.

Figure 5a: Waterlooville Town Centre areas

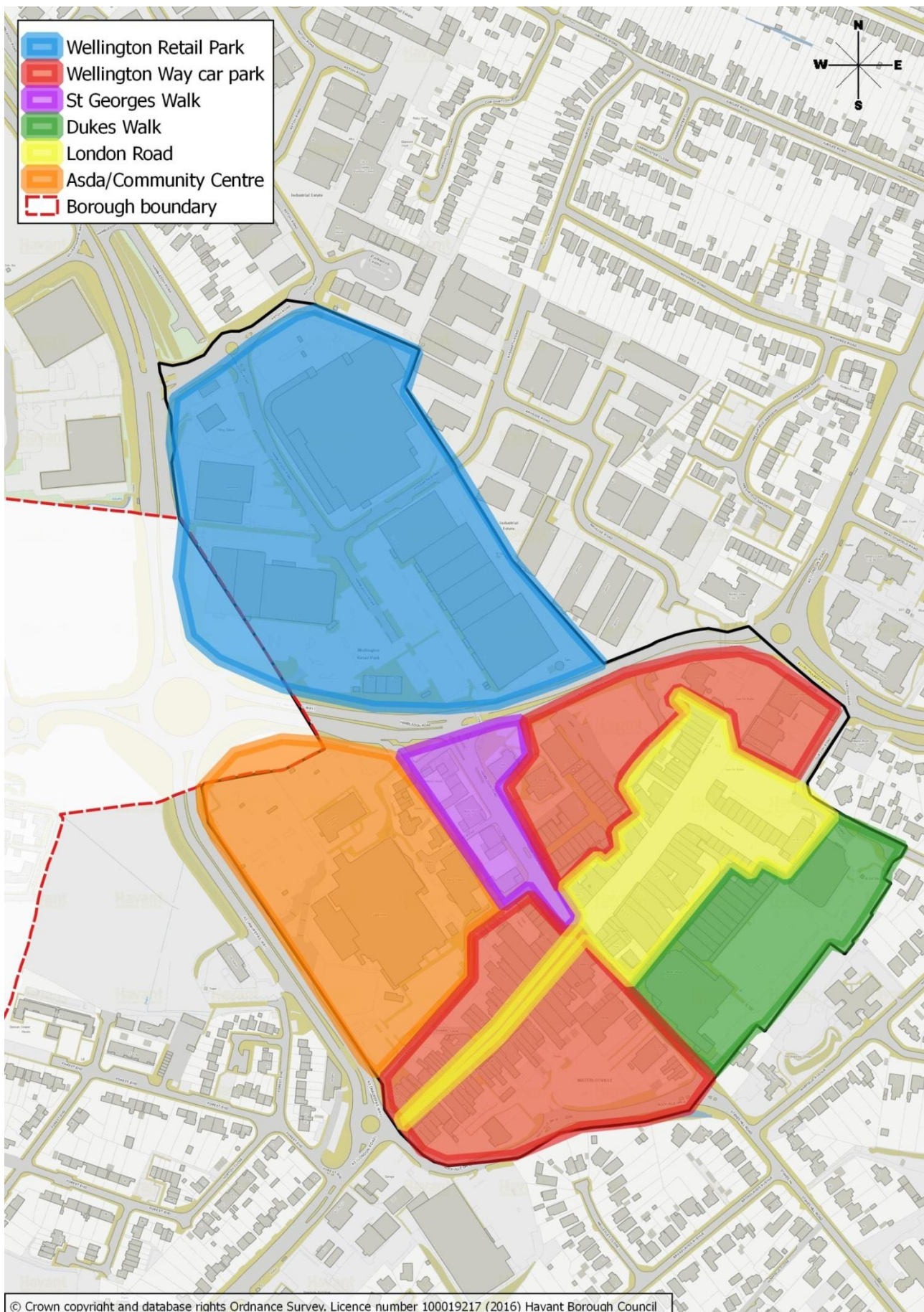
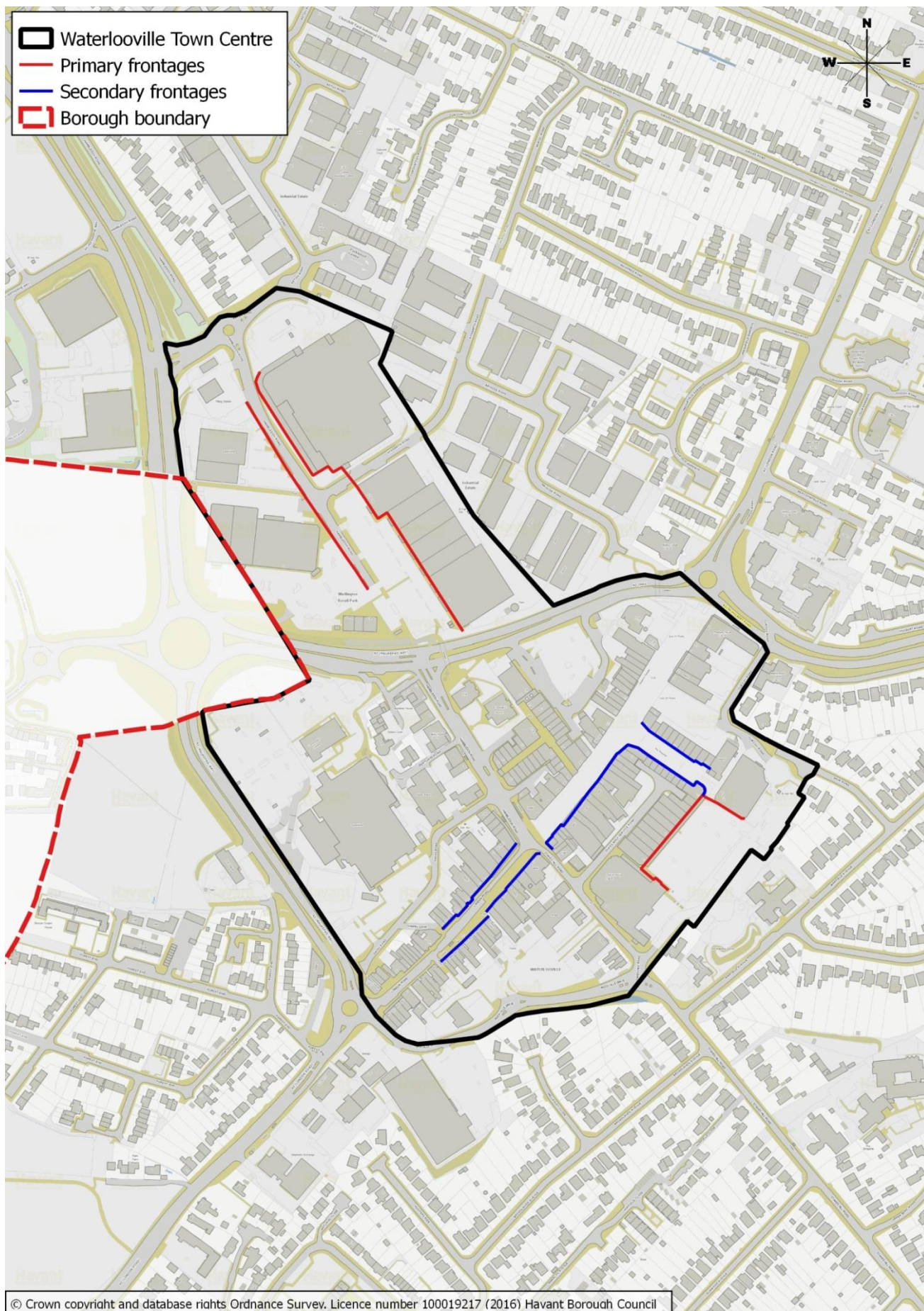




Figure 5b: Waterlooville Town Centre



# Leigh Park District Centre

- 3.49 This policy would update and replace Policy L138 (Leigh Park Centre) of the Allocations Plan. This policy would also update and replace the regeneration requirements set out in policy CS6(3) of the Core Strategy.

## Background

- 3.50 Leigh Park Centre is a district centre serving the wider Leigh Park community and has four connecting areas.
- **Greywell Shopping Precinct** - A late 1960s pedestrianised precinct with a range of unit sizes occupied by national brand and local shops with relatively low levels of vacancy, maisonettes above and connecting car park
  - **Park Parade** - The original 1950s shopping parade, more recently pedestrianised, with high levels of vacancies and an underused car park
  - **Somborne Drive** - A large leisure (bingo) building, parking and modern supermarket with recent public realm improvements
  - **Dunsbury Way Community Buildings** - Community centre, nursery, library, a space for arts and crafts, training buildings and car parking
- 3.51 Leigh Park Centre covers an area of 7 hectares. With the shift to online/digital shopping together with the rise of supermarkets, there is no longer the demand for the current level of retail floorspace in Leigh Park Centre. There is a need to consolidate the existing retail offer which will provide opportunities for surplus retail provision to be redeveloped for housing. The District Centre has the potential to provide about 150 new homes with rationalised retail, leisure and community facilities.

## Greywell Shopping Precinct

- 3.52 The Greywell area will continue to be a focus for retail provision. Greywell is defined as the primary shopping area, where the loss of shopping units will be resisted. In order to sustain the centre, proposals to adapt and alter the existing units in order to attract new users will be supported. Uses that complement the shopping focus will also be supported.
- 3.53 The Bishopstoke Road car park serves Greywell via unwelcoming covered alleys. The flats above the ground floor shops are accessed from the rear presenting an unsightly view. Opportunities to improve these important routes for pedestrians and cyclists will be supported.

## Park Parade

- 3.54 Park Parade was the original Leigh Park 'High Street'. It is pedestrianised, providing a large space that is underused by the public. This area comprises mainly smaller units, with flats above the ground floor which are accessed from the rear, many of which are in multiple ownerships. The retail units provide a secondary function to the centre with a gym and takeaways.
- 3.55 The back of the buildings on Park Parade are unsightly, particularly the southern elevation which provides the main view of Leigh Park Centre to the outside visitor and an underused car park at Tidworth Road. Adaptation of the units to non-retail uses will be acceptable in principle, including residential uses where it can be demonstrated that the alternative uses would positively contribute to the viability and vitality of Leigh Park Centre.

- 3.56 Development which provides a refreshed façade to Stockheath Road, including the comprehensive redevelopment of sections of the southern side of Park Parade will be supported.

### **Somborne Drive**

- 3.57 Forming the eastern boundary of Leigh Park Centre, Somborne Drive has the newest development in the area with a Lidl supermarket building which also contains the Portsmouth Housing Office. A large bingo hall, car parks and a new sports facility at Front Lawn recreation ground add to the overall offer of this important District Centre.

### **Dunsbury Way Community Buildings**

- 3.58 A concentration of community buildings occupies land adjacent to Dunsbury Way and Bishopstoke Road. This includes a library, two community centres, a day nursery and a craft space; often offering similar services. There is an opportunity to rationalise the uses and services being offered on this site and provide a central, modern facility where the use of the space can be maximised through a co-ordinated approach to service provision. This rationalisation of community facilities offers the opportunity for extensive residential development.
- 3.59 Many of these buildings offer vital assistance to residents of Leigh Park and continuity in the provision of existing services during the construction phase will be essential. Any redevelopment which involves the loss of community buildings is expected to show that the loss of the facility will not result in the loss of key services, that the service has been relocated to an equally accessible location or that it is no longer needed.

### **Car Parks**

- 3.60 Any redevelopment which involves the loss of car parking spaces is expected to show that the loss of parking will not have a detrimental effect on users of the centre.

### **Opportunities and Constraints**

- Multiple ownership
- Smaller units are not attractive to modern retailers
- Hard environment with poor public realm and limited landscaping
- Backs of buildings face key routes
- Development may be constrained by existing routes through the centre
- TPOs
- Southern Water has advised that sewerage capacity in network closest to site is limited
- Underlying sewage/waste infrastructure
- Good supply of community buildings
- Good supply of public car parks

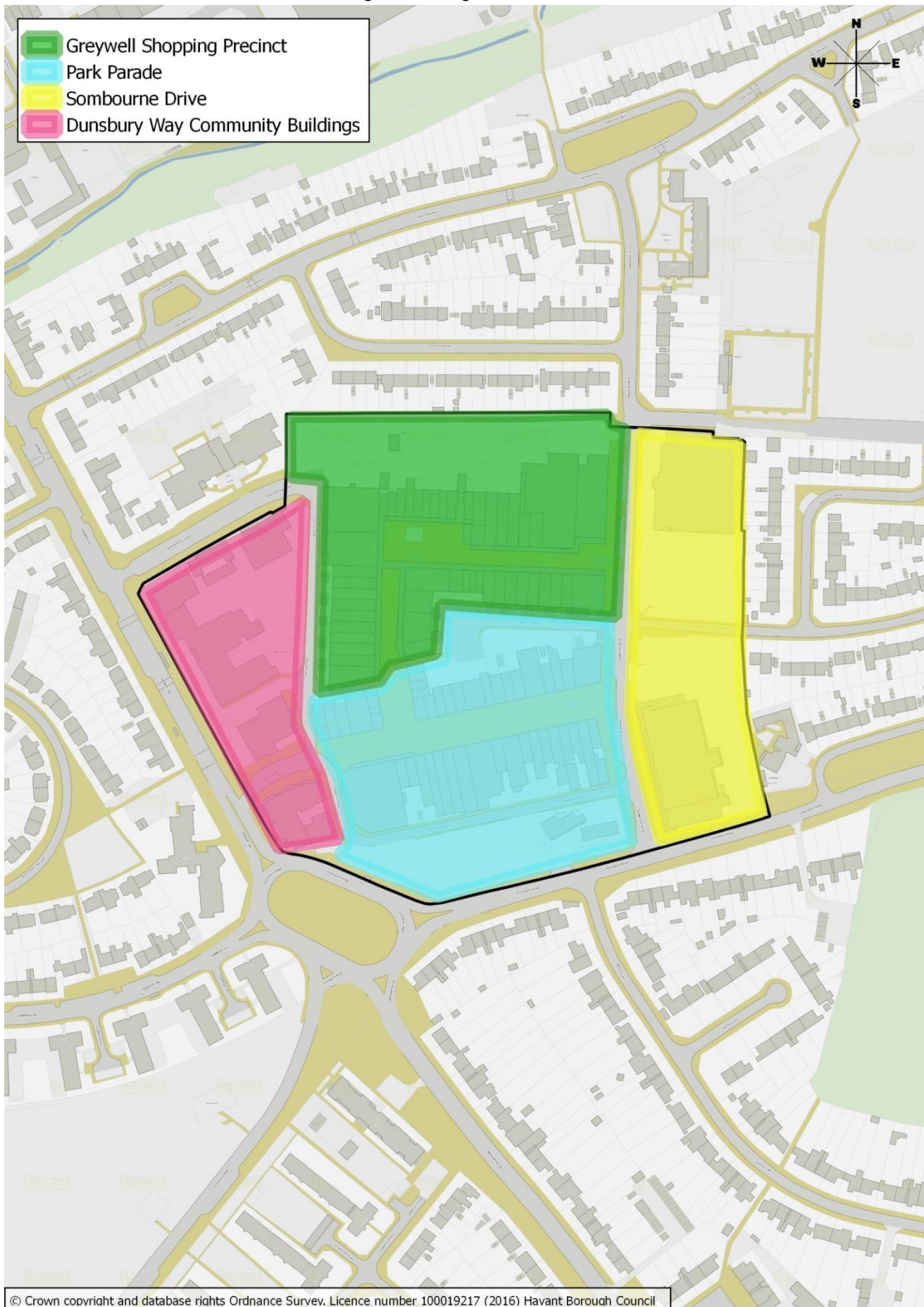
## **KS3 | Leigh Park District Centre**

Within Leigh Park Centre planning permission will be granted where:

- a. It has a positive impact on the quality, viability and vitality of the District Centre;
- b. The development contributes to the delivery of 150 new homes within the town centre as a whole;
- c. Proposals create cohesive, high quality public realm that improves the legibility and pedestrian connectivity within the town centre through the use of consistent, high quality surface treatments, landscaping, signage and street furniture;

- d. Proposals improve the appearance of buildings, particularly when viewed from the road network and car parks surrounding the centre;
- e. Proposals include measures to minimise anti-social behaviour and other crime;
- f. The proposed development would deliver the fastest digital communication technology available across the town centre in line with Policy IN1.
- g. **In Greywell Precinct:** proposals promote and enhance the retail function of the primary shopping area. Proposals for non A1 uses in the primary shopping area will only be permitted where it can be demonstrated that:
  - i. Through an active and realistic 12 month marketing exercise that there are no other viable A1 uses which can be accommodated in the unit
  - ii. The new use will retain an active ground floor frontage
  - iii. The new use can demonstrate a similar footfall to Class A1 uses in the same location
  - iv. The new use complements the shopping function of the area
- h. **In Park Parade:** proposals bring vacant units back into use and improve the design of the shopfront. Residential development at ground floor level will not be permitted unless part of a comprehensive redevelopment scheme;
- i. **In the Somborne Drive area:** proposals promote daytime and evening retail/leisure uses that increase the attractiveness of the District Centre and incorporate public realm improvements to visually connect all parts of the centre, and
- j. **In the Dunsbury Way area:** proposals rationalise the provision of community buildings, car parking and provide new residential development, subject to no underprovision of community facilities during construction or on a permanent basis.

Figure 6: Leigh Park areas



# Hayling Island Seafront

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 150-151 for further information.

- 3.61 This policy would update and replace site HY45 (Beachlands) of Policy HY2 of the Allocations Plan. It also contains a number of new sites which were not part of that allocation.

## Background

- 3.62 Hayling Island is a traditional seaside resort and the birthplace of windsurfing. However its tourism market has been largely reliant on and aimed at traditional summer visitors. In the future, the visitor economy will increasingly be made up of day visitors as well as longer stays throughout the year.
- 3.63 This provides an opportunity for Hayling Island to build on its reputation as an excellent place to visit, particularly for watersports. However to capitalise on its potential, significant investment and development is needed in:
- The public realm
  - Leisure and attractions, and
  - Visitor accommodation.
- 3.64 Previous master plans have proposed ambitious ideas for new development along the seafront for a number of years. For various reasons these have not come to fruition. The Council is committed to the regeneration of Hayling Island Seafront to grow and sustain a thriving local economy. In order to deliver positive regeneration on the seafront the approach being proposed is focused on delivering change in realistic phases.
- 3.65 Hayling Seafront also offers excellent leisure facilities for local residents and supports a wide range of natural habitats. There is a need for carefully balanced seafront investment that will maintain and build on its existing character. Enhanced recreation facilities have the potential to increase visitor appeal all year round and improve the local population's health and wellbeing. The character of the seafront varies in activity intensity with both lively and tranquil stretches that contribute to its broad appeal. It is essential that provision for recreation complements the seafront landscape and respects its intrinsic natural value.
- 3.66 The Council owns a large amount of land along the seafront and so will be a major player in the regeneration project. However with the challenging nature of Local Government finance, the project will need to be cost neutral in terms of capital. As a result, the intention is to develop the seafront in four phases. This will start by redeveloping underused Council owned plots of land in the east. The capital gained from this development will fund the next site and move increasingly west, eventually funding the development of the larger sites of Beachlands and West Beach.
- 3.67 With the exception of West Beach, all of the sites will involve the development of new housing. This is necessary in order to gain development value from the sites to fund the investment in the public realm and visitor facilities at West Beach in particular.

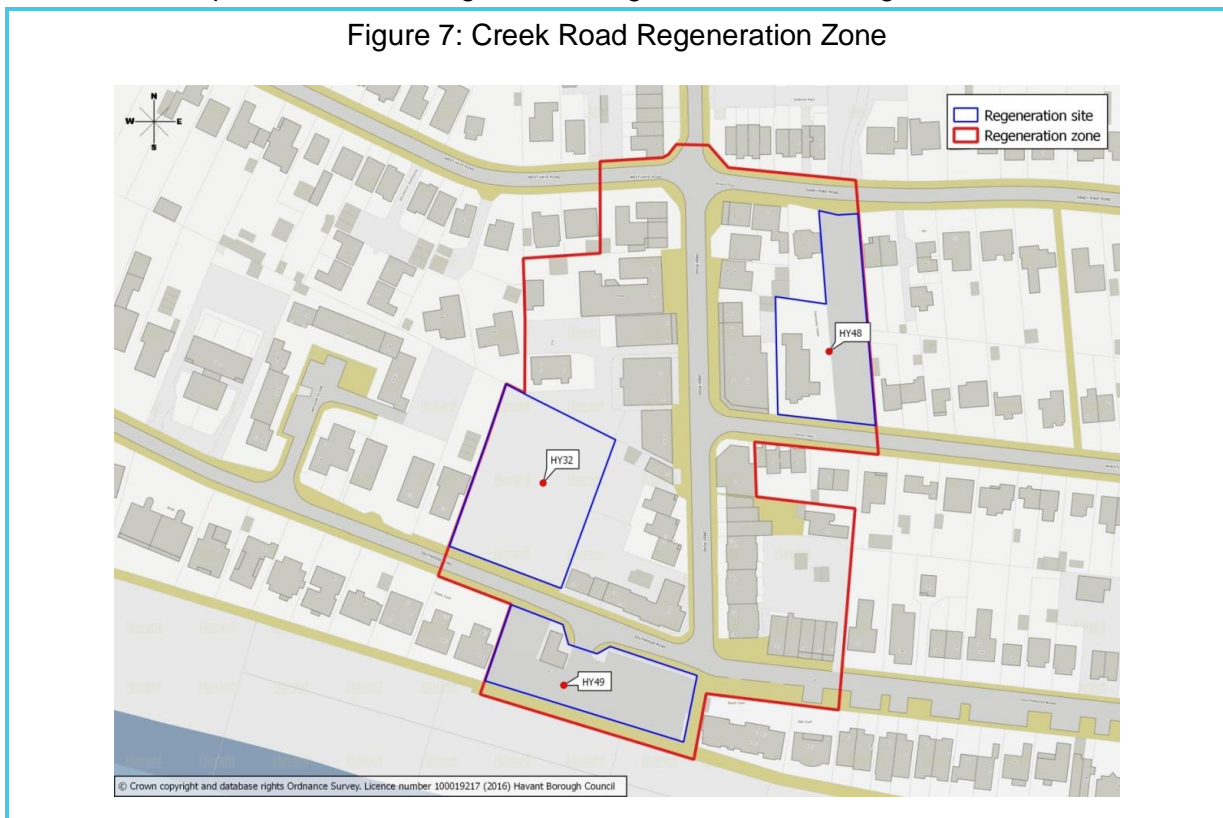
### Phase 1: Creek Road Regeneration Area

- 3.68 The development opportunities in this area form the first phase of a strategy of Council schemes kick-starting further regeneration of Hayling Island seafront.
- 3.69 This area is predominantly residential with areas of public car parking, open space and a community facility. There are three specific sites identified for development. These are highlighted in the SHLAA as:
- The Nab car park (HY49)
  - Open space (HY32)
  - Community centre and car park (HY48)
- 3.70 Outside of the specific sites, development will be permitted where it enhances the environment for the visitor economy.

### Opportunities and Constraints

- Replacement of the existing Eastoke Community Centre
- Development of underused parking areas where it is shown that they are not required, or alternative provision can be identified
- New homes to maximise the waterfront location
- Loss of emergency equipment store and toilet block, which if required should be replaced through the development
- Opportunity to enhance green infrastructure
- Adjacent to SINC
- Flood zone 2
- Off-site water mains reinforcement is likely to be required
- The sites are within a Radon Class 2 area
- Channel in car park acts as drainage relief in high tide or storm surge conditions.

Figure 7: Creek Road Regeneration Zone



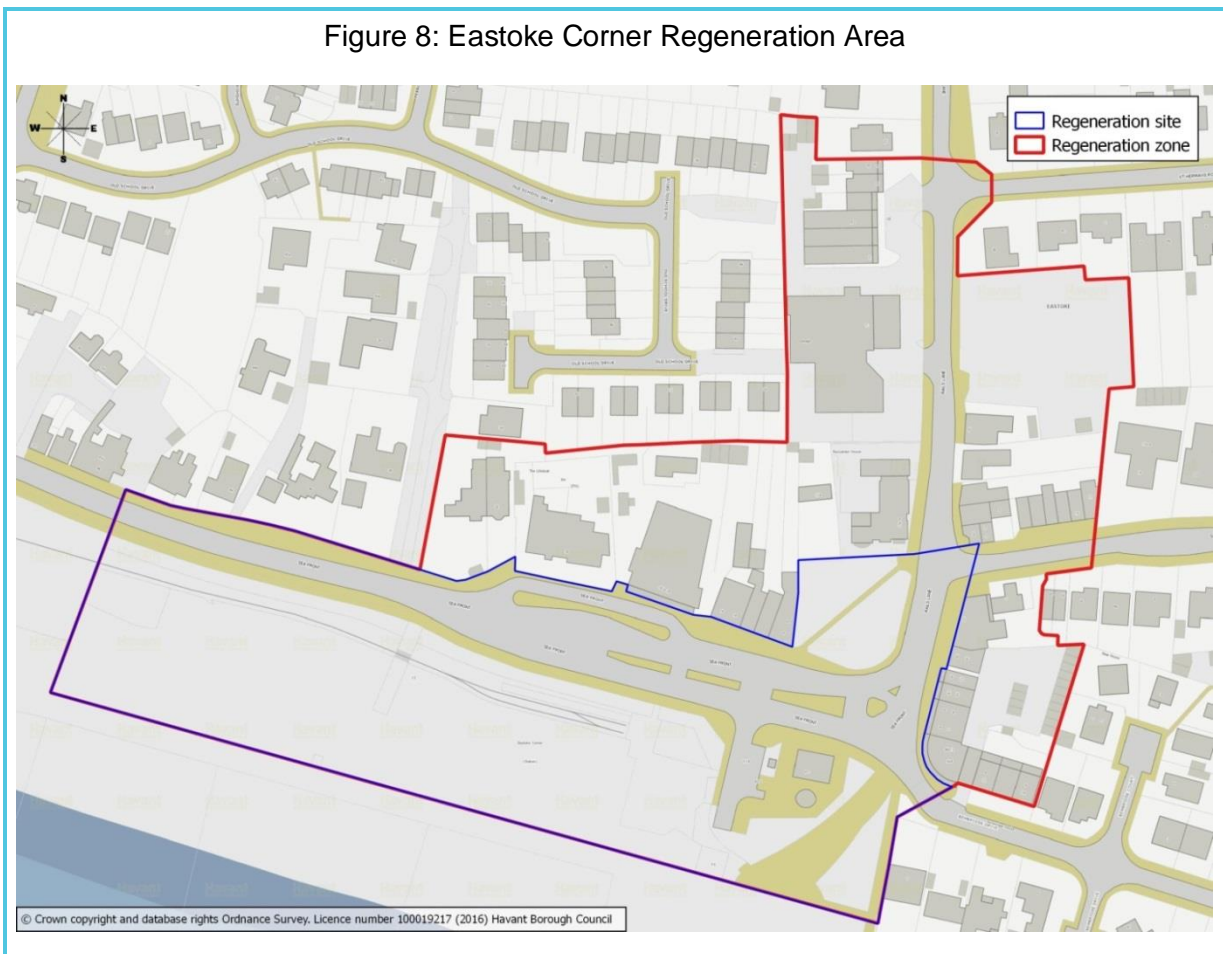
## Phase 2: Eastoke Corner Regeneration Area

- 3.71 The development opportunities at Eastoke Corner form the second phase of the regeneration of Hayling Island's seafront.
- 3.72 This area comprises leisure and retail uses which form a focus for tourism on the island, the area includes a play space, performance space and recreation facilities as part of the public realm. The area is characterised by an unusually large expanse of highway and a dominant toilet block, offering an opportunity to reconfigure it to provide a higher quality public realm at the eastern end of the seafront.

### Opportunities and constraints

- Remodelling the existing highway to facilitate the provision of cycling and pedestrian use, along with making more efficient use of land
- Parts of the North of the Eastoke Corner site lies within Rails Lane Local Centre
- Parts of the South of Eastoke Corner site are within or adjacent to a SINC designation
- The southern part of the site is in Flood zone 2
- Potential for public art to provide a focal point to the eastern end of the seafront
- Potential provision of live-work units
- Redevelopment would affect existing toilet block
- Land south of the site is identified as a secondary network site for Solent Waders and Brent Geese
- Off-site water mains reinforcement is likely to be required
- The site is within a Radon Class 2 area.

Figure 8: Eastoke Corner Regeneration Area



## Phase 3: Beachlands Regeneration Area

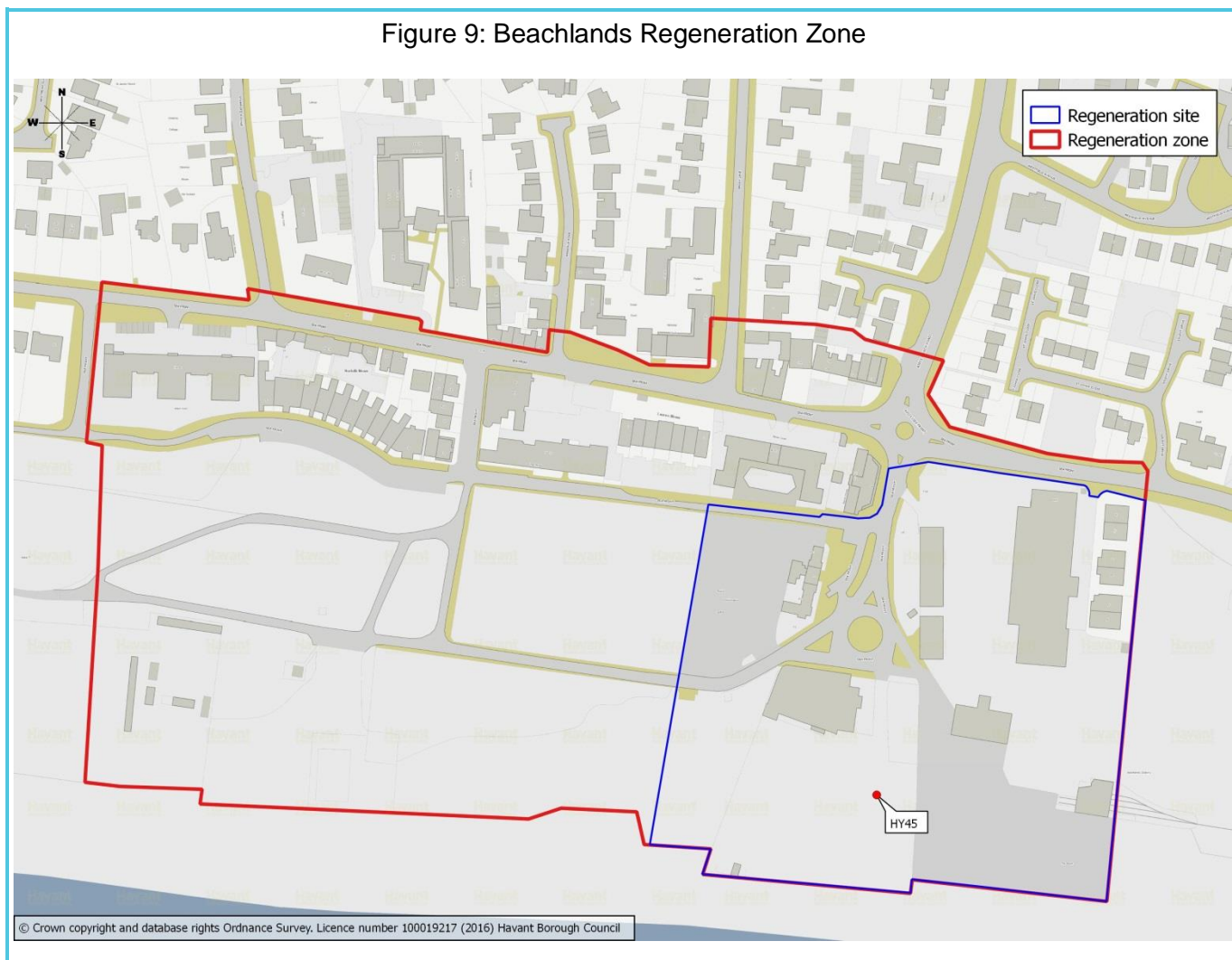


- 3.73 The development opportunity at Beachlands forms the third phase of the regeneration of Hayling Island's seafront. This area forms part of the heart of the tourism offer on the island and includes a traditional funfair, leisure and retail uses.
- 3.74 However, visitors to this key destination are presented with a negative first impression due to the dated nature of the existing facilities. Significant improvements are required to transform this into a striking arrival point for visitors to Hayling Island's seafront. This could involve the loss of the funfair.
- 3.75 The area also includes the landmark Listed Building, Norfolk Crescent. A fine Georgian building in its time and whilst slowly improving it remains relatively run down. The flats along this part of the seafront have little cohesion and any new development in this area must encompass design quality that raises the whole area.
- 3.76 The development of the area should include significant leisure provision alongside the residential development that would be needed to provide the necessary value for the site.
- 3.77 The design and layout of the site must be informed by a comprehensive master plan approach that considers the site's constraints and context. Due to the need for comprehensive development of the site and the many constraints it faces, a planning application should only take place following extensive pre-application discussions. Due to the constraints and nature of the site, its piecemeal development would not be appropriate.

#### **Opportunities and constraints**

- Provide a tourist destination with links to the wider Hayling Island Seafront, including by foot, cycle and miniature railway
- New jobs in leisure and tourism
- Loss of the existing funfair
- Sinah Warren SSSI and the Solent Maritime SAC are located 100 metres away
- Potential for bat roosts in existing structures
- Potential ground quality considerations
- Site includes or is close to existing sewerage infrastructure including a wastewater pumping station to the north
- The south of the site lies within the coastal change management area
- A pumping station is on the site
- Grade II Listed Buildings - Norfolk Crescent, the Royal Hotel and the Shades Public House
- An opportunity for public art highlighting the site as an arrival destination
- Off-site water mains reinforcement is likely to be required
- The site could incorporate part of the English Coastal Path
- Provision of a hotel subject to viability
- The site overlays a Secondary Aquifer.

Figure 9: Beachlands Regeneration Zone



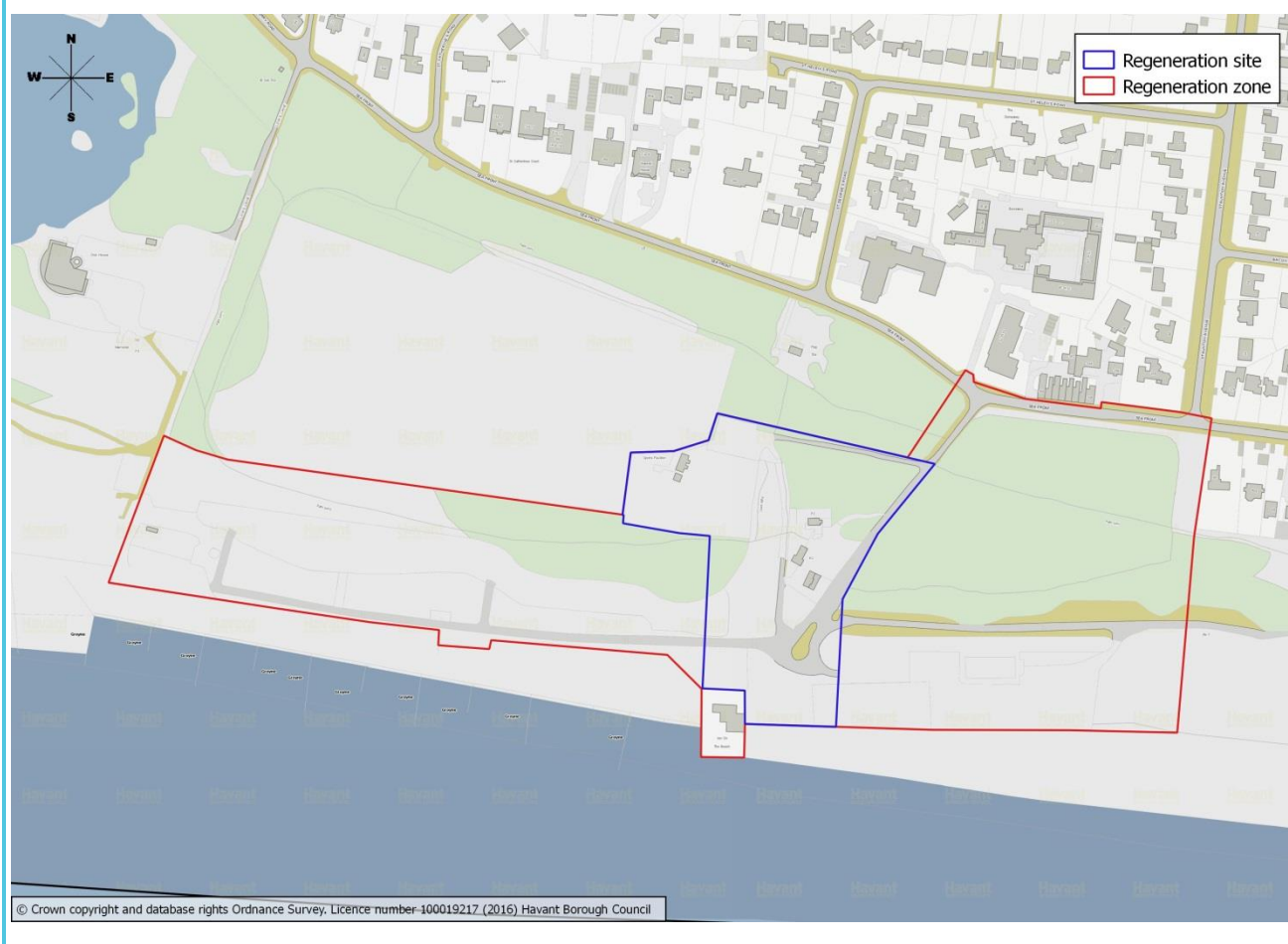
#### Phase 4: West Beach Regeneration Area

- 3.78 This area is currently characterised by its natural features (including the SSSI), access to the sea, café, toilet blocks and a restaurant. West Beach is a key focal point for water sports, taking advantage of the relatively safe water between the sand bank 'winners'. Little is made of the superb resource that is West Beach and the sea; main users are day visitors for windsurfing, paddle boarding, kitesurfing, kayaking and leisure (wild) swims. The facilities for water users are poor which must be addressed to fulfil the area's potential to extend its seasonal offer and become a successful attraction for tourists and the local community.
- 3.79 Given the open and natural character of the site, residential development would not be appropriate. However visitor accommodation that adds a new and innovative element to the offer along the seafront may be acceptable.
- 3.80 Should external funding become available, this phase may be accelerated to come forward prior to other phases.

### Opportunities and constraints

- Opportunity to provide high quality facilities for water sports activities
- Opportunity to enhance the green infrastructure through appropriate development
- The south of the site lies within the coastal change management area
- Retain and promote pedestrian and cycle links across the South Hayling coastal area, including direct links to Hayling Ferry, as part of the English Coastal Path
- The southern part of the site is in Flood zones 2 and 3
- The site includes and is bounded on all sides by SSSI designation
- The site is within a secondary support area for Brent Geese and Waders
- Land south of the site is identified as a primary support area for Solent Waders and Brent Geese
- Off-site water mains reinforcement is likely to be required
- Priority habitats for reptiles and nesting birds
- The site overlays a Secondary Aquifer

Figure 10: West Beach Regeneration Zone



### KS4 | Hayling Island Seafront

In the Hayling Island Seafront Regeneration Zones (identified on the proposals map), planning permission will be granted for proposals that deliver:

- a. A positive contribution to the visitor economy of Hayling Island generally and the seafront specifically in line with Policy C10;
- b. Development that transforms the seafront, maximising the use of the sea, enhancing

- the quality and range of attractions, the public realm and the natural environment;
- c. Improvement to the environmental quality and urban design of the regeneration zone;
- d. A logical series of routes for visitors, which are accessible to all in society, along the seafront by foot, cycle, public transport and miniature railway;
- e. Safe, convenient and welcoming crossings of roads and the miniature railway;
- f. Minimisation of anti-social behaviour and other crime and the fear of these;
- g. The fastest digital communication technology available along the seafront in line with Policy IN1;
- h. Flood risk, transport, parking, heritage and ecological assessments provided with planning application submissions;
- i. Public art which reflects the heritage of Hayling Island (nature, windsurfing etc) and contributes to a consistent artistic theme throughout the island.

### **Phase 1: Creek Road Regeneration Area**

Across the three identified sites, mixed use development of about 50 dwellings and a community centre will be permitted where:

- j. Development at The Nab car park (HY49) maximises its seafront location for premium residential units;
- k. Sufficient parking is provided in line with Policy IN3;
- l. A replacement Community Centre is provided within the regeneration area in line with Policy C11, which, if necessary, includes a replacement emergency equipment store and public conveniences;
- m. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- n. The design and layout ensures that the more vulnerable uses are located in areas least at risk of flooding in line with Policy E13.

### **Phase 2: Eastoke Corner Regeneration Area**

Mixed use development of about 20 dwellings, retail (A1-A5) and public conveniences will be permitted where:

- o. The public highway is rationalised to provide improvements for pedestrians and cyclists and opens up potential development land;
- p. The use of the site by waders/Brent Geese is addressed in line with Policy E17;
- q. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- r. The design and layout provides new outdoor space associated with the retail units that take advantage of views over the Solent

### **Phase 3: Beachlands Regeneration Area**

Mixed use development of about 125 dwellings, leisure and retail (A1-A5) will be permitted where:

- s. Planning applications are accompanied by a Heritage Statement, Contaminated Land Investigation Report to include gas monitoring and an Air Quality Assessment ;
- t. The development does not result in a net loss of jobs;
- u. The development respects the setting and character of the nearby Grade II listed buildings of Norfolk Crescent, the Royal Hotel and the Shades Public House;
- v. The development of the site must be master planned and delivered in a comprehensive manner;
- w. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- x. A welcoming visitor experience includes high quality public realm improvements;
- y. Appropriate easement to the pumping station are included;
- z. There is no residential development in the Coastal Change Management Area in line with Policy E14; and
- aa. The England Coast Path proposals can be integrated.

#### **Phase 4: West Beach Regeneration Area**

Mixed use development of a watersports centre (including gym and studio space, retail (A1-A5) and innovative holiday accommodation will be permitted where:

- bb. Proposals provide a high quality public realm and green/blue infrastructure for users of the facilities including public toilets, changing facilities and showers;
- cc. A Heritage Statement is submitted to support an application
- dd. Proposals respect the setting and character of the nearby Coastguards Conservation Area;
- ee. The use of the site by waders and Brent Geese together with any impact on the adjacent primary support area, , are addressed in line with Policy E15;
- ff. Pedestrian and cycle links are provided to the local network;
- gg. Any impact on Sinah Warren SSSI is addressed in line with Policy E15;
- hh. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- ii. The design and layout facilitates and takes account of the England Coast Path, including a direct link to the Hayling Island Ferry.

# Southleigh

- 3.81 The site was previously referred to as the “Strategic Site” or the “Area between Denvilles and Emsworth” under Guiding Principle 5 of the Local Plan Housing Statement (2016). This land has not previously been allocated through a Local Plan. In keeping with the history of the land as part of the Southleigh Park estate, and in accordance with suggestions received through community consultation, the site will now be referred to as Southleigh.

## **The Site**

- 3.82 The site has an area of 152 ha. It is predominately agricultural land, with some currently inaccessible parkland in the north-east. The site is surrounded by residential development to the east and west, and more limited developed areas, together with the historic Southleigh Park House along Bartons Road to the north. The A27 and the railway line run along the south of the site.
- 3.83 Southleigh Road in Denvilles runs along the west of the site before bisecting the site to meet Horndean Road in Emsworth to the east. Along Southleigh Road is Southleigh Farm which is at the heart of the site and also includes a number of business units and warehouses. A number of existing dwellings are on Eastleigh Road which runs north-south through the middle of the northern part of the site.
- 3.84 Immediately adjacent to the site are a number of housing allocations, notably Land West of Horndean Road (Policy H8) and Coldharbour Farm (Policy H9) to the east, Southleigh Park House (Policy H26) to the north-east and Land South of Bartons Road (Policy H17) and Helmsley House (Policy H27) to the north-west.

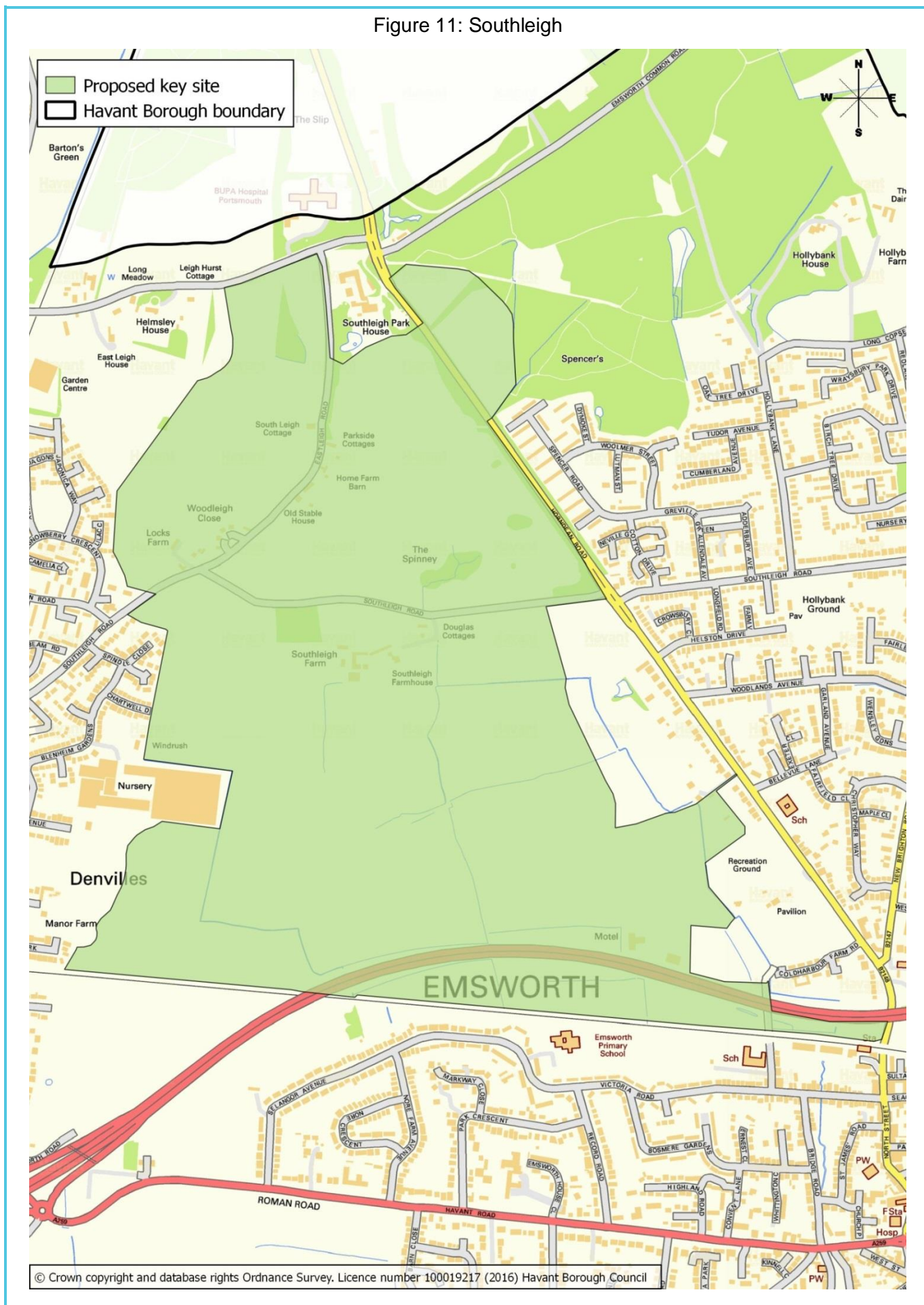
## **Background and Master Planning**

- 3.85 Identified as capable of providing around 2,100 dwellings, Southleigh is the most significant site allocated in the Local Plan 2036. However due to the time to plan, consent and build the scheme, it is considered that only 1,100 new homes can be delivered up to 2036. The remaining 1,000 would be delivered from 2037 onwards.
- 3.86 Given the scale of the development proposed, significant infrastructure improvements will need to be delivered to make the new community sustainable and to mitigate negative effects on existing communities. To achieve this, the new community must be planned comprehensively, together with the required infrastructure.
- 3.87 The Council has worked with statutory consultees and local communities to create a comprehensive Master Plan for the site. The master plan has substantially informed this policy, and sets out the framework for a future developer to draw up more detailed designs. The Master Plan informed by extensive community consultation both through online questionnaires and workshop sessions<sup>8</sup>.
- 3.88 Piecemeal development of this site would not be considered sustainable, although it is acknowledged that such a large site is likely to come forward in phases, again informed by the master planning work.

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<sup>8</sup> For further information on the master planning process, please see: [www.havant.gov.uk/local-plan-2036/denvilles-emswoth-master-plan](http://www.havant.gov.uk/local-plan-2036/denvilles-emswoth-master-plan)

Figure 11: Southleigh



### Site Opportunities & Constraints

- This is a greenfield site
- The majority of the site has soil grades 1, 2 and 3, categorised as best and most versatile agricultural land
- Site gently slopes downwards from north to south
- Established well defined communities in Denvilles to the West and Emsworth to the East, as well as a small community on Eastleigh Road within the site
- Grade II Listed buildings (1 and 2 Eastleigh Road) on site and immediately to the north of the site (Southleigh Park House); Woodbine Cottage, while not listed is of Local Historical Interest
- There are a number of Tree Preservation Orders on the sites, and notably, there are a number of mature trees in the north-eastern part of the site, which stand in the currently inaccessible parkland formerly associated with Southleigh Park House
- Bechstein's Bats have been recorded on and surrounding the north of the site
- The north-east of the site is adjacent to Southleigh Forest, which is designated as a SINC
- The south-east of the site includes the "Land West of Emsworth Recreation Ground" SINC
- There is the potential for common reptiles and nesting birds to be found on the site
- There are high quality hedgerows found on the site
- There is high potential for previous unidentified archaeological deposits
- The south-east of the site is adjacent to the Emsworth Recreation Ground
- The pedestrian and cycle path under the railway line and the A27 is a key route connecting north and south Emsworth via the recreation ground
- A section in the south-east of the site is identified as Flood Zones 2 and 3
- Land in the south-west of the site is safeguarded for flood storage as part of the Emsworth Flood Alleviation scheme
- Proximity to a main river means the Environment Agency should be consulted at an early stage
- A gas pipeline runs along the south of the site between the A27 and the railway line
- Storage tanks are present / have been present on the site
- The site lies in a Radon Class 2 area
- There is recorded evidence of landfill or probable landfill on site
- The western section of the site is situated in the Groundwater Source Protection Zone (SPZ) 1c for the Bedhampton and Havant Springs
- The site overlays a Secondary Aquifer
- The vast majority of the site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel
- Part of the site was used in WWII, and there is potential for unexploded ordnance
- Significant infrastructure requirements to serve the new community and mitigate impacts on existing communities
- Opportunity to address deficiencies in community and local retail provision in Denvilles and north-west Emsworth
- Opportunity to provide specialist accommodation for the elderly
- Opportunity to provide a combined emergency services hub with easy access to the strategic road network
- The site is subject to a legal agreement which the landowners and the council (as parties to the original agreement) will need to modify to allow development to take place
- Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development<sup>9</sup>. If it is an EIA development, an Environmental Statement will be required in support of any planning application.

<sup>9</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments



## KS5 | Southleigh

Mixed use development comprising about 2,100 dwellings, a local centre, a new access onto the A27, a primary school and green infrastructure will be permitted where:

- a. A comprehensive scheme for the site is put forward;
- b. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Flood Risk Assessment
  - iv. Drainage Strategy and SuDS Master Plan
  - v. Transport Assessment
  - vi. Travel Plan
  - vii. Air Quality Assessment
  - viii. Noise Impact Assessment
  - ix. Contaminated Land Investigation Report to include gas monitoring
  - x. Landscape and Visual Impact Assessment
  - xi. Arboricultural Assessment
- c. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- d. The design and layout accords with the principles set out in the Master Plan for the site. Particularly, it:
  - i. Delivers a sustainable community with its own identity, which respects existing communities and connects effectively with them
  - ii. Provides a broad range of house types, tenures, densities and styles to cater for all sections of the community
  - iii. Integrates well with the landscape
  - iv. Facilitates a new access to the A27 and provides a link road through the site
  - v. Delivers improvements to the junction of Bartons Road, Horndean Road and Emsworth Common Road
  - vi. Coordinates junction arrangements onto Bartons Road with other development sites on that road
  - vii. Provides safe cycle and walking routes through the site, providing easy access to Warblington and Emsworth Stations and connecting the east-west network between Emsworth and Havant, as well as north-south routes
  - viii. Makes provisions for additional bus routes to connect the public transport network between Emsworth and Havant
  - ix. Includes a local centre in the heart of the site, including small scale convenience retail, a community centre or equivalent public use community space and nursery/pre-school integrated within a high quality public realm in line with Policy E1
  - x. Provide a new three form primary school on a site of at least 2.8 ha
  - xi. Provides significant and cohesive public open space of excellent quality for recreation, leisure and sport, and makes connections to surrounding green infrastructure

- xii. Preserves and, where possible, enhances the character and parkland setting of Southleigh Park House, and makes best use of the historic parkland
- xiii. Provides a dedicated safe leisure cycle and walking route as part of the open space around the site
- xiv. Incorporates high quality public art
- xv. Retains and integrates the protected trees and hedgerows on the site
- xvi. Retains and enhances the on site SINC in accordance with its original criteria for designation
- xvii. Incorporates mitigation measures for Bechstein's Bats, including appropriate buffers
- xviii. Creates green linkages and wildlife corridors
- xix. Addresses drainage issues, including through an extensive network of SuDS incorporated into the landscape, green infrastructure and open space design to provide multifunctional benefits
- xx. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the main river is limited to an acceptable level
- xxi. Addresses any possible noise and/or air quality impacts from the A27 through separation and/or other mitigation measures.

#### **How the policy will be implemented**

- 3.89 The Council expects a single outline planning application covering the entirety of the site. This will be required to coordinate the infrastructure needed to support the development and encourage an overarching design ethos to create a sense of place, even if delivery is ultimately phased. Preparation of a Design Code for the whole site for approval by the Council would support this.
- 3.90 The Council is committed to the comprehensive and coordinated delivery of this key site. Continuous dialogue will take place with landowners, infrastructure providers, other stakeholders and local communities in order to achieve a comprehensive, sustainable and deliverable development. In order to achieve a comprehensive development of this strategic site the Council will use all powers available to it to facilitate this objective, including Compulsory Purchase.

# Dunsbury Park

- 3.91 This policy would update and replace Policy CS18 (3) of the Core Strategy which identifies land at Dunsbury Hill Farm as a key strategic employment site. Since its allocation, the site has become known as Dunsbury Park.

## The Site

- 3.92 Dunsbury Park is identified as a business gateway of local and sub-regional importance located between Havant and Waterlooville, accessible from the A3(M). This strategic employment site will deliver a large number of high quality jobs in close proximity to Leigh Park. The high quality business and industrial park will be delivered in two phases, with a third area of opportunity to the north of Park Lane. The first two phases of the site have the potential to provide a total of 72,000 sqm of high quality industrial and employment floorspace.
- 3.93 Outline consent (reference APP/12/00338) was granted in February 2014 for 61,779 sqm of employment floorspace, plus a hotel with conference facilities comprising 5,574 sqm on Phases 1 and 2 of the site. It is now anticipated the floorspace permitted by the outline consent can now entirely be provided in Phase 1 (see table 2). Land to the east of Park Lane, otherwise known as Phase 2 has an identified capacity of 10,000 sqm, which would be over and above the floorspace permitted by the outline consent. This is shown below.

Development Phase	Floorspace (sqm)
Phase 1 The amount of floorspace permitted by the outline consent (originally phases 1 & 2)	61,779
Phase 2 Additional capacity over and above the floorspace to be delivered over and above the outline consent	10,000
<b>Total</b>	<b>71,779</b>
*Phase 3 is identified as an opportunity area for future employment development.	
Table 2: employment floorspace by phase within Dunsbury Park. All figures are net.	

- 3.94 A further 6.55 hectares of land to the north has been identified as having the potential to provide further employment development. This will be known as Phase 3.
- 3.95 At this stage in the site delivery, the first phase of the FatFace distribution centre on plot 2 of Phase 1 (which contains 14,361 sqm of floorspace) is the only unit to have been delivered. The second phase of the FatFace distribution centre has the potential to deliver a further 3,676 sqm. Table 3 shows that when accounting for the Reserved Matters consent, there is a further 43,742 sqm remaining to be delivered from the original outline consent.

Phase	Completed Floorspace (sqm)	Committed Supply (sqm)	Future Supply (sqm)
<b>Phase 1</b>			
Completed floorspace Phase 1 of Fat Face distribution centre	14,361		
Outstanding floorspace to be completed Phase 2 of Fat Face distribution centre		3,676	

Phase	Completed Floorspace (sqm)	Committed Supply (sqm)	Future Supply (sqm)
Allocation Remaining floorspace from outline consent			43,742
<b>Phase 2</b>			
Allocation Additional capacity to outline consent			10,000
<b>Total</b>			<b>53,742</b>
Table 3: breakdown of employment supply for Dunsbury Park Phase 1			

- 3.96 It is understood the landowner (Portsmouth City Council) is in advanced discussions with a number of prospective occupiers with interest for the remaining phases of the site. Recent research undertaken by LSH10 indicates that the planning policy for the development of the site needs to be flexible and as market orientated as possible to appeal towards a wider range of businesses within and across B1, B2 and B8 uses to reflect the modern working practices.
- 3.97 The 2014 outline consent limited the proportion of B8 Storage and Distribution uses to no more than 20% of the total employment floorspace. The available evidence at the time indicated that B8 Storage and Distribution uses tend to generate less than half the job density of other employment floorspace (B1 office, light industry and research & development, and B2 general industry). This was subsequently varied in October 2015 by grant of a section 73 planning permission APP/15/00732 to allow a greater proportion of B8 floorspace across the site, followed by Reserved Matters permission for the FatFace distribution centre<sup>11</sup>.
- 3.98 The 2015 edition of the HCA Employment Densities Guide<sup>12</sup> confirms the increasing range of occupations in this sector mean that actual employment densities have raised in recent years. Indeed, the warehouse and distribution sector provides for an increasing range of employment opportunities at a range of skill levels including warehouse staff (including forklift drivers), drivers, admin, managerial, and other activities such as ICT support. Increased automation has however, resulted in a reduced need for production line staffing in the B2 manufacturing sector which has a moderating effect on overall employment densities.
- 3.99 In the UK, it is estimated that employment densities increased from one person for every 95 sqm of floorspace in 2006 to one person for every 77 sqm in 2010<sup>13</sup> and had risen again to 69 sqm in 2014. On this basis, and in the interests of appealing to a wide range of business sectors, it is considered that a more flexible approach to different employment sectors is justified with a trend towards the delivery of more modern distribution facilities. This is reflective of many commercial units now comprising elements of B1, B2 and B8 with businesses seeking to minimise costs.
- 3.100 The Council will continue to work with Portsmouth City Council to ensure that the site is appropriately phased and delivered in a comprehensive manner. This will mean taking a positive and pragmatic approach to the site delivery particularly given the variation of ground levels across the site. The specific operating requirements of prospective occupiers on the site mean there is a need for an extensive cut and fill exercise in order to accommodate the building heights required to

<sup>10</sup> LSH Business Needs, Site Assessments and Employment Land Study (May 2016)

<sup>11</sup> APP/15/01156 comprising construction of B8 warehouse and distribution building (18,037 sq m) to be constructed in 2 phases, with a maximum height not exceeding the 42 metre AOD contour.

<sup>12</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/484133/employment\\_density\\_guide\\_3rd\\_edition.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/484133/employment_density_guide_3rd_edition.pdf)

<sup>13</sup> Prologis Technical Insight – Distribution warehouses deliver more jobs (May 2015)

<https://www.prologis.co.uk/get-the-latest/distribution-warehouses-deliver-more-jobs>

facilitate modern day working practices, whilst still maintaining the natural environment and landscape features across the site.

3.101 With the delivery of the site to date, it is evident that the woodland setting and the natural landscaping within and around the site is fundamental to the success of the built environment and the public realm within the site and has informed both the Design Code and the development of the first development plot.

3.102 A site plan is available in Figure 12 which illustrates Phases 1 and 2 of the site's delivery. It also shows Phase 3 which is identified as an opportunity area for future employment development.

### **Site Constraints and Opportunities**

- This is a greenfield site
- The Hermitage Stream runs south- west of the site and the adjoining area is within Flood Zone 3
- There are a number of mature trees within and adjacent to the site
- High voltage power lines and a mains gas pipeline run through part of the site
- Part of the site overlies a former landfill site containing inert construction waste from the A3(M)
- Bechstein bats and dormice present on and adjacent to the site
- A SuDS Master Plan approach has previously been agreed with the Council
- Topography of the site requires an extensive cut and fill exercise to facilitate level development plots within the landscape.

## **KS6 | Dunsbury Park**

Development of about 53,742 sqm employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sqm together with supporting uses and infrastructure will be permitted where:

### **Phase 1**

Notwithstanding the approved parameters of the outline consent<sup>14</sup>, employment development of 43,742 sqm and a hotel and conference centre of 5,574 sqm on the remaining part of the Phase 1 will be permitted where:

- a. The hotel and conference facility provides suitable business accommodation closely related to the entrance to the site and the A3(M); and
- b. The access, layout and scale of the development plots are in accordance with the approved Dunsbury Park Design Code, parameters plans and reserved matters for Phase 1.

### **Phase 2**

Employment development of 10,000 sqm on Phase 2 of the site will be permitted where:

- c. The following assessments are submitted to support a planning application:
  - i. Landscape and Visual Impact Assessment
  - ii. Heritage Statement
  - iii. Ecological Assessment
  - iv. Contamination Risk Assessment
  - v. Geo-Technical Assessment
  - vi. Flood Risk Assessment
  - vii. Drainage Strategy
  - viii. Transport Assessment

<sup>14</sup> Of which 18,037 sqm is already committed by a Reserved Matters consent

ix. Travel Plan

- d. The site is phased in a comprehensive and appropriate manner having regard to the occupier demand and take up of Phase 1;
- e. A Landscape and Visual Impact Assessment is conducted which demonstrates that proposed building heights will not adversely impact the character of the woodland location or diminish the character of the woodland location or diminish the quality of wider landscape views; and
- f. An Environmental Impact Assessment (EIA) containing an assessment of likely significant effects is submitted in line with the EIA Regulations 2011 as amended.

**Phases 1 and 2**

Development that includes B8 storage and distribution operations will be permitted where either:

- g. The operations or use(s) will support an employment density of 70 sqm per person or less; or
- h. The development proposals will provide a range of employment opportunities with different skill levels which balance with the number of warehouse staff.
- i. In addition to the above, development on Phases 1 and 2 will be permitted where:
  - i. The design of new buildings, particularly their bulk and orientation respect and enhance the character of their woodland location
  - ii. The layout of the site will provide an accessible, safe and permeable environment which is fully integrated with its surroundings
  - iii. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18
  - iv. It retains an appropriate landscaping and ecological buffer between the development and Beech Wood
  - v. It retains and enhances the wetland habitat area along the Hermitage Stream Corridor
  - vi. It supports the delivery of the South East Hampshire Bus Rapid Transit connecting Waterlooville and Leigh Park
  - vii. It retains and enhances pedestrian and cycle access to Park Lane and other leisure routes
  - viii. It enhances green infrastructure links between Havant Thicket Reservoir and Dunsbury Park
  - ix. It provides for the appropriate long-term management and maintenance of landscape, open space, ecology and SuDS
  - x. A Travel Plan for each plot and/or phase is submitted to the satisfaction of the Local Planning Authority in line with the Framework Travel Plan
  - xi. An Employment and Skills Plan in line with the overall Employment and Skills Master Plan for the site.

Figure 12: Dunsbury Park



# Havant and South Downs College

3.103 This would be a new policy.

## Background

3.104 Havant Borough suffers from a skills gap. Havant is in the lowest 25% of local authority areas regarding education, skills and training. This hampers the choices available for the Borough's young people and can trap families in cycles of deprivation. As a result, there is a high level of unemployment compared with Hampshire as a whole<sup>15</sup>.

3.105 Generally half (49%) of the Borough's workforce commutes into the Borough. However for managers (58%), professionals (68%) and technical (63%) jobs, more than half of jobs are filled by people who live outside of the Borough. As a result, whilst the Borough's economy is healthy and prosperous, due to lower levels of education and skills available, this prosperity isn't able to reach everyone in the Borough. This also has an impact on the Borough's transport infrastructure due to the high number of commuters using the transport network to travel into Havant each day. As a result, improving the skill base within the Borough will improve prosperity whilst also relieving pressure on the Borough's transport infrastructure.

3.106 The Borough's two further education colleges, Havant and South Downs both have an excellent reputation and high levels of achievement attracting students from a wide catchment. The two colleges merged to become Havant & South Downs College (HSDC) in August 2017. Moving forward, the Council will support the newly created college to provide a range of high quality education and training to young people (aged 16 to 18) and adults across South East Hampshire and West Sussex.

3.107 Both of the existing campuses will be retained as follows:

- **Havant** - Academic campus offering a range of A-level courses.
- **South Downs** - professional, technical and vocational learning centre for 16-18 year olds and adults.

3.108 The campus locations offer an excellent starting point with good accessibility to a wide population. Havant campus in particular benefits from its proximity to Havant Railway and Bus Stations. Nonetheless, significant investment in the campuses will be required to meet students' expectations in a competitive marketplace and provide a 21st century learning environment.

3.109 Providing high quality education establishments can help to improve education, qualification and skill levels throughout Havant Borough and beyond. This has the potential to improve productivity, decrease unemployment and break the cycle of deprivation that can affect families.

## The Havant Campus

3.110 The campus at Havant currently extends to around 6.5 ha. The western side of the site is currently occupied by the main college buildings, sports hall and car park while the eastern side comprises sports facilities including Havant Hockey Club.

3.111 Parts of the site are underutilised and there are opportunities to redevelop and intensify the existing accommodation including:

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<sup>15</sup> In June 2017, unemployment in Havant was 4.3% compared to 3.5% for Hampshire as a whole (Nomis)



- The provision of a landmark or gateway feature on the south-eastern corner of the site due to its prominence adjacent to the Petersfield Road (B2149) and New Road roundabout
- Infill residential development which would enable further refurbishment and/or investment in the Havant and South Downs campuses

### **The South Downs campus**

- 3.112 The South Downs campus currently extends to about 5.5 ha. The site currently comprises the main college buildings and associated facilities and surface car parking areas. Gundymore Wood and Littlepark Wood (West) SINC designations lie to the north and north-west of the site. It is bounded by College Road to the west.
- 3.113 The 'East of College Road' mixed use allocation (Policy H42) wraps around the eastern and southern boundaries of the site. A play area and sports pitches lie opposite the north part of the campus on College Road. There are predominantly residential areas to the west and south-west respectively.
- 3.114 Following the relocation of 'A' level students from the South Downs to the Havant campus, there will be a surplus of space at the South Downs site. Around 2.65 ha of land in the northern part of the site will be retained in education use for the South Downs campus. However the southern part of the site, currently used as car parking and teaching facilities, will become surplus to requirements. The capital gain from this site can be used to fund refurbishment and remodelling of the remaining areas of the campuses. Policy H46 allocates the site for about 94 dwellings.

## **KS7 | Havant and South Downs College**

Development at both campuses of the Havant and South Downs College (HSDC) will be permitted where:

- a. The development will provide new teaching space and educational facilities;
- b. The scheme would provide support services and ancillary services which sustain the high quality learning environments;
- c. The design of new development and the spaces which connect them is innovative and stimulates the mind; and
- d. The development proposals include public art and a public realm which provokes thought and imagination and is accessible to all in society.
- e. A Heritage Statement is submitted to support an application and any matters arising are addressed as appropriate.

### **The Havant Campus**

- f. Development which supports the role of the site as a Academic campus will be permitted where:
  - i. The development maximises the accessibility of the site to public transport
  - ii. The scheme includes the provision of a landmark or gateway feature within the south-east of the site, given its prominent location within the town.
  - iii. The college works with the Council to explore residential infill opportunities

### **The South Downs site**

- g. Development which supports the role of the site as a Further Education Learning Centre will be permitted where:
  - i. It can be shown the remodelling and refurbishment of existing facilities and associated

- parking can be provided within the reduced campus site area;
- ii. The development of the adjacent housing allocation (Policy H46) is not prejudiced in line with Policy E6.
- iii. The design and layout of the site does not impact on the adjacent SINC designations to the north and north-east of the site in line with Policy E15.

Figure 13a: Havant College

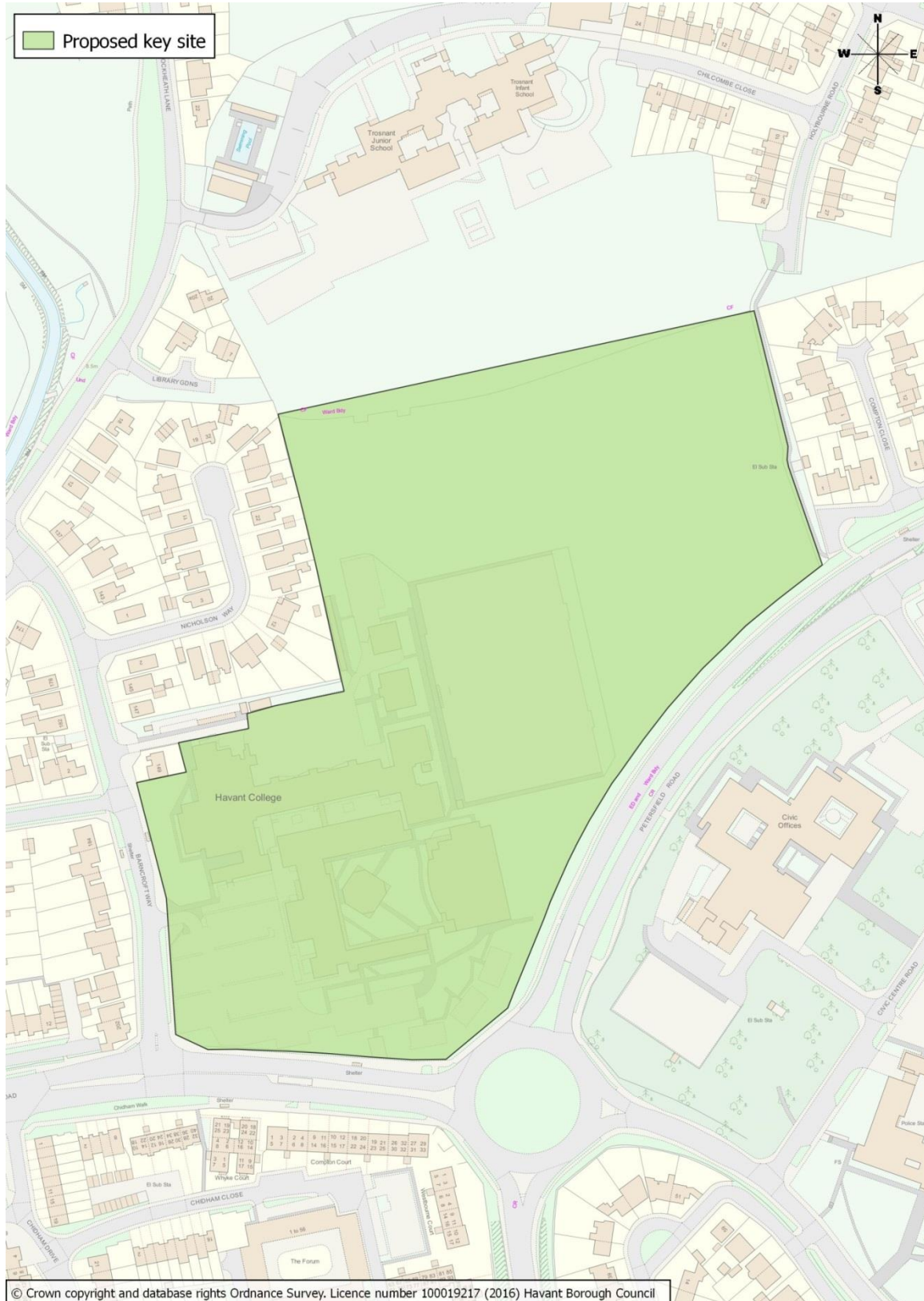


Figure 13b: South Downs College



# Havant Thicket Reservoir

3.115 This policy would update Policy CS18(2) (Havant Thicket Reservoir) of the Core Strategy. It would also replace Policy AL6 of the Allocations Plan which identifies the proposed pipeline route and associated buffer zone to serve Havant Thicket Reservoir.

## **The Site**

3.116 Havant Thicket Reservoir is a proposed winter water storage facility on the border of Havant Borough and East Hampshire District. It would be a key piece of infrastructure required to meet the demand for increased water supply in the south-east in the future. The reservoir and adjacent greenspace will also have major leisure and recreation potential which complements Staunton Country Park with significant benefits for health and wellbeing.

3.117 Approximately half the site lies within East Hampshire District. East Hampshire District Council has designated the site in their Local Plan Part 1 (Joint Core Strategy) and Policy CP26 Water Resources/Water Quality safeguards it from development.

3.118 The site is located close to the Dunsbury Park (See KS6). The new reservoir will provide an excellent natural environment and leisure opportunities, increasing the attractiveness of Dunsbury Park.

3.119 In order to serve the reservoir, a pipeline needs to be constructed from the Havant and Bedhampton Springs to the reservoir site. The pipeline route, shown on the Proposals Map, has been identified by Portsmouth Water Company (the infrastructure provider) in consultation with Havant Borough Council, Portsmouth City Council and Hampshire County Council. The company has sought to ensure that where practicable the proposed route will run through the open space alongside the Hermitage Stream. Every effort has been made to avoid the main roads through Bedhampton and Leigh Park, as well as private gardens and allotments. Only short sections of the trench will be excavated at any one time to help minimise local disruption.

3.120 The pipeline route includes a core buffer zone extending five metres either side of the pipeline. Development will not be permitted in this core buffer zone. An outer buffer of a further five metres either side of the core buffer has also been identified and Portsmouth Water will be consulted on any planning applications within this area. This is to make sure that new development allows the effective delivery of the pipeline route. Carefully planned development in this outer buffer is less likely to affect the delivery of the pipeline however applicants should still demonstrate that the developments can function together.

3.121 A slightly wider safeguarded zone (up to 25 metres wide) is identified on the pipeline route immediately north and south of Purbrook Way in order to accommodate underground chambers required in association with the use of the pipeline. The ground above the chambers would be reinstated to grass to restore the current public open space use on completion of the construction.

3.122 Two routes at the north end of High Lawn Way are shown as safeguarded for the pipeline. The preferred route will be determined at the planning application stage when more information is available, including an environmental impact assessment.

### Site Opportunities and Constraints

- An Environmental Impact Assessment (EIA) leading to the production of an Environmental Statement is required in line with Schedule 2 of the Town and Country Planning Act (Environmental Impact Assessment) Regulations 2017
- There are Sites of Importance for Nature Conservation (SINC) within or adjacent to the site
- The adjacent Sir George Staunton Conservation Area, including The Avenue and the registered park and garden of special historic interest (Grade II\* listed building)
- Areas of ancient semi-natural woodland and planted woodland
- Great Copse (in relation to routing of the pipeline).

### KS8 | Havant Thicket Reservoir

Planning permission will be granted at Havant Thicket for a winter storage reservoir comprising recreational provision including visitor centre where:

- a. The development is sustainable, fully maintained, cost-effective and delivers environmental and community benefits;
- b. The use of the reservoir complements existing recreational provision in the Borough and will become an attraction for local communities;
- c. The reservoir provides additional leisure opportunities which complement existing provision in the borough and helps attract more day visitors to Staunton Country Park;
- d. Any recreational provision is appropriate to the countryside location and does not include any motorised activities acknowledging the site's primary use as a reservoir;
- e. Green infrastructure links between the rest of Leigh Park and Dunsbury Park are enhanced;
- f. Construction traffic is minimised through Leigh Park, Rowlands Castle and other residential areas;
- g. Public vehicular traffic is restricted within the site and confined to the vicinity of the main access;
- h. Vehicular access is taken from a new junction on the B2149 outside the borough;
- i. The existing forestry track off the B2149 is enhanced to provide access to the reservoir perimeter;
- j. Recreation provision includes a network of paths for walking, cycling and horse-riding; and links with the Riders Lane and Hermitage Stream corridors are realised wherever possible. Footpaths and cycle paths should connect to existing public and permissive paths in the neighbouring area;
- k. Access and the surfacing of paths take account of the needs of all and provides seating;
- l. Natural and rural character is conserved in particular by:
  - i. Limiting impacts on biodiversity including the creation of additional habitats
  - ii. Compensating for the loss of, and effects on, sites of importance for nature conservation (SINCs), the listed park and conservation area
  - iii. Enhancing adjacent sites of importance for nature conservation
  - iv. Ensuring that the pipeline avoids Great Copse, which should be protected during construction
  - v. Integrating the reservoir and the new landscape with the historic landscape of the Sir

George Staunton Conservation Area and existing woodland  
vi. Minimising the loss of ancient woodland and trees

- m. The potential impacts on the Langstone and Chichester Harbours as well as the Hermitage Stream have been assessed under the appropriate regulations and any necessary avoidance and mitigation measures included in the scheme design;
- n. Opportunities for biodiversity enhancements associated with the reservoir and the Hermitage Stream are realised wherever possible;
- o. The risk of flooding during storm events has been fully assessed in a flood risk assessment and mitigation put in place to minimise all risks;
- p. The proposal realises the potential for renewable energy dependant on nature conservation and other site constraints; and
- q. Regeneration opportunities arising from the new pipe works between the reservoir and the water works enhance the habitats, recreation opportunities and cycle and pedestrian accessibility along the stream corridors.

Development proposals will not be permitted in the pipeline route buffer zone (as shown on the proposals map), where they could prevent the future delivery of the pipeline.

### **Delivery**

- 3.123 The proposal will be delivered through a Master Plan and a planning application submitted to both Havant Borough and East Hampshire District Councils. The application will be supported by a full range of documents including a code of construction practice to mitigate impacts.

### **Phasing**

- 3.124 The development of Havant Thicket Reservoir will be phased over a period of approximately ten years after the granting of planning permission to enable appropriate environmental mitigation and preparatory work to take place. An indicative phasing programme for the delivery of Havant Thicket Reservoir starting with the grant of planning permission is as follows:

- Initial environmental mitigation and early preparatory work - 2 years
- Site preparation - 3 years
- Main construction phase - 3 years
- Filling and commissioning - 2 to 3 years.

- 3.125 The reservoir and related infrastructure will be funded by Portsmouth Water. The whole package of benefits must be enhanced by partnership working with a range of organisations whose own funds can be focused on delivering a wide range of benefits for the wider community.

Figure 14a Havant Thicket Reservoir

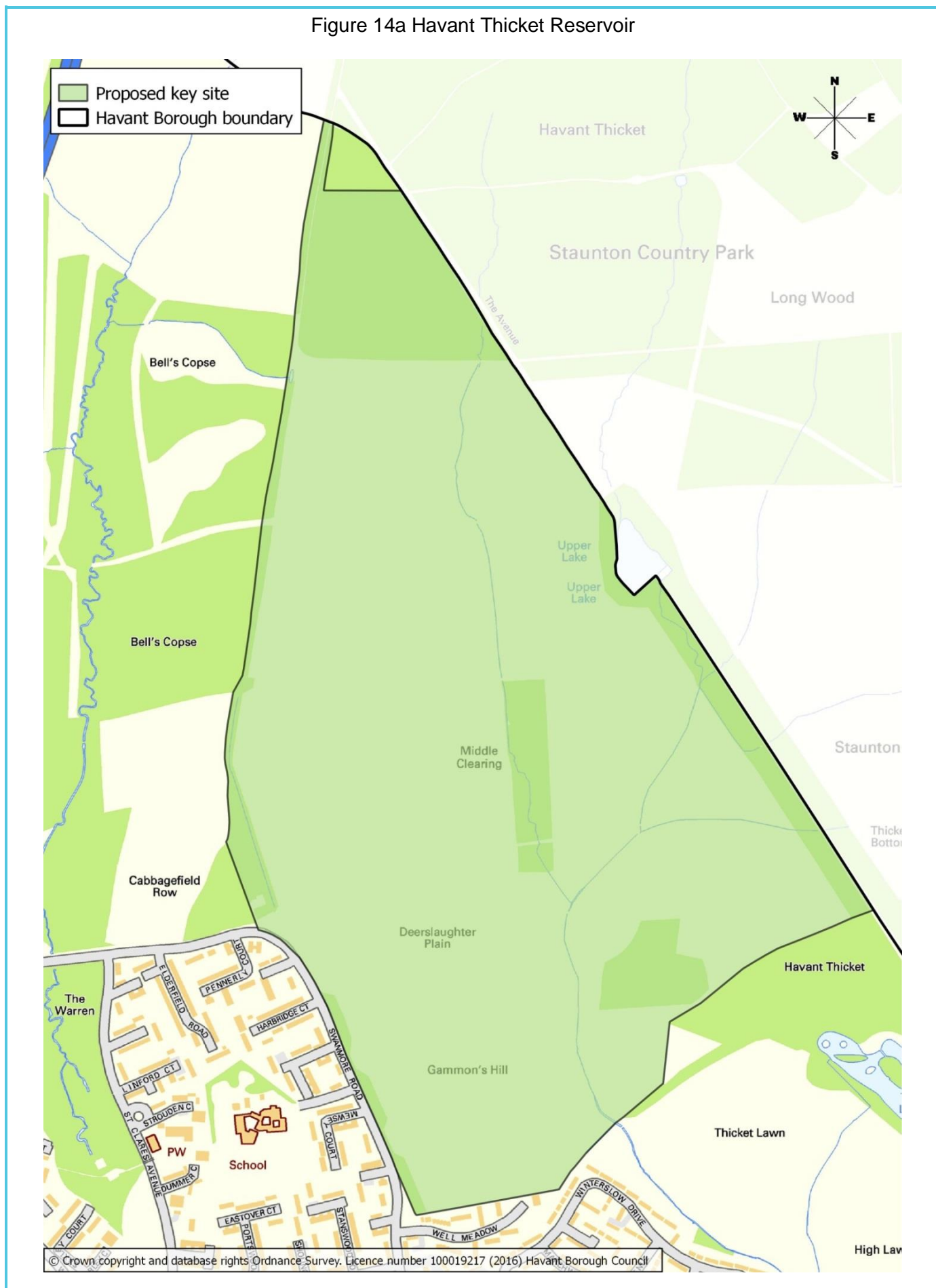
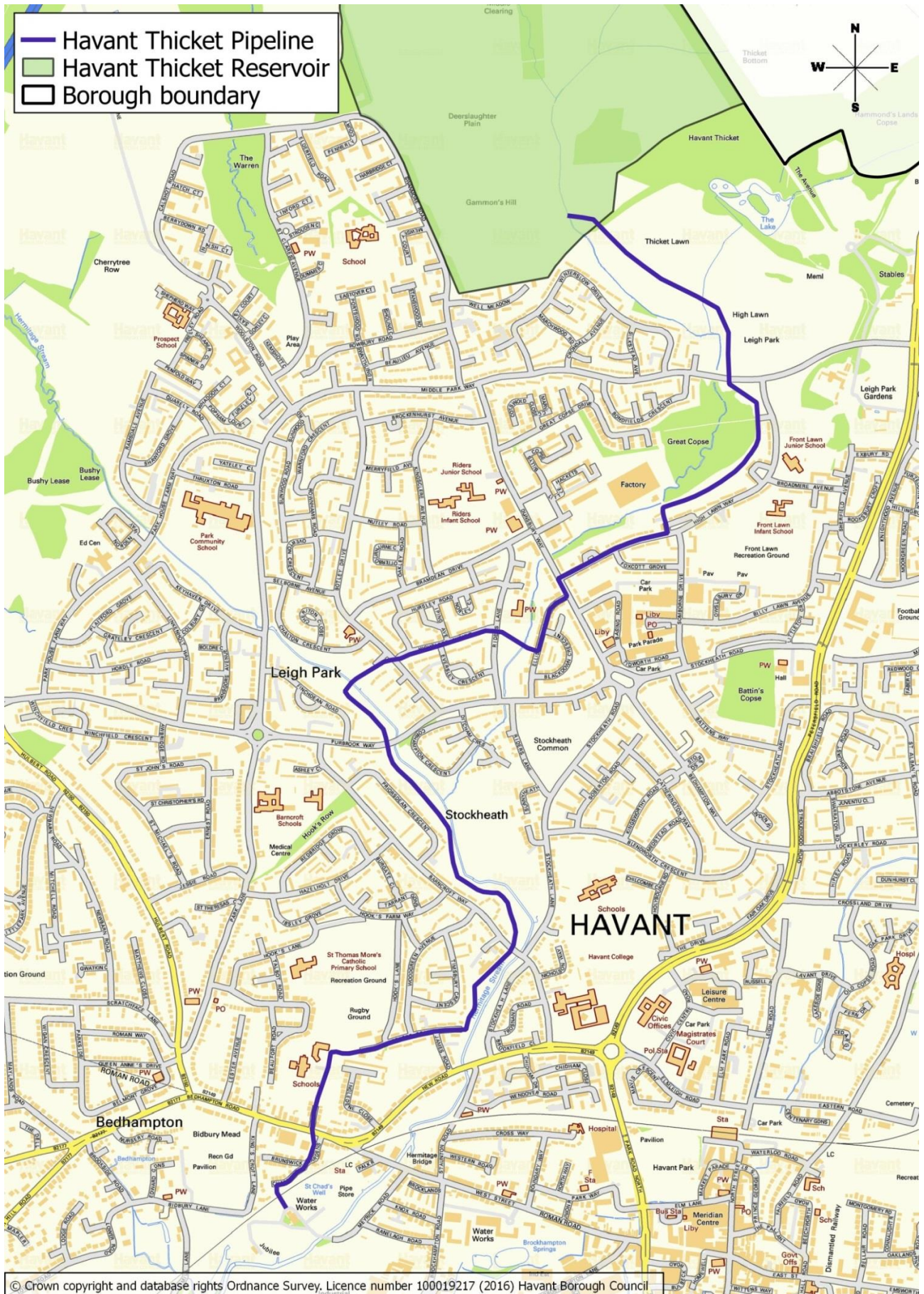




Figure 14b: Havant Thicket Pipeline



## Berewood and Wellington Park

3.126 This policy would update and replace Policy CS18(4) which identifies the land West of Waterlooville as a Major Development Area (MDA) for a sustainable urban extension. Parts of the MDA within the Havant administrative area are known as Berewood and Wellington Park. The policy has been substantially reviewed reflecting the fact the site has been granted planning permission and largely built out within the Borough's administrative area since the adoption of the Core Strategy. A number of phases remain to be delivered within Winchester District.

### The Site

3.127 The West of Waterlooville MDA is a sustainable urban extension of 3,000 new dwellings to the south-west of Waterlooville. It comprises two key developments at Berewood (Grainger Plc) and at Wellington Park formerly known as 'Old Park Farm' (Taylor Wimpey). It abuts Purbrook to the south and Brambles Farm in the north, straddling the boundary with Winchester District. The majority of the wider development is within Winchester District, but a small part of the Berewood and Wellington Park developments are within Havant Borough. Berewood also lies immediately to the east of Waterlooville Town Centre (Policy KS2) and will significantly increase the population in the vicinity of the town centre, offering a significant opportunity in the future.

3.128 The Council will continue to work in partnership with Winchester City Council, infrastructure and service providers and the local community to proactively and positively implement the delivery of the remaining phases of the Berewood and Wellington Park developments (the latter of which is within Winchester District) in a comprehensive, sustainable and timely manner.

3.129 The development should continue to be built out in accordance with the associated outline consents references APP/10/02862/OUT at Berewood (Grainger Plc) and 05/40000/000 at Wellington Park (Taylor Wimpey) and their subsequent reserved matters applications.

3.130 A site plan is available in Figure 15 which shows which parts of the site are in Winchester and Havant.

### KS9 | Berewood and Wellington Park

The development as a whole should deliver the agreed vision for the West of Waterlooville MDA which aims to create a sustainable urban extension to Waterlooville of 3,000 new dwellings to the south-west of Waterlooville, integrated with Waterlooville town centre, creating a fourth quadrant to the town.

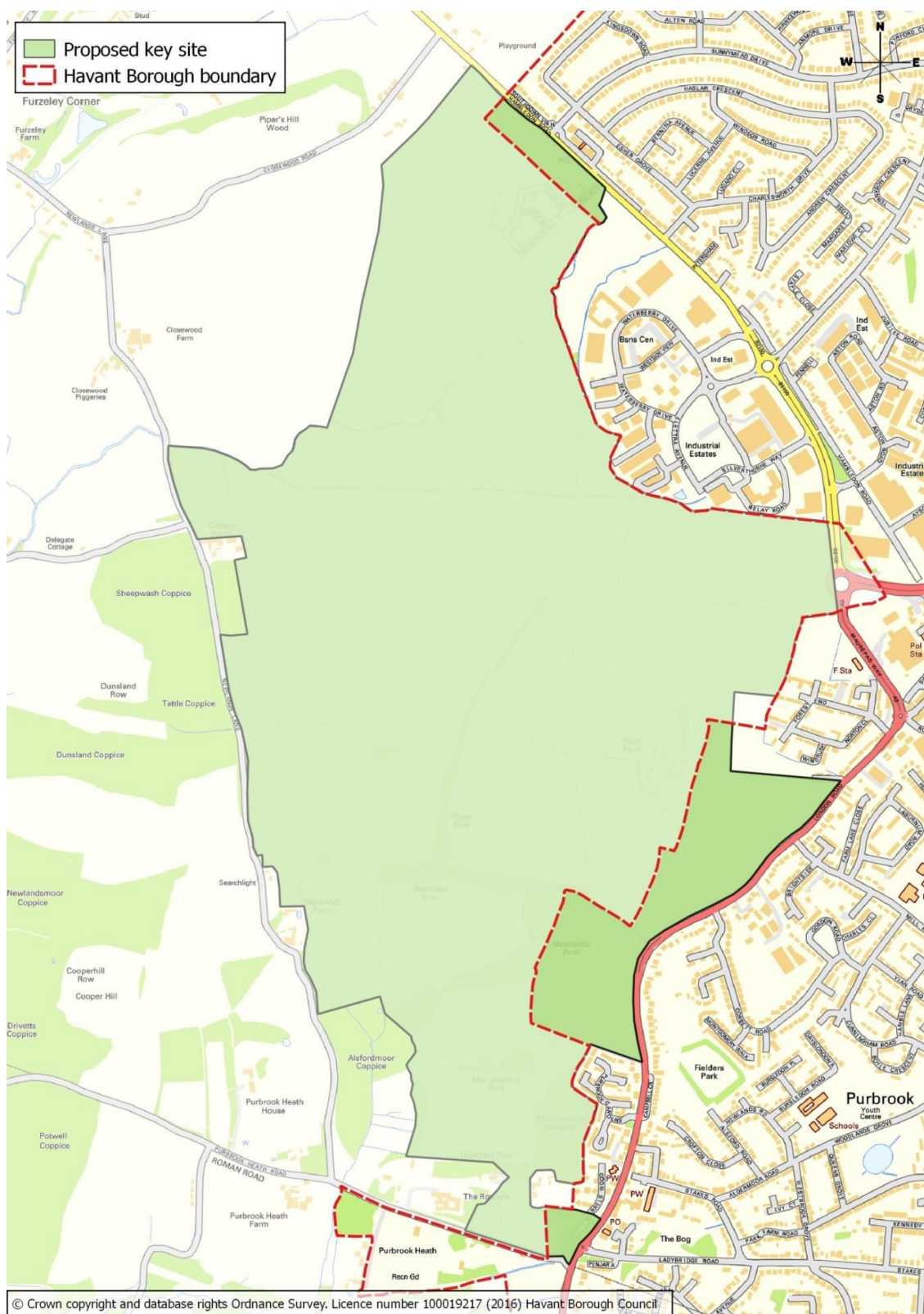
Any further development or quantum of dwellings above and beyond that already consented<sup>16</sup> will be permitted where:

- a. It is well integrated with Waterlooville town centre including measures to enable good pedestrian and cycle access across Maurepas Way;
- b. Any retail provision is subservient to Waterlooville town centre;
- c. It funds any off-site transport improvements necessary to reduce traffic generation and accommodate additional traffic likely to be generated by the development; and
- d. It appropriately mitigates any other cross boundary infrastructure impacts in so far that they are necessary to make the development acceptable in planning terms, are directly related to the

<sup>16</sup> References. APP/10/02862/OUT and 05/40000/000

development and are both fairly and reasonably related in scale and kind.

Figure 15: Berewood and Wellington Park



# Langstone Technology Park

3.131 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## **The Site**

3.132 IBM developed the site largely in its present form in the 1960s as its UK Headquarters. Since IBM departed from the site, it evolved into a technology park offering flexible space for offices, innovative manufacturing research and development. The site comprises 45,000 sqm of built space, occupied by over forty enterprises employing nearly 4,000 people. The Park enjoys 1,500 surface car parking spaces. The Park now benefits from adjacent development of a hotel and restaurant (references APP/14/01300 (hotel) and APP/12/00467 (restaurant)).

3.133 The Park is currently the largest concentration of commercial floor-space in the Borough. It is one of the key nodes in Havant's economy and its further growth would boost the Borough's prosperity through provision of new business employment.

3.134 Historically achieving an occupancy exceeding 90%, recent changes in the rapidly evolving digital technology market present new opportunities for novel technology development from emerging enterprise. Other enterprising development in the area includes Dunsbury Park at junction 3 of the A3M, and nearby but outside the Borough, Lakeside Business Park and the Daedalus Enterprise Zone.

3.135 The site would benefit from sustainable improvement of its supporting infrastructure to better connect it to Havant Town Centre and its public transport hubs.

3.136 The site presents opportunities for development through refurbishment and redevelopment of the existing buildings, and rationalisation and consolidation of the existing car parking provision, to free surface parking areas for development.

3.137 The site would benefit from the creation of twenty-first century commercial floor-space in order to attract emerging tenancy opportunities and associated uses. Incubator units could be provided in order to offer accommodation for new and expanding businesses. Offices and industrial sites for digital technology firms which take advantage of the rise of 4IR (the Fourth Industrial Revolution), together with education accommodation and training facilities would also be suitable. Such development could transform the education and employment offer available and promote the Park as the premier location for 4IR economic development on the south coast.

3.138 It is critically important that development of the site creates a digital technology related complex containing all of the necessary services and facilities needed to drive its continuing success. Given the proximity to Havant Town Centre, development of the Park has the potential to substantially improve the vitality of the town centre. However, improvements in the links through the town centre and Havant railway and bus stations would be needed. The Council is preparing a Paramics Microsimulation model of the A3023 corridor and this will be used to model impact of any new development on the highway network, and specify necessary infrastructure improvements.

3.139 The Council is committed to the continued success of the Park and considers that further development is necessary to achieve this. Nonetheless, the site also faces challenges in terms of on-site and off-site infrastructure which need to be fully considered. The Council will work

collaboratively with owners and managers of the site, their tenants and local communities to facilitate needed further investment and development of the site.

- 3.140 The Council is working with the landowners on a comprehensive Master Plan for the future of the Park. This will be subject to targeted consultation in late spring 2018 to discuss with stakeholders the steps to be taken to make sure that the Park continues to be successful into the future. The results of this consultation will inform an allocation policy in the pre-submission draft of the Havant Borough Local Plan 2036.

#### **KS10 | Langstone Technology Park**

Langstone Technology Park is allocated for further development of employment floorspace together with supporting uses and infrastructure to create and maintain it as a dynamic and successful business complex. Complementary uses such as educational facilities fit for the needs of the emerging 4IR digital technology would also be supported.

Detail regarding the amount of employment floorspace and other development proposals will be subject to further consultation in late Spring 2018.

Figure 16: Langstone Technology Park



# 4 | Infrastructure

## Effective Provision of Infrastructure

4.1 This policy would update and replace policies CS19 and CS21 in the Core Strategy.

### **Why this policy is needed**

4.2 Key to ensuring that the Local Plan's proposals for development constitute sustainable development is the timely provision of infrastructure to support the amount of development proposed in various locations across the Borough. Positively planning through a Local Plan is the best way to avoid infrastructure not being over-burdened by new development, in particular housing and the demands made by additional populations and their activities. It is also necessary to make sure that the quality of life of existing and new communities is maintained and that development does not have a detrimental impact upon amenity, safety or the environment.

4.3 Other policies within the plan, together with the strategies of service providers, seek to deliver efficiencies in the use of infrastructure and reduce demand by promoting behavioural change. However new and improved infrastructure will also be needed alongside development as some infrastructure within the Borough is at or near capacity or in need of upgrading to support additional use.

4.4 Some infrastructure provision is made by the infrastructure providers themselves by aligning their strategies and investment plans with planned growth and development. Other infrastructure may be delivered via contributions from developers through the planning system or by the developers directly.

4.5 The introduction of the Community Infrastructure Levy (CIL), where developers pay a charge towards the costs of infrastructure provision according to the type and scale of development, has changed the extent to which developer contributions can be sought. Limits are effectively placed on planning obligations and highway agreements through tests imposed by the CIL regulations. However there remains a need to ensure that new development contributes to the provision of infrastructure to cover the direct additional burden that the new development makes on both local and strategic infrastructure within the Borough.

### **IN1 | Effective provision of Infrastructure**

Planning permission will be granted for development that:

- a. Meets on-site and/or off-site infrastructure requirements. Where appropriate and justified the Council will seek on-site provision or financial contributions to ensure the timely on-site or off-site delivery of the following types of infrastructure:
  - i. Education - early years, schools (primary and secondary)
  - ii. Emergency planning
  - iii. Green & Blue Infrastructure - flood risk management (including coast), ecology (SPA mitigation), green routes (including public rights of way), open space, sustainable drainage systems.
  - iv. Health - Primary Care (GPs and health centres)
  - v. Social infrastructure - community centres and leisure (including built sports facilities)
  - vi. Transport - roads (local and strategic network including A3023 mitigation), rail, buses, cycling, walking, ferry.

- vii. Utilities - electricity, gas, telecommunications (including broadband), waste and recycling, water supply, waste water and sewage disposal.
- b. Makes the most effective use of existing and proposed infrastructure, including opportunities for co-location and/or multifunctional use of facilities;
- c. Where new or improved infrastructure is essential for planning permission to be granted the Council will require the on-site or off-site provision and/or contributions through planning obligations or highway agreements in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on the infrastructure network;
- d. Where development is proposed on an unallocated site of more than five new homes (net), this is accompanied by a Site Specific Infrastructure Delivery Statement;
- e. Provides a programme of delivery which has been agreed with the relevant infrastructure provider before development begins that coordinates both financial and physical contributions from the development with other investment streams;
- f. Has considered the whole life cost of infrastructure provision and ensured mechanisms are in place for future maintenance/care;
- g. Does not threaten the use or future management or maintenance of the existing infrastructure network or result in the loss of facilities, except where it is part of a service provider's plans to provide improved local services in equally accessible locations; and
- h. Improves the Borough's digital infrastructure through the provision of the fastest digital communication technology available, including in public spaces and buildings.

Where on-site provision or financial contributions are made, arrangements for the ongoing maintenance of facilities will be required in line with Policy IN4.

### How the policy works

- 4.6 The types of infrastructure - facilities, installations and services - needed to ensure that the development being planned can be delivered and support the new and expanding communities include:
- a. Transport and highways
  - b. Emergency services and emergency planning
  - c. flood defences and protection measures
  - d. schools and other educational facilities
  - e. health, medical and social care facilities
  - f. sporting and recreational facilities
  - g. open spaces
  - h. telecommunications equipment, particularly the fastest broadband available
  - i. utilities - electricity power lines, high pressure gas mains, water supply, sewers and treatment works
  - j. social facilities including community buildings, libraries and cemeteries
- 4.7 During preparation of the Draft Local Plan the Council has been working closely with infrastructure and service providers to understand the impacts of development on the Borough's infrastructure, to identify what is needed to mitigate the impacts and when. This is set out in a separate Infrastructure Delivery Plan which lists the categories and types of infrastructure. It considers current provision,



the extent to which there is capacity to cope with the demands of additional development, and where further infrastructure is necessary, how it may be provided and by whom. A Summary Draft Infrastructure Schedule setting out the main requirements is included in this plan at Appendix 4.

- 4.8 Infrastructure may be contained within the development site, cross the development boundaries or even the borough boundary. The provision of more strategic infrastructure can involve coordination across a range of partners. Where development is strategic in nature it may require contributions or grant funding from a variety of sources due to the scale and cost. The Council will therefore continue to work with the other Partnership for Urban South Hampshire authorities and the Solent Local Enterprise Partnership to access funding opportunities through central Government bids and offers and seek to attract external sources of funding to support infrastructure delivery.
- 4.9 Provision may be made through totally new infrastructure or by extension or enhancement of existing infrastructure to improve its quality and capacity to cope with the additional loads and demands which will be placed on it by the proposed development.
- 4.10 The nature, scale and phasing of any infrastructure will be commensurate with the scale and form of the development and its potential impact upon the surrounding area. A programme of delivery for improved or new infrastructure needs to be agreed with the relevant infrastructure provided prior to the commencement of development.
- 4.11 Where justified, development will be required to provide or contribute towards delivering the key infrastructure requirements for the Borough:
- i. Providing transport infrastructure is of particular importance given existing issues on the transport network including the unique situation of Hayling Island with a single access to the mainland via the A3023 and Langstone Bridge. Strategic and local transport matters are crucial to the Borough's economic development. Investing in walking, cycling and public transport (e.g. bus corridor enhancements and additional cycleway and footpath links) is vital in achieving modal shift and managing local congestion. Nonetheless, it is also acknowledged that highway improvements will be required as well in order for development to take place.
  - ii. New and expanded schools are planned in conjunction with Hampshire County Council, in liaison with the individual schools.
  - iii. A need is identified for a new combined fire, police and ambulance station, close to the strategic road network through the identification of a site, and working with the emergency services.
  - iv. Additional provision for GPs is needed in the Emsworth area to support the growing population of existing wards as well as the Denvilles-Emsworth Strategic Site. This will be achieved through working with the South Eastern Hampshire NHS Clinical Commissioning Group and the local GP Practices. The role of the Havant Area Large Health Hub is likely to consolidate facilities at the Oak Park Community Clinic along with redevelopment opportunities through the Leigh Park Centre Community and Wellbeing Hub Regeneration Project and at the Civic Campus.
  - v. A new community centre is planned for the Denvilles-Emsworth Strategic Site.
  - vi. Projected population growth is expected to increase demand for some indoor sports that cannot be met through existing facilities. This includes a swimming pool to accommodate additional lanes, provision of fitness stations and for indoor bowls.
  - vii. All new development needs to be served by fastest digital communication technology available.

- viii. Green infrastructure is essential in creating quality of place, underpins community health and wellbeing, and provides habitats for wildlife.
  - ix. Any other infrastructure identified in published Havant Borough Council Strategies
- 4.12 Havant Thicket Winter Storage Facility and the route of the pipeline continue to be protected through a policy allocation. It is a key infrastructure requirement to meet the demand for increased water supply in South Hampshire.
- 4.13 The Council will take a leading role in working with developers and infrastructure providers to deliver what is needed in a timely manner to support the development that is proposed.
- 4.14 Development which is proposed on allocated sites or windfall sites of less than five dwellings (net) has been considered in terms of its effect on the Borough's infrastructure networks through the Local Plan's preparation. However larger (5+) developments have not. As such, any application for a site of five or more new homes (net) must be accompanied by a comprehensive Infrastructure Delivery Statement. There is also an expectation that landowners and developers will undertake detailed technical analysis and modelling work, collaborating with infrastructure providers, stakeholders and local residents at an early stage to identify infrastructure capacity issues. Infrastructure Delivery Statements to be produced in collaboration with the Local Planning Authority.
- 4.15 Statutory undertakers and other service and infrastructure providers will be consulted on planning applications to confirm their requirements and detailed specifications for the provision of infrastructure. However developers are expected to engage with those bodies prior to the planning application stage to ensure that requirements and constraints that might otherwise delay implementation can be overcome.
- 4.16 Where developers are making provision for infrastructure themselves it is important to check that the appropriate technical requirements of the relevant authorities and statutory undertakers are met so that the infrastructure functions correctly. For example, sustainable drainage systems must meet design standards, and development should be planned to ensure that infrastructure providers (eg for broadband) do not need to dig their own trenches after a development has been completed.
- 4.17 The Council's Developer Contributions Guide identifies cases where contributions will be sought through Section 106 planning obligations and Section 278 highway agreements and explains the relationship with the Community Infrastructure Levy. The Developer Contributions Guide will be updated as necessary to take account of any revisions to the CIL Charging Schedule and Regulation 123 List.
- 4.18 The Council charges the Community Infrastructure Levy which will assist in delivering key infrastructure requirements. The Council will update its Charging Schedule, Regulation 123 List and Spending Protocol as appropriate to ensure that funds are directed to the right types of infrastructure provision at the right time.
- 4.19 The use of independent third party valuation expertise, at the developer's cost, may be required to find a negotiated solution to developer requirements.
- 4.20 Although Employment and Skills Plans are not necessary in order to make development acceptable in planning terms, they are a clear benefit of new development in raising skills and addressing local training needs. In building its relationships with the development industry, the Council will continue to encourage the development industry to provide Employment and Skills Plans on all new major development (50 new homes on residential schemes and 1,000 sqm for commercial schemes).

# Improving Transport Infrastructure

- 4.21 This policy will replace Policies CS20 (Transport and Access Strategy), AL5 (Cross-Borough Bus Rapid Transit) and DM11 (Planning for More Sustainable Travel) of the Core Strategy and the Site Allocations Plan.

**Please note:**

It has not been possible to complete the Transport Assessment (TA) or Hayling Island Highway and Transport Infrastructure Assessment in time to reflect their findings in the Draft Local Plan. In the pre-submission draft of the Local Plan, the 'Improving Transport Infrastructure' policy will set out the key schemes identified both through Hampshire County Council Strategic Planning and those identified in the full plan TA as being necessary to mitigate and support the development proposals in the Local Plan.

## Why this Policy is needed

- 4.22 The Local Plan has an important role to play in facilitating sustainable development, creating sustainable places and contributing to the shift to a low carbon economy<sup>17</sup>. This policy sets out how the Council will encourage sustainable modes and patterns of travel, and how it will work with its partners to deliver the transport infrastructure necessary to support the development proposed in this plan. There is a separate policy on how the Council expects developers to deal with transport and parking issues in their development proposals (Policy IN3: Transport and Parking in New Development).
- 4.23 Hampshire County Council (HCC) is the Local Highway Authority, and has responsibility for adopted roads<sup>18</sup> and, along with Solent Transport (see below), has the powers to develop and deliver transport schemes within the Borough. HCC produced the Local Transport Plan (LTP) 2011-2031 made up of a Long Term Strategy and Part B which looks at shorter term Implementation Plans.
- 4.24 The LTP promotes the concept of 'reduce, manage and invest', aiming to:
- Reduce the need to travel
  - Maximise the use of existing transport infrastructure and
  - Deliver targeted improvements.
- 4.25 Underneath the Transport Plan sits the Havant Borough Council Transport Statement, this translates the objectives of the Local Transport Plan into local priorities. HCC has also published a Walking Strategy and a Cycling Strategy articulating the county's vision for these modes<sup>19</sup>.
- 4.26 The Solent Transport partnership (formerly Transport for South Hampshire) represents Hampshire County Council, Portsmouth City Council, Southampton City Council and Isle of Wight Council, who work together to make sure everyone benefits from transport planning and solutions in the area. Improved transport connectivity is key to delivering the economic growth aspirations for the Solent area. The Transport Delivery Plan (TDP), which was published in 2013 by Solent Transport, identifies the prioritised transport schemes and interventions across national and local transport

<sup>17</sup> Department for Business, Energy & industrial Strategy, 2017: Clean Growth Strategy: [www.gov.uk/government/publications/clean-growth-strategy](http://www.gov.uk/government/publications/clean-growth-strategy)

<sup>18</sup> Motorways and Trunk Roads are the responsibility of Highways England

<sup>19</sup> Overview of HCC Transport Plans & Policies: [www.hants.gov.uk/transport/strategies/transportstrategies](http://www.hants.gov.uk/transport/strategies/transportstrategies)

networks needed to support growth until 2026. Since the TDP was published, significant transport investment has been secured for the Solent area<sup>20</sup>.

- 4.27 Havant Borough Council (as Local Planning Authority) and Hampshire County Council (as Local Highways Authority) together have a responsibility to consider the impact of development on the highway network. New development should not undermine highway safety or have a severe adverse effect on the highway network. To this end, one of the key pieces of evidence underpinning the Local Plan is a full plan Transport Assessment (TA). The TA models the transport impacts of the development proposed through the Local Plan and tests measures to mitigate severe negative impacts.

## IN2 | Improving Transport Infrastructure

The Council will work with its partners at Hampshire County Council, Highways England, neighbouring authorities, the Solent LEP, transport providers, developers and other stakeholders to facilitate the transport infrastructure that the Borough needs. Decision making on transport investment will be guided by the following principles, which implement Hampshire County Council's 'reduce, manage, invest' strategy.

Planning permission will be granted for proposals that:

- a. Improve accessibility to goods, services and employment for all and providing a transport system that promotes equality;
- b. Improve the range of sustainable, low carbon transport modes available, with a particular emphasis on non-motorised modes and public transport, especially high quality/frequency buses;
- c. Provide transport management measures to ensure the safe and efficient operation of the strategic and local road network;
- d. Prioritise transport improvements that support sustainable economic growth;
- e. Propose transport improvements in accordance with the Hampshire Local Transport Plan and any other relevant sub-regional transport strategy;
- f. Include mitigation schemes identified through the Local Plan Transport Assessment

Development proposals will not be permitted where they could prejudice the future provision of these transport improvements.

### How the policy will be implemented

- 4.28 The supporting text for the pre-submission Local Plan will explain how identified schemes will be delivered.

<sup>20</sup> Solent Transport: [www.solent-transport.com/transport-schemes](http://www.solent-transport.com/transport-schemes)

# Transport and Parking in New Development

4.29 This policy replaces Policies DM11 (Planning for More Sustainable Travel) and DM12 (Mitigating the Impacts of Travel) of the Core Strategy.

## **Why this Policy is needed**

4.30 There are many things designers of new development can do to ensure that new places are safe to get around, connect well to the surrounding area and encourage people to use sustainable modes of transport.

4.31 The Council and its partners are committed to investing in transport improvements to support the development proposed in this plan (see Policy IN2). Developers must play their part by designing their development for safe and easy movement by a variety of modes, and must mitigate any transport impacts on the road network beyond their site, which have been caused or been severely exacerbated by their development.

4.32 The Government is committed to accelerating the shift to low carbon transport, ending the sale of conventional petrol and diesel vehicles by 2040, and developing one of the best electric vehicle charging networks in the world, and investing to make cycling and walking the natural choice for shorter journeys. This shift can only take place at a national level, if it takes place locally. <sup>21</sup>

## **IN3 | Transport and Parking in New Development**

Development proposals will be permitted, provided that the site is designed so that:

- a. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe cumulative impacts on the transport network or the environment;
- b. Safe and suitable access to the site is provided for all people and modes of transport;
- c. Provision is made for the parking of cars, motor cycles and cycles in line with Council standards;
- d. On and/or off-site measures commensurate with the nature and scale of the scheme are provided, which promote travel by non-motorised modes and by public transport, including, where appropriate, provision for bus access with suitably located bus stops;
- e. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently;
- f. The streets and public and private parking areas contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials;
- g. The site layout encourages lower vehicle speeds, and promotes the safe and convenient movement of pedestrians and cyclists within the site;
- h. Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link

<sup>21</sup> Department for Business, Energy & Industrial Strategy, 2017: Clean Growth Strategy: [www.gov.uk/government/publications/clean-growth-strategy](http://www.gov.uk/government/publications/clean-growth-strategy)

with the wider network beyond the site;

- i. Any existing public rights of way are safeguarded and new routes provided where appropriate;
- j. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;
- k. Electric Vehicle charging infrastructure is provided for
  - i. each new residential unit with private off-street parking;
  - ii. an appropriate number of spaces in shared parking at residential and commercial development with the remainder providing infrastructure to allow easy installation of charging points in the future;
- l. A satisfactory Transport Statement or Transport Assessment is submitted in support of the planning application to evaluate transport impacts, and to demonstrate that proposed transport improvements will meet the needs of the development and mitigate adverse impacts;
- m. A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.

#### **How the policy will be implemented**

- 4.33 Developers are expected to consider carefully the traffic and transport implications of their development, both on the network surrounding the site, and within the site itself. The aim must be to facilitate easy, convenient and safe travel to and movement around the site for everyone, with a focus on minimising the need to travel by car.
- 4.34 Applicants should refer to Manual for Streets or other recognised guidance and standards, to ensure that their designs are fit for purpose.
- 4.35 Adequate provision must be made for the parking of cars, motorcycles and cycles so as to discourage informal parking within the site and an increase parking in the surrounding area; Compliance with this will be assessed against published parking standards for Havant Borough. These are set out in the Parking Supplementary Planning Document adopted in 2016.
- 4.36 It is important that streets, including footways, and public parking areas in new development are not only safe and fit for purpose in highway terms, but also deliver an attractive public realm which uses high quality materials and relates well to the buildings in the scheme. Street design, layout, materials and street furniture should make the public areas and streets safe and pleasant places to be and should encourage use by pedestrians and cyclists (see also the Design Policy E6).
- 4.37 Looking to the future, the demand for electric vehicle charging will grow, as electric vehicles begin to replace those powered by petrol and diesel. New development will last well into the era when electric vehicles are likely to be commonplace. To avoid the need for difficult and expensive retrofitting in the future, new developments should include electric vehicle charging infrastructure. This applies both to new homes and to commercial development as set out below.
- 4.38 An EV charging point will be expected for each new home with private off-street parking. In other developments, applicants should consider and justify the level of EV charging point provision proposed. As a minimum, in residential schemes with shared parking (such as flats) or commercial

development where users are likely to park for significant periods (such as workplaces and hotels), the Council expects a minimum of 10% of the spaces to provide charging points. For the remainder of the spaces, the Council expects as a minimum the provision of infrastructure to allow easy installation of charging points in the future. This entails the provision of cabling and ducting and sufficient electrical capacity for easy connection to the network.

- 4.39 In terms of the impacts of development on the wider transport network beyond the site, applicants are expected to demonstrate that their proposals would not have severe impacts on the network, either by themselves or cumulatively.
- 4.40 Applicants are required to submit a Transport Assessment or a Transport Statement to explore the potential transport impacts of their proposal. Transport Assessments are thorough assessments of the transport implications of development. Transport Statements are a 'lighter touch' evaluation, to be used where this would be more proportionate to the potential impact of the development (i.e. in the case of developments with anticipated limited transport impacts). Where the transport impacts of development are not significant, it may be that no Transport Assessment or Statement is required. Applicants should agree with the Council at the pre-application stage what evaluation is needed in each instance.
- 4.41 Transport Assessments and Transport Statements may propose mitigation measures where these are necessary to avoid unacceptable impacts. The Council will use this evidence to establish whether the residual transport impacts, taking into account the proposed mitigation, are likely to be "severe", which may be a reason for refusal, in accordance with the National Planning Policy Framework.
- 4.42 S106 agreements will be used to secure any necessary transport mitigation measures, alongside S278 agreements, which are used to facilitate necessary changes to the public highways, such as creating a new access for a site.
- 4.43 For allocated sites across the Borough, the Local Plan Transport Assessment may be a useful starting point for considering likely transport impacts. In addition, a Paramics Microsimulation model is being developed for Hayling Island to understand highway impacts in this part of the Borough in more detail. Applicants for developments on Hayling Island should use the Paramics model to assess the impact of their proposals on the highway network and model their proposed mitigation measures.
- 4.44 Where a Travel Plan is required, the results of any Transport Statement or Transport Assessment should also be used to inform the content of that plan. The primary purpose of a Travel Plan is to identify opportunities for delivering sustainable transport initiatives and for avoiding unnecessary travel, so as to reduce the demand for travel by less sustainable modes. Travel Plans can therefore play an effective role in taking forward those mitigation measures which relate to on-going occupation and operation of the development.

# Future Management and Management Plans

4.45 This is a new policy and does not replace any policies in the Core Strategy or Allocations Plan.

## Why this policy is needed

4.46 Increasingly 'Councils' and other public bodies do not adopt and maintain the 'common parts' of new development. This is due to the cost of maintaining more bespoke development solutions over time, in a period of less Government intervention and austerity. The result is that the responsibility for maintaining these 'common parts' effectively falls to individual householders through an annual/monthly service charge to a private management company. The governance of the arrangement is initially set up by the developers of the site and then through residents' trusts or similar.

4.47 Common parts can include, but are not limited to:

- Sustainable Drainage Systems
- Highways including roads, paths, parking areas and associated lighting
- Foul drainage systems and infrastructure
- Landscaping and trees
- Public and green open spaces

4.48 Whilst the responsibility for maintaining 'common parts' increasingly falls to householders effective future management of development sites is essential to make sure they remain high quality places to live into the future and retain the values for the householders. Havant Borough Council are determined that the shift to private management companies works for place shaping, residents and visitors. Policy IN4 therefore sets out the preferred approach to achieve this.

## IN4 | Future Management and Management Plans

When granting planning permission for development that includes new 'common parts' a legal agreement will be required that will provide for their sustainable management and maintenance through either:

- a. Design and construction in full compliance of an adopting authority's standards, together with the provision of an in perpetuity maintenance payment to be agreed with the adopting authority; or
- b. Where any element of the common parts is not being adopted then management and maintenance of the common part must be provided for in perpetuity in a legal agreement. The legal agreement will secure provision for the establishment of a Management Company that is governed by the residents and/or owners of the properties.

Full details of the initial managing arrangement must be provided to the satisfaction of the local planning authority, together with confirmation that all residents are provided with a pack on purchase of their responsibilities including the costs, in the future management of the 'common parts' of their surrounding area.

## How the policy works

4.49 Whilst traditionally 'Councils' have adopted common parts and it still happens in some cases and for some specific items, this is no longer the norm. In some ways there are benefits with the



responsibility moving from the Council in that residents have a direct say in their immediate environment and take ownership and responsibility. There is however, an additional cost to the householder and this may not always be understood by new homeowners. A requirement for a Management Plan is determined on a site specific basis and is dependent upon considerations such as the required infrastructure and permeability of the site for public access. Developers are encouraged to engage with the local planning authority at an early stage to discuss whether a Management Plan is required for the future sustainable management and maintenance of the common parts of the site.

4.50 A management plan must include as a minimum:

- Plan(s) of the development clearly showing each individual element of the common part which is being adopted or maintained
- A schedule of works clearly stating individual maintenance operations, the frequency of works/inspections as well as the time of year that works/inspections will be undertaken.

4.51 The Council can, at the request of the developer or applicant, provide a document which illustrates a 'good practice' structure for formation of management plans.

4.52 Management of ecological mitigation areas must ensure that the habitats for the proposed species are maintained, including ecological infrastructure features such as bat boxes, Brent Goose and wader refuges and hibernaculum.

4.53 Any transfer of common parts to a management company should be made through either a transfer of the freehold interest or the creation of a leasehold interest with a term of not less than 999 years.

4.54 In appointing a managing agent the Council encourages developers to appoint managing agents that are members of the Association of Residential Managing Agents. The developer must appoint a reputable management agency with the relevant qualifications, skills, experience and expertise in residential management. In the event that the Council is not satisfied by the proposed managing agent the Council will require the developer to submit details of alternative managing agents to be appointed to discharge the Management Plan.

# 5 | The Environment

## Health and Wellbeing

- 5.1 This policy would update and replace Policy CS1 (Health and Wellbeing) of the Core Strategy.
- 5.2 An analysis of how development will affect air quality across South Hampshire is currently under way. Any changes to this or other policies following the conclusion of this work will be incorporated into the pre-submission draft of the Local Plan.

### **Why this policy is needed**

- 5.3 The NPPF recognises that supporting healthy communities is fundamental to the social role of planning in delivering sustainable development. The link between planning and health has long been established. The Government has published an evidence resource for planning and designing healthier places<sup>22</sup>. The planning system can help promote public health through the provision of environments, facilities and initiatives which enable people to live a healthy lifestyle and take responsibility for their own wellbeing. The planning process can influence the provision of new and improved facilities and opportunities, to encourage healthy choices and active lifestyles, when creating new places and new development.
- 5.4 Addressing health inequalities and improving the health and well-being of the Borough's population, both physical and mental, are key priorities for Havant Borough and Hampshire County Councils. Health and wellbeing are influenced by a number of themes, including transport, open space, housing, employment, food and environmental quality.
- 5.5 Havant is one of the most deprived areas in Hampshire with the main focus areas of the Borough being Wecock, Haying Island Beachlands and Leigh Park. The strong association between deprivation and poor health is captured in the Index of Multiple Deprivation (IMD) that assesses deprivation across a range of indicators: education; skills and training; employment; crime and disorder; income; health, disability; living environment; and barriers to housing and services.
- 5.6 Partnership working within local government plays a key role in the effective delivery of health and well-being services and this links to making sure that the infrastructure of proposed development is fit for the future growing population and its needs. Havant Borough Council works closely with Hampshire County Council as public health authority, individual agencies and the voluntary sector to achieve shared outcomes and goals to benefit the health and wellbeing of the local community with local priorities including increasing physical activity, reducing obesity and improving mental health and well-being. The local Havant Health Profile 2017 shows that these areas of health are worse than the England average<sup>23</sup>.
- 5.7 Through the provision of accessible and appropriate facilities in well designed communities, opportunities for people to live healthier lives will be maximised. More importantly, people will remain healthier for longer if they are encouraged to take responsibility for their own health and wellbeing. But this can only be achieved if the right infrastructure is in the right place to enable people to make positive choices to shape their own health. Walkable neighbourhoods encourage people to walk and cycle more and drive less, and thereby produce less air pollution than those living in car dominated environments.

<sup>22</sup> For full details see <https://www.gov.uk/government/publications/spatial-planning-for-health-evidence-review>

<sup>23</sup> For full details see <http://fingertipsreports.phe.org.uk/health-profiles/2017/e07000090.pdf>

## E1 | Health and Wellbeing

Planning permission will be granted for development proposals which:

- a. Promote and facilitate an inclusive community through the maintenance or enhancement of the Borough's local built and natural environment to create a sense of place and community belonging;
- b. Promote and facilitate active and healthy lifestyles through good urban design and easy access to local services, facilities and our green and blue environment;
- c. Promote and facilitate informal play, social interaction and active travel (walking and cycling) through the design and layout of the development, provision of high quality footpaths, cycle paths, seating and signage;
- d. Maximise opportunities for increasing walking and cycling for all types of trips, creating and improving linkages within the Borough, particularly along stream corridors, along the coast and into the countryside;
- e. Provides new or enhanced public realm which promotes active travel, provides high quality surface treatments, landscaping, signage and street furniture including seating and is accessible to all;
- f. Retain open spaces, including children's play spaces, which are valued by local communities unless alternative provision is made available of equivalent or greater community benefit in terms of quality, quantity and accessibility in line with Policy E2. In particular it is important to protect and enhance the following strategic open spaces which serve as destination facilities:
  - i. Emsworth Recreation Ground
  - ii. Havant Park
  - iii. Hayling Park
  - iv. Hayling Beach
  - v. Staunton Country Park
  - vi. Waterlooville Recreation Ground (Jubilee Park)
  - vii. Purbrook Heath
- g. Create, where necessary, new open spaces in line with Policy E2 which are located within housing developments, that are safe and accessible for children to play (informal and formal), contribute to the Borough's green infrastructure, and provide opportunities for growing food and socialising.

### How the policy works

- 5.8 The health needs of the Borough can be split into two broad categories: the needs associated with public health and the needs associated with clinical health. The clinical health needs of the Borough are addressed separately through the Council's Infrastructure Delivery Plan and Policy IN1. Clinical health focuses on the provision of facilities and services including GPs, health centres, ambulance services and hospital provision. This policy, however, focuses on public health and how the planning system can help promote public health and enable people to live a healthy lifestyle.
- 5.9 Development should promote and facilitate active and healthy lifestyles through the pattern of development, good urban design and good access to local services and facilities. This is largely

through facilitating active travel which provides opportunities for reducing exposure to air quality pollution at the same time. Air quality, and specifically air pollution is considered by Policy E20.

- 5.10 Active travel (walking and cycling) should be prioritised over other modes of transport as it provides the greatest opportunity for people to be physically active in their day to day lives. The distance to facilities as well as a route's quality and security all influence how likely people are to choose to walk or cycle. Walking and cycling routes must be safe, well lit, overlooked and welcoming. Developments must be laid out to promote walkable communities and link up to existing pathways and cycle routes wherever possible.
- 5.11 Open space is vitally important for healthy communities. Access to good-quality open space promotes physical activity, positive mental wellbeing and healthy childhood development. The Borough's urbanised character means that open spaces are highly valued and represent a finite resource that should be protected and enhanced. The seven open spaces identified in Policy E1 represent strategic or 'destination' open spaces where people are likely to travel further in order to access them.
- 5.12 New open spaces should be provided alongside residential development of over 50 dwellings in line with Policy E2 (Green Infrastructure). Formal children's play space may not always be appropriate but spaces could include opportunities for informal play. This could include natural features such as earth mounds, trees or streams, or they may be artworks such as interactive sculptures or paint on the path's surface
- 5.13 Development should contribute to building healthy communities through the creation of an inclusive built and natural environment. Inclusive design means providing for all people regardless of age or ability. Healthy communities are ones which meet the needs of children and young people to develop, as well as being adaptable to the needs of an increasingly elderly population and those with dementia and other sensory or mobility impairments. The Council will work with Hampshire County Council as Public Health Authority to improve the design of the built environment for the elderly.
- 5.14 Health and wellbeing is not a standalone policy, it is influenced by a number of themes, including transport, open space, housing, employment and environmental quality. Therefore this policy should be read alongside all the other policies in this plan.

# Green Infrastructure

5.15 This policy would update and replace Policy CS13 (Green Infrastructure) of the Core Strategy.

## **Why this policy is needed**

5.16 The NPPF requires local planning authorities to plan positively for the creation, protection, enhancement and management of networks of biodiversity and green infrastructure.

5.17 Green infrastructure is essentially made up of the green and open spaces that are found everywhere: our back gardens, recreation grounds, paths and streams, allotments, parks, playing fields, woodlands and the countryside. Green and open spaces can bring a number of economic, social and environmental benefits including opportunities for social cohesion and biodiversity and the promotion of healthy living.

5.18 The idea of green infrastructure is that rather than seeing all these areas individually, they are seen as a network, not just locally but also at a subregional level. Looking at the strategic scale means that the multifunctional properties of green infrastructure are appreciated rather than just seeing the spaces as being either for recreation or as a habitat for example. Links are made that will add value to the individual areas so that they provide wider community benefits for education, improving health and wellbeing through opportunities for maintaining and creating a sense of place, sustainable transport routes, play, exercise and relaxation; wildlife habitats, flood management areas and local food production.

5.19 The PUSH Joint Committee approved an updated Green Infrastructure Strategy in March 2017, which identifies subregionally important green infrastructure projects. This policy sets out how the HBLP 2036 will secure, enhance and create green infrastructure as identified in the PUSH Green Infrastructure Strategy.

5.20 Open space has an important role to play in enhancing the quality of the environment in order that sustainable growth can be achieved creating a place where people want to live, visit and invest. The Borough's highly urbanised character means that open spaces are highly valued and represent a finite resource that should be protected and enhanced.

5.21 Play spaces are an integral part of the green infrastructure network, both as standalone sites as well as part of wider green spaces. Play is an essential part of every child's life and is vital for the enjoyment of childhood as well as social, emotional, intellectual and physical development. Therefore, it is important to create and maintain a range of high quality play spaces across the Borough and maximize the play value of sites wherever possible.

5.22 Please note that sports provision is dealt with separately in Policy E3 and health and well-being is dealt with separately in Policy E1.

## **E2 | Green Infrastructure**

The Council will protect, enhance and develop the Borough's green infrastructure network in the following ways:

### **Protect green infrastructure**

- a. Development on green infrastructure for alternative uses will only be permitted where either:
  - i. The redevelopment of a part of the site for recreation and/or community facilities would

- retain or enhance the value of the green infrastructure; or
- ii. The site cannot be used for an alternative form of open space for which there is an identified need; or
- iii. Alternative provision is made available of equivalent or greater community benefit in terms of quality, quantity and accessibility.

**Enhance green infrastructure**

- b. Development will be permitted that enhances green infrastructure by:
  - i. Improving the quality and multifunctionality of green infrastructure assets, particularly those identified as being low value;
  - ii. Improving linkages in the green infrastructure network wherever possible by improving accessibility to parks and gardens by walking and cycling and providing wildlife corridors; and
  - iii. Ensuring the highest play value of sites, whether they are designed specifically for play or whether they are shared open spaces for the whole community and not just children.

**Provide new green infrastructure**

Proposals for residential development of 50 dwellings or more will be permitted where on-site open space is provided to a standard of 1.5 ha per 1,000 population.

**Protecting and enhancing green infrastructure**

- 5.23 The Council will resist the loss of existing open space due to the important role open spaces have in a highly urbanised Borough. Development proposals that would result in a loss of the Borough’s open spaces as defined on the Proposals Map, will therefore normally be refused. However, development of part of an existing open space may be acceptable in order to provide a recreational or community facility needed by local residents. Such uses could include changing rooms or improvements to the play value of a site to encourage and enable greater use of the adjoining open space for recreation and informal sport. In such circumstances it will be important to ensure that proposals are in keeping with the character and function of the open space.
- 5.24 In exceptional circumstances, planning permission may be granted which would result in the loss of open space, provided that alternative provision of equal or better value can be created to serve the same community. Where it is proposed that compensatory provision will be provided locally, it should be of the same type that has been lost to development or be of the same or improved quality and quantity and address an identified need. This provision should take account of local requirements identified in the Open Space, Sport and Recreation Strategy.

**Provision of new green infrastructure**

- 5.25 New development places additional demands on the existing supply and quality of open spaces. It is important that new residential development (Use Class C3) meets the standards set out in Policy E2 in order to provide sufficient public open space provision for new residents.

Number of Bedrooms per Dwelling	Number of Persons per Dwelling
1 bedroom	1
2 bedrooms	2
3 bedrooms	2.5

Number of Bedrooms per Dwelling	Number of Persons per Dwelling
4 bedrooms or more	3

Table 4: Applying the Open Space Standard

- 5.26 New open space should be provided to a standard of 1.5 ha per 1,000 population. This equates to 15 sqm per person. To calculate the likely number of occupants for a development the figures in table 4 should be used.
- 5.27 The conversion in table 4 will be used to apply the open space standard to a proposed number of dwellings. In the case of outline applications where the final mix of dwellings is not known, a condition will be imposed to require the provision of open space in line with table 4 through subsequent reserved matters applications.
- 5.28 Where the proposal is for the redevelopment of an existing site which includes existing residential dwellings, the net increase in residents will be calculated so that only the additional pressure on open spaces as a result of the development is taken into consideration.
- 5.29 The need for public open space provision will normally be generated by residential schemes of all types including those for the elderly. The only exception will be for sheltered accommodation for the frail elderly (Use Class C2). Where it is not feasible to provide public open space on site, the Council will expect a financial contribution towards the improvement of nearby open space.
- 5.30 The new open space should be provided on-site, enhancing the quality and desirability of the development. It should generally be provided largely as one principal park providing a focal point for the development where possible. Opportunities for multi-functionality should be explored, for example it may be possible to combine open space with SuDS. Open space that is provided with the intention of being used exclusively by residents will not be an acceptable alternative to public open space provision.
- 5.31 In addition to green space, on-site open space provision could include an artificial surface specifically laid out for amenity or recreational purposes. On developments where the open space requirement exceeds 0.5ha, it is expected that an element of play space will be provided.
- 5.32 Developers should ensure that a high standard is achieved in the design, specification and layout of public open space. Good quality design ensures attractive, durable, functional and adaptable spaces. Well designed spaces are:
- **Welcoming** - entrances and signage draw people into the space
  - **Accessible** - there are no barriers to prevent access to pedestrians, cyclists and those with disabilities
  - **Safe** - designed to enhance
  - **Easy to navigate** - through routes are suitably positioned and routes within the site promote access to all areas
  - **Places to be active** - sport and physical activity are encouraged
  - **Places to relax** - shelter, shade and seating are available for people to enjoy being outdoors
  - **Well integrated** - well integrated into the environment
  - **Sustainable** - designed to minimise impact on the natural environment and adapt to climate change

5.33 It is also particularly important for the following to be considered and completed to a high standard of design and specification in order to provide benefits in the long term:

- Surface finishes
- Boundary treatments
- Horticultural features and associated landscaping
- Play equipment and informal play features
- Ball courts;
- Site furniture including seats, bins and signs; and
- Lighting.



# Sports and Recreation

5.34 This is a new policy and does not replace any policies in the Core Strategy or Allocations Plan.

## Why this policy is needed

5.35 The NPPF clearly recognises the role of sport and recreation as a fundamental part of sustainable development. It is acknowledged that access to high quality sport and recreation facilities can make an important contribution to the health and well-being of communities.

5.36 Sports and recreation facilities include indoor facilities such as swimming pools, sports halls, health and fitness facilities, indoor bowls, squash courts, martial arts dojos and gymnastics halls. Outdoor sports and recreation facilities include tennis courts, bowls, multi-use games areas, skate parks, sports pitches and playing fields. These lists are not exhaustive.

5.37 Sport is not only important for its role in improving the health and well-being of communities, it also has a wider role in creating sustainable communities. Benefits include:

- Regeneration
- Crime reduction
- Enhancing social and cultural well-being
- Creating and supporting economic growth
- Providing new opportunities for children and young people.

5.38 Protecting and enhancing sports facility provision is particularly important in Havant where local health priorities include reducing obesity and increasing physical activity<sup>24</sup>. Levels of obesity are significantly worse than the England average whilst activity rates are slightly below the England average.

5.39 Please note that green infrastructure is dealt with separately in Policy E2 and health and well-being is dealt with separately in Policy E1.

## E3 | Sports and Recreation

Planning permission will be granted for development that:

- a. Promotes healthy lifestyles and encourage physical activity by either:
  - i. Protecting existing sports facilities from loss as a result of redevelopment; or
  - ii. Enhancing existing sports and recreation facilities through improving their quality, accessibility and/or management.
- b. Provides new sports and recreation facilities that are fit for purpose, publicly available and that will meet the demands for participation now and in the future;
- c. In exceptional cases results in a net loss of sports and recreation facilities where:
  - i. It can be clearly demonstrated that the facility is surplus to requirements; and either
  - ii. Alternative provision is made available of equivalent or greater community benefit in terms of quality, quantity and accessibility; or
  - iii. The development is for sports and recreation or ancillary provision, the need for which clearly outweighs the loss.

<sup>24</sup> Havant Health Profile (2017) <http://fingertipsreports.phe.org.uk/health-profiles/2017/e07000090.pdf>

### **How the policy works**

- 5.40 The Council will resist the loss of sports and recreation facilities due to the important role they play in improving the health and well-being of communities. Development proposals that would result in the loss of such facilities will therefore not be supported.
- 5.41 Existing provision will be protected unless an assessment has demonstrated there is an excess of the provision and the specific buildings or land are surplus to requirements.
- 5.42 Where it is proposed that compensatory provision will be provided, it must be of the same type that has been lost to the development or be of the same or improved quality, quantity, accessibility and address an identified need. This provision should take account of local requirements set out in the Open Space, Sport and Recreation Strategy.
- 5.43 Proposals for new sports and recreation provision will be supported. Where new facilities are planned these must be fit for purpose to meet demands for participation now and in the future having regard to the Council's Open Space, Sport and Recreation Strategy. Future provision will also need to be more multi-purpose in nature reflecting changing participation trends and opportunities. It is also expected that facilities will be publicly accessible.
- 5.44 Opportunities to improve existing provision through quality access and management improvements supported by appropriate ancillary facilities will also be supported. It is recognised that a number of the Borough's facilities, particularly sports halls, are on education sites with no Community Use Agreements in place. Therefore, proposals that secure community access will be encouraged.
- 5.45 Community centres/halls and some informal places and spaces could in many cases be better utilised for sports hall activities. This would enhance provision at a more local level and thereby facilitate participation by those who are elderly, do not have access to a car, have young children, or have a disability. Proposals which enable these spaces to be better used for sports will be supported. Multifunctionality of spaces should also be considered in plans for new community centres/halls.

# Local Green Spaces

5.46 This policy would update and replace policy AL8 (Local Green Spaces) of the Allocations Plan.

## Why this policy is needed

5.47 The NPPF (para 76-78) allows local authorities to designate green space for special protection as a Local Green Space. A Local Green Space is a space that:

- Is in reasonably close proximity to the community it serves
- Is demonstrably special to the local community and holds a particular significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife
- Is local in character and is not an extensive tract of land.

5.48 Local Green Spaces in the Borough were originally nominated by the local community as part of a public consultation in December 2012. The methodology for designating these sites along with a full list of nominated sites is set out in the background document Local Green Spaces in Havant Borough (2013). These are shown in Figure 17. The proposals map will show these together with any new ones which are identified in the pre-submission plan following this consultation.

5.49 A review of the sites set out in Appendix 1 of the Local Green Spaces background document is being undertaken as part of the HBLP 2036 evidence base. Stakeholders' views are sought on whether the identified sites should continue to be designated as Local Green Spaces and whether new ones should be designated as part of the consultation on the draft Local Plan. All proposed Local Green Spaces are shown on the HBLP 2036 policies map.

5.50 Planning permission will only be granted for development proposals in very special circumstances. These exceptions are set out in the NPPF and include:

- Essential utility development
- The provision of appropriate facilities for outdoor sport and
- Recreation and appropriate extensions or alterations to existing buildings.

## E4 | Local Green Spaces

a. Planning Permission will be granted for development proposals that protect or enhance the Local Green Spaces, as listed below and shown on the policies map;

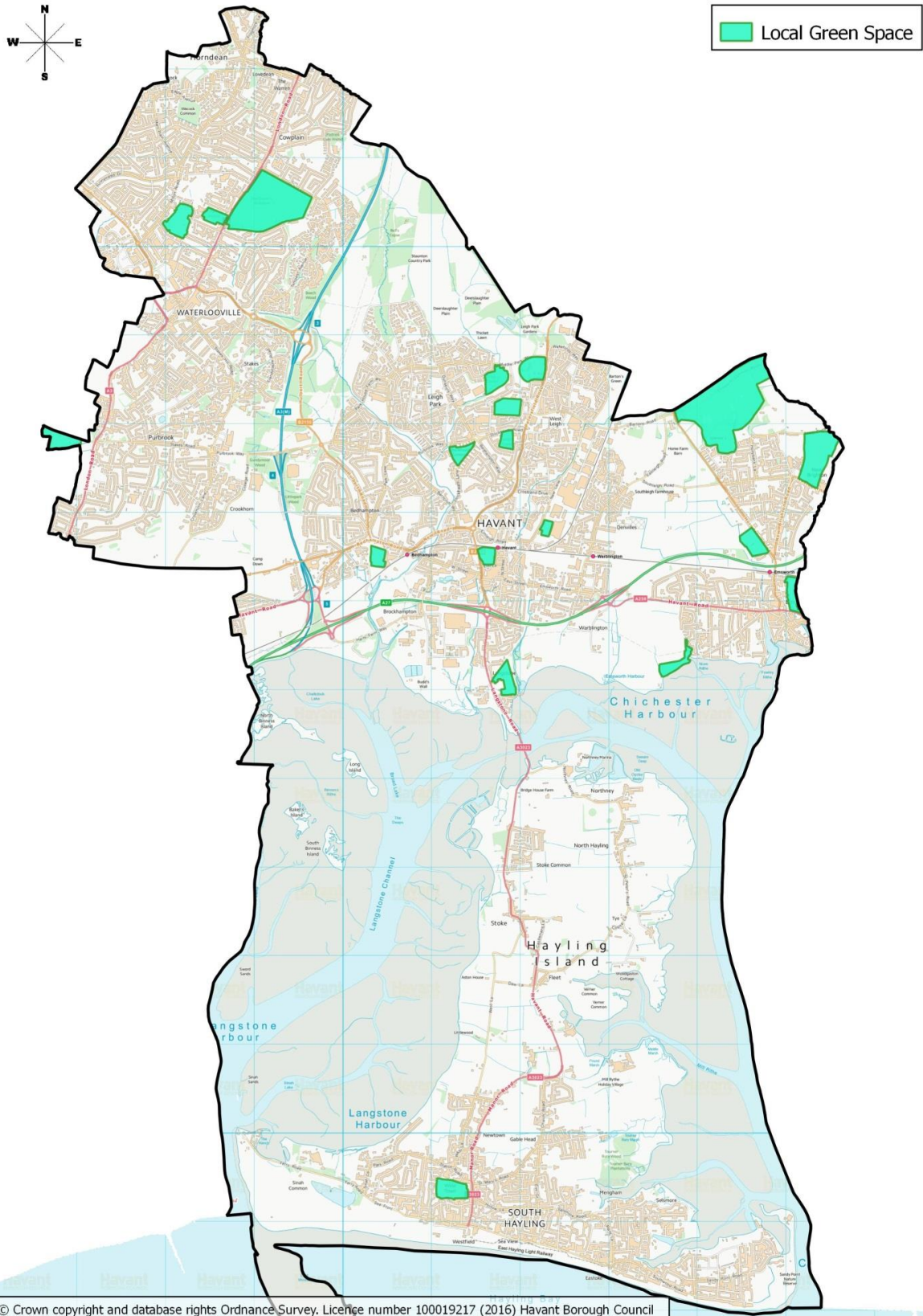
b. Development proposals that would be harmful to these Local Green Spaces will not be permitted other than in exceptional circumstances in line with the NPPF;

c. The Local Green Spaces in Havant Borough are:

- |                                       |                                      |
|---------------------------------------|--------------------------------------|
| i. Emsworth Recreation Ground         | xi. Front Lawn Recreation Ground     |
| ii. Brook Meadow Local Nature Reserve | xii. Battins Copse                   |
| iii. Nore Barn Woods                  | xiii. Great Copse                    |
| iv. Hollybank Woods                   | xiv. Stockheath Common               |
| v. Hampshire Farm Open Space          | xv. Staunton Country Park            |
| vi. Langstone Meadows                 | xvi. Park Wood                       |
| vii. Havant Park                      | xvii. Queen's Inclosure              |
| viii. Bidbury Mead                    | xviii. Purbrook Heath                |
| ix. Hayling Park                      | xix. Waterlooville Recreation Ground |

x. Stone's Allotments

Figure 17: Local Green Space



# Hermitage Stream

5.51 This policy would update and replace Policy AL7 (Hermitage Stream) of the Allocations Plan.

## **Why this policy is needed**

5.52 The Hermitage Stream has suffered in terms of environment and water quality from canalisation by concrete lining undertaken in the 1960s. The proposed restoration to a more natural environment also includes improving public access alongside the stream for recreational purposes. The section between Barncroft Way and Middle Park Way was naturalised in 2000 and a new footpath/cycleway from Middle Park Way to Park House Farm Way was implemented in 2016.

## **E5 | Hermitage Stream**

Planning permission will be granted for proposals that contribute to the improvement of the Hermitage Stream where:

- a. The development would preserve and enhance the landscape setting of the Hermitage stream;
- b. Access to the Hermitage Stream for maintenance and future improvements is retained;
- c. The ability to implement future restoration is not prevented; and
- d. The proposals include improvements to cycleways or footways both along the stream itself and links to the nearby rights of way network.

## **How the policy works**

5.53 The Hermitage Stream is close to a great deal of the built-up area of Leigh Park in particular. As such, there is the possibility that infill development and householder applications could have an impact on the setting of the stream.

5.54 The Environment Agency will be consulted on any development intended to restore the Hermitage Stream.

## High Quality Design

- 5.55 This policy would update and replace Policy CS16 (High Quality Design) in the Core Strategy and Policy DM21 (Shopfronts, Signs, Security Shutters and Advertisements) of the Allocations Plan. It also covers aspects of Policy CS8 (Community Safety) of the Core Strategy.

### **Why this policy is needed**

- 5.56 The NPPF makes clear 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. This policy sets out the Borough's place-making objectives in terms of delivering high quality design, enhancing connections between people and places and integrating new development with the Borough's high quality natural, built and historic environment.
- 5.57 The Borough has a diverse built environment, but in many cases it will be appropriate to forge new places particularly where areas suffer from neglect and lack of identity. The policy also sets out how the Council aims to create safe and accessible environments so that crime and disorder, and the fear of crime<sup>25</sup>, do not undermine the quality of life for the Borough's residents.
- 5.58 Havant and Waterlooville Town Centres and Hayling Island Seafront in particular lack identity and/or suffer from neglect and have poor connections to the surrounding areas. The Council therefore recognises the importance of good design as part of new development in order to forge new places, as well as responding to and enhancing its natural assets and more attractive built features.
- 5.59 Using Active Design principles<sup>26</sup> new development can encourage greater levels of daily physical activity in and around buildings and spaces, and promote healthy communities. Safe and convenient connections for walking and cycling within and around development can also help people to take responsibility for their own health and wellbeing. This policy indicates how appropriate supporting infrastructure can be integrated as part of new development to support physical activity and meet the needs of different users. Policy E7 (Health and Wellbeing) also sets out how new dwellings will be expected to contribute towards improved health and wellbeing of occupants.

### **E6 | High Quality Design**

Planning permission will be granted for development that:

- a. Is designed to a high standard, which helps to create places where people want to live, work, visit and enjoy;
- b. Demonstrates that account has been taken of local design statements, neighbourhood plans and the design elements of conservation area appraisals which identify local character and distinctiveness;
- c. Demonstrates that it:
  - i. Responds to, and draws inspiration from its local context and where appropriate, forge a new sense of place through design;
  - ii. Considers characteristics such as heights, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors;

<sup>25</sup> Department for Communities and Local Government (2017) Chief Planning Officer letter – security and planning

<sup>26</sup> Sport England (2015) Active Design. Planning for health and wellbeing through sport and physical activity  
<https://www.sportengland.org/media/3426/spe003-active-design-published-october-2015-email-2.pdf>

- iii. Identifies and positively responds to existing natural and built features including listed buildings, conservation areas and other heritage assets within or close to the development;
  - iv. Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability;
  - v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces;
  - vi. Avoids over-dominance and not cause unacceptable harm to the amenity of neighbours through overshadowing, massing, the loss of privacy, outlook, overlooking, and through odour, noise or disturbance; and
  - vii. Plans for adverts, signage, lighting and other security features to be fit for purpose, fully integrated with the design, and do not adversely affect the visual amenity of the street scene or the amenity of neighbours.
- d. In addition, all non-householder development which will create new floorspace is expected to:
- i. Ensure the layout is appropriate in density, scale, and appearance and sufficiently flexible to respond to changing uses, lifestyles and demography;
  - ii. A setting for any new buildings is provided which is in keeping with the surrounding area
  - iii. Reduce opportunities for crime and anti-social behaviour and contribute to the creation of safe and inclusive communities;
  - iv. Consider new technologies and construction methods as part of building design, taking into account sustainability and resource efficiency;
  - v. Integrate with existing local landscape features and characteristics of the area protecting and enhancing local wildlife, biodiversity and ecology;
  - vi. Be well connected to and integrate with the local area by linking to existing pedestrian and cycle routes and encourages people to use public transport where possible;
  - vii. Ensure that it does not undermine the development potential of adjacent sites;
  - viii. Maximise opportunities for mixed uses and the co-location of facilities, particularly in town and district centres in accordance with the design principles set out by Policies KS4 and KS5;
  - ix. Promote and encourage healthy lifestyles and neighbourhoods in line with Policy E1.
  - x. Incorporate safe, secure and convenient provision for cycle storage and refuse and recycling facilities which is integrated within the overall design in line with Policy IN3;
  - xi. Ensure safe and convenient access for all in the public realm, including the elderly, the disabled and less able; and
  - xii. Integrate and design affordable housing in a way that is indistinguishable from market housing.

### **How the policy works**

- 5.60 The criteria set out under section c of the Policy E6 apply to all types of development including (but not limited to) the following householder and other minor developments and external alterations to existing buildings:

- Extensions
- Garages, car ports, outbuildings, sheds and greenhouses
- Boundary walls, fences or gates
- Porches
- Satellite dishes/radio aerials
- Dormer windows or other alterations to the roof
- Conversions and changes of use
- Shopfronts
- Signage
- Lighting

- 5.61 The Council recognises it is important to ensure that new signs do not result in a cluttered appearance on an individual building or on the wider street scene. Signs must also be of an appropriate size and scale for the building and its surroundings. Security shutters and other features can also create significant visual intrusions in the street scene. It is important that proposals are fit-for-purpose and are fully integrated within the design.
- 5.62 Illumination, particularly in or adjacent to conservation areas, heritage assets and in or adjacent to or visible from Chichester Harbour AONB, can detract from the overall appearance of a building or area. Signage in or close to the AONB should also have regard to the Policy E11 and the Chichester Harbour AONB SPD (July 2017).
- 5.63 In addition to section c, the criteria set out under section d are relevant to developments which include the creation of one dwelling or more and any new commercial floorspace. It is recognised that the criteria in section d are a guide and development will not be expected to fulfil requirements which are not relevant to the scheme in question.
- 5.64 Constructive pre-application advice is a valuable tool in guiding and progressing development proposals, prior to their submission. The Council's procedure for pre-application advice is set out under the planning pre-application advice guidance note which can be found on the Council's web site. For major proposals, developers will also be expected to engage with Councillors, key stakeholders and the public on major proposals through the Council's Development Consultation Forums. Where appropriate, the local planning authority will also consult the Design Review Panel on development proposals.
- 5.65 At pre-application stage, consideration will be given to the site's opportunities and constraints in light of the policies in the Adopted Local Plan; identifying any aspects which may need to be resolved, and relevant material planning considerations and constraints. Advice will be provided on planning obligations and the appropriate documents which would need to be submitted.
- 5.66 The Borough Design Guide Supplementary Planning Document (SPD)<sup>27</sup> complements Policy E6 and provides detailed guidance to raise the standard of design across the Borough. The SPD sets out what developers are expected to deliver in terms of the design of new development, and how the distinctive character and qualities of the Borough could be enhanced through development. Designated Conservation Areas within the Borough also have Character Appraisals and Management Plans, which provide detailed information on these areas which should be given regard when proposing development in line with Policy E9 (Heritage).
- 5.67 The Council is supportive of new technologies and construction methods integrated as part of new development, including Passivhaus design principles in line with Policy E8 (Low Carbon Design). The sustainability and resource efficiency will be considered in the overall design and layout of schemes, including ensuring that where appropriate schemes maximise solar gain and minimise the need for energy heating.

<sup>27</sup> The Council intends to consult on a revised Design SPD alongside the Pre-Submission HBLP2036.



# High Quality New Homes

5.68 This policy would replace and update Policies CS16 (High Quality Design) and CS9 (Housing) of the Core Strategy.

## Why this policy is needed

- 5.69 The NPPF highlights that high quality design and a good standard of amenity should be sought through new development. This policy sets out the quality standards that new housing in the Borough are expected to achieve and how the needs of different groups will be met.
- 5.70 National policy also recognises that local planning authorities should create a high quality built environment and address barriers to improving health and wellbeing. This policy therefore builds on Policy E1 (Health and Wellbeing) to provide opportunities for people to live healthier lives. It requires new homes to have appropriate space for occupants to enable them to have a good quality of life and healthy lifestyle.

## E7 | High Quality New Homes

Planning permission will be granted for new homes that meet the following criteria:

- a. Sufficient private and/or communal outdoor amenity space is provided proportionate to the number of bedrooms;
- b. New homes are designed to meet appropriate internal space standards<sup>28</sup> in order to provide sufficient private and/or communal space for basic daily activities and needs;
- c. Developments of 10 houses or more (gross) meet enhanced accessibility and adaptability standards on 30% of the proposed dwellings across all tenure types to ensure that new homes are suitable for a wide range of occupants<sup>29</sup>; and
- d. Developments of 50 homes or more (gross) meet wheelchair accessibility standards<sup>30</sup> on 2% of the total proposed dwellings as part of the affordable housing provision.

## How the policy works

- 5.71 All new homes should benefit from outdoor amenity space of a sufficient size and quality. The updated Borough Design Guide Supplementary Planning Document (SPD)<sup>31</sup> will set out further guidance on the type and form of outdoor amenity space that should be provided alongside new homes. It should be designed to ensure there is no undue loss of privacy or overlooking of adjoining and neighbouring properties in line with Policy E6 (High Quality Design) and Policy E20 (Amenity and Pollution).
- 5.72 Building to appropriate space standards will ensure new homes provide sufficient space for basic daily activities and needs. The Council will therefore require all residential development to meet the nationally described space standard (or any subsequent Government standard) for bedrooms, storage, and internal areas, and associated technical requirements. The Council's starting point will be for all new homes, including housing conversions, to meet the appropriate space standards,

<sup>28</sup> Appropriate space standards are achieved by meeting the nationally described space standard, or any subsequent Government standard.

<sup>29</sup> Enhanced accessibility and adaptability standards are achieved by meeting M4(2) of the Building Regulations 2015, or any subsequent Government standard.

<sup>30</sup> M4(3) of the Building Regulations 2015, or any subsequent Government standard.

<sup>31</sup> The Council intends to consult on a revised Design SPD alongside the Pre-Submission HBLP2036.

unless it can be shown that the standards are not practicable. For example, an exception may be made where works needed to achieve the standards would adversely affect the significance of a heritage asset or would require impractical changes to a building earmarked for conversion.

- 5.73 The Council recognises that innovative housing solutions such as the emerging 'build for rent' sector have a role in addressing specific housing needs in the Borough. These types of housing models can involve the development of high density housing in town centre locations. To ensure good standard of living accommodation and to support the health and wellbeing of occupants, the same space standards will be required as mainstream housing. Where developers wish to deliver an alternative approach, this will need to be fully justified. Referring to, for example, good design practice and case studies, applicants must demonstrate how the proposed operating models can be successful in providing residents with a high quality of life.
- 5.74 Housing is for different groups including families, children, older people and disabled residents by offering functional and adaptable spaces. On major housing developments of 10 dwellings or more, 30% of new houses will be required to meet as a minimum Part M4(2) of the Building Regulation to ensure that new homes are suitable for a wide range of occupants, including older people for which there is an identified need. For the M4(2) standard, the policy makes particular reference to houses as it is understood this housing type is more suitable for the delivery of this requirement.
- 5.75 Wheelchair accessible homes must be provided as part of the affordable housing provision where the local authority is able to allocate or nominate a person to live in that dwelling. In the case where there is a locally identified need, 2% of the overall housing provision on larger housing developments (50 dwellings or more) should be designed to meet the wheelchair accessible homes standard. However, it is acknowledged that there may be site specific practical reasons where it may not be feasible to meet this requirement.
- 5.76 Material weight will be given to development proposals where a substantial proportion of homes meet the enhanced accessibility and adaptability standards. In such cases, 50% of the overall housing provision should meet the enhanced accessible and adaptable standards. This could include wheelchair accessible dwellings (over and above the 2% policy requirement) as part of the affordable housing provision where there are locally identified needs. Applicants are encouraged to explore how best to meet locally identified needs in consultation with the local authority accordingly.
- 5.77 New houses designed to the enhanced accessibility and adaptability standards should be proportionally distributed across all tenure types, evenly spread across the site, and integrated with the rest of the development in line with Policy E6 (High Quality Design). For major housing schemes, developers should submit a schedule of accommodation which identifies the specific standard under M4 of the Building Regulation each home in the proposed development will meet.
- 5.78 The accessibility and adaptability standards will usually be secured via a pre-commencement condition when granting planning permission. To ensure compliance with the specific standards, the local planning authority should be provided with plans certified for compliance and/or written confirmation from an appointed building control body that the specifications for each dwelling meet the relevant standard.

# Low Carbon Design

5.79 This policy would update and replace Policy CS14 (Efficient Use of Resources) of the Core Strategy.

## **Why this policy is needed**

- 5.80 The use of fossil fuels, and thus the release of greenhouse gases has resulted globally in increasing temperatures and sea level rise. As noted by the UK Climate Change Risk Assessment 2017, an increase in temperature will increase risks to human health and wellbeing, to agricultural food productivity, public water supply, and natural assets, as well as intensify flooding and coastal change. The Borough is particularly vulnerable to the effects of climate change due to its coastal location.
- 5.81 As a commitment to the reduction of greenhouse gas emissions, the ratification of the United Nations Framework Convention on Climate Change (UNFCCC) Paris Agreement in November 2016 committed its signatories (including the UK) to *'holding the increase in the global average temperature to well below 2°C above pre-industrial levels and pursuing efforts to limit the temperature increase to 1.5°C above pre-industrial levels'*<sup>32</sup>. The Paris Agreement secured global agreement by governments to tackle climate change adaptation and made it clear that the global economy will need to be zero-carbon by the second half of the 21<sup>st</sup> century.
- 5.82 To meet its international obligations and to pursue a zero carbon economy, the Climate Change Act 2008 requires the UK to reduce its greenhouse gas emissions by 57% compared to 1990 levels by 2032 and at least 80% by 2050<sup>33</sup>.
- 5.83 Local Planning Authorities (LPAs), therefore, have a key role to play in minimising greenhouse gas emissions through policies to reduce energy and fuel consumption in order to help the country meet its climate change obligations. To do this, Section 19 of the Planning and Compulsory Purchase Act (2004) states that: *'Development plan documents must (taken as a whole) include policies designed to secure that the development and use of land in the local planning authority's area contribute to the mitigation of, and adaptation to, climate change'*. This is also echoed in Paragraph 94 of the NPPF.
- 5.84 The first step towards this is by locating development in areas where there are opportunities to use public transport, walk and cycle. Nevertheless, it is also vital that new buildings have the highest standards of energy efficiency through high quality low carbon design. The government's Clean Energy Strategy (October 2017)<sup>34</sup> highlights the need to improve the energy efficiency of our homes. More specifically, points 12 to 16 outline the aspiration for all homes to be of an Energy Performance Certificate (EPC) Band C standard by 2035. This can be achieved through making more use of natural light and ventilation. This will not only reduce energy consumption but also make it cheaper to heat, cool and light buildings, including homes.
- 5.85 Incorporated within the above is the need to tackle the issue of internal overheating in buildings, as well as improving the energy efficiency of our homes. Overheating is an increasing concern as peak summer temperatures rise as a result of climate change. This can lead to adverse impacts on comfort, health (especially for the elderly) and productivity. Unless appropriate and high quality

<sup>32</sup> Paris Agreement. United Nations Framework Convention on Climate Change.

[https://unfccc.int/files/meetings/paris\\_nov\\_2015/application/pdf/paris\\_agreement\\_english\\_.pdf](https://unfccc.int/files/meetings/paris_nov_2015/application/pdf/paris_agreement_english_.pdf)

<sup>33</sup> Climate Change Act 2008. HM Government, 2008. [http://www.legislation.gov.uk/ukpga/2008/27/pdfs/ukpga\\_20080027\\_en.pdf](http://www.legislation.gov.uk/ukpga/2008/27/pdfs/ukpga_20080027_en.pdf)

<sup>34</sup> Clean Growth Strategy – October 2017 <https://www.gov.uk/government/publications/clean-growth-strategy/clean-growth-strategy-executive-summary#our-clean-growth-strategy>

design is provided, developments could become increasingly dependent on active cooling systems which would lead to increased energy consumption and greenhouse gas emissions. There is a need for a significant amount of housing and commercial development over the lifetime of the Local Plan 2036 and those buildings will continue to exist long after 2036. It is therefore critical that development is planned and designed considering the full environmental footprint of the building in relation to the country’s emissions targets. In addition, energy efficient buildings will be cheaper to operate and so more attractive to homeowners and commercial occupiers.

5.86 The Council is taking an active part in mitigating and adapting to climate change. As part of this, the Council is exploring how district heat in particular can be used to provide heat and electricity to new development in the Civic Campus area. The Council’s Energy Strategy<sup>35</sup> sets out the direction of travel to improve energy security, reduce fuel poverty and maximise economic benefits by improving energy efficiency and increasing local energy generation. In addition, the Council will continue to work closely with the Eastern Solent Coastal Partnership.

**E8 | Low Carbon Design**

New development is expected to contribute to addressing climate change through low carbon design. Development which is intended to improve the energy efficiency of existing buildings or provide low or zero carbon energy will generally be supported.

Development proposals which involves the construction of new homes or an increase in non-residential floorspace will be granted planning permission where:

- a. Proposals, as part of the design and layout, have considered climate change in the design through using solar gain, natural ventilation, fabric performance and Passivhaus principles appropriately;
- b. Proposals have considered the operational energy efficiency and carbon emissions from the new building and have taken steps to minimise emissions and improve energy efficiency for the occupiers;
- c. Proposals reuse existing buildings on a site and building materials wherever possible;
- d. The development is intended to provide low or zero carbon energy; and
- e. The development uses district heat or combined heat and power [CHP or CCHP] (existing, proposed or on-site networks), where this would be appropriate, considering the heat load of the proposed development and proximity to an established or planned energy centre.

**Non-residential development**

- f. As well as addressing points a. to e. above, proposals for non-residential development will be granted where proposals achieve the standards of the Building Research Establishment’s Environmental Assessment Method (BREEAM) as shown in the table below. If the applicable standard is considered to be financially unviable or technically unfeasible then this should be demonstrated with appropriate evidence in support of the planning application.

Gross floorspace to be built (sqm)	BREEAM level to be achieved
0-499	Assessment under BREEAM is encouraged

<sup>35</sup> <https://www.havant.gov.uk/sustainability-and-energy>

500-999	Very Good
1000+	Excellent

### Residential development

- g. As well as addressing points a. to e. above, proposals for residential development will be granted where they achieve reductions in CO<sub>2</sub> emissions of 19% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate of Part L of the Building Regulations; and
- h. New housing is appropriate, high-quality, well-designed, sustainable and appropriately takes account of cumulative development. As such, the Council heavily encourages the assessment of residential development proposals under one or both of the following tools:
  - i. Assessment under the Home Quality Mark (HQM) or equivalent for any development of one dwelling or more (gross)
  - ii. Assessment under the BREEAM Communities scheme or equivalent for any development of 100 dwellings or more (gross).

### How the policy works

- 5.87 The way in which buildings are designed and constructed can have significant impacts upon the built and natural environment. By designing and constructing buildings to a high standard of low carbon design, developments can not only reduce energy consumption and the Borough's carbon footprint, but also the overall cost of running the building for occupants. Moreover, high quality and low carbon design can respond to the challenges of climate change, natural resource depletion, energy scrutiny, habitat loss, as well as wider environmental issues whilst also creating an attractive and inclusive identity for the Borough.
- 5.88 As such, applicants will be expected to use the design and access statement, together with any necessary bespoke assessments or reports, to demonstrate how the requirements of this policy have been incorporated into the proposed development.
- 5.89 The policy provides some flexibility in exceptional circumstances where it has been clearly demonstrated that achieving any required standards for the type and scale of a proposal would either not be feasible or not be viable in the light of considerations. Such consideration may include; site constraints, other planning requirements, abnormal development costs and/or the prevailing market conditions at the time. This will be reviewed on a case by case basis and the Council will consider whether there is justification to deviate from the standards set out in the policy.

### District Heat Network

- 5.90 A heat mapping and masterplanning report was undertaken in 2016 to identify areas for potential development of heat networks in the Borough<sup>36</sup>. This report identified three opportunities to further explore heat networks in the Borough. An area of concentrated buildings to the north of Havant Town Centre was a key opportunity area and received BEIS<sup>37</sup> Heat Network Delivery Unit funding to investigate technical and economic feasibility. Development proposals should evaluate the feasibility of district heat or combined heat and power, particularly where an existing network or proposed network may exist.

<sup>36</sup> Havant Borough heat demand mapping and energy masterplanning, Havant Borough Council (2016)

<sup>37</sup> Department for Business, Energy and Industrial Strategy

### **Non-Residential Development**

- 5.91 BREEAM<sup>38</sup> (The Building Research Establishment's Environmental Assessment Method) is the established sustainability assessment method for non-residential buildings in the UK. The assessment method rewards performance above regulation which delivers environmental, comfort and/or health benefits.
- 5.92 Applicants must use the most up-to-date BREEAM New Construction Scheme when designing their development proposals.
- 5.93 It will be necessary to submit a pre-assessment estimator or design stage assessment for any planning applications proposing the construction of 500 sqm or more of non-residential floorspace. Appropriate conditions will be used to secure the standard at the pre-construction and pre-occupation stages as necessary.

### **Residential Development**

- 5.94 As part of the Planning and Energy Act 2008, LPAs may require development in their area to comply with energy efficient standards that exceed the energy requirements of building regulations. In accordance with the March 2015 Ministerial Statement<sup>39</sup>, new build residential development will be required to achieve a 19% improvement in energy efficiency above the 2013 Target Emission Rate until the commencement of amendments to the Planning and Energy Act 2008. This is the equivalent of the requirements of Level 4 of the withdrawn Code for Sustainable Homes. This may be achieved through a range of measures which could include building fabric efficiency measures and/or on or off site renewable/low carbon energy generation. Where possible, the Council will expect building fabric efficiency measures to be prioritised.
- 5.95 As a result of the withdrawal of the Code for Sustainable Homes, the Council will encourage applicants to seek independent certification against the Home Quality Mark (HQM) and/or BREEAM Communities (or equivalent) schemes (developed by the Building Research Establishment [BRE]). Both offer a holistic and flexible means through which residential proposals, masterplans (i.e. BREEAM Communities) and individual dwellings (HQM) can be measured, improved and showcased.
- 5.96 The Council will be supportive of proposals which are assessed under the HQM and/or use the BREEAM Communities scheme. Those proposals which have, or are demonstrably committed to, achieving HQM or BREEAM Communities certification will be looked upon favourably. As such, the use of either or both schemes can be viewed as a material consideration in the determination of proposals.
- 5.97 The HQM provides a five star rating with key indicators which communicate the performance of a new home's design, construction, and in use potential. The framework assesses water and energy use (embodied and when occupied), internal comfort and health (air quality, daylighting, noise and access to green spaces and amenity), resilience and safety (flood risk, fast and secure internet, adaptability) in addition to the home occupier experience (aftercare, handover procedures and the provision of home information). It enables developers to demonstrate the quality of their homes to a range of stakeholders; building confidence in the quality of the completed new homes and helps highlight the benefits of new housing to prospective home buyers and tenants.
- 5.98 For proposals which use the HQM, the Council will need evidence of the proposal's registration with BRE Global as well as a pre-estimator output and/or statement from a licensed assessor as a

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<sup>38</sup> <http://www.breeam.com/>

<sup>39</sup> Planning Update March 2015 (Ministerial Statement) - <https://www.gov.uk/government/speeches/planning-update-march-2015>

means of supporting the commitment of intent at the planning application stage. Conditions will be used to secure the standard at the pre-construction and pre-occupation stages as appropriate.

- 5.99 With regard to BREEAM Communities, this is a scheme/framework used to improve, measure, and demonstrate the social, environmental and economic sustainability of large-scale development plans by embedding sustainability principles into the early planning and design stages of a development. The standard assists both developers and local residents by providing a framework that helps to create sustainable communities that are good for the environment, its people and are also economically successful. Furthermore, the use of this scheme will aid pre-application discussions which in turn will improve efficiency during the planning process and reduce the likelihood of design and layout redesigns.
- 5.100 In addition to the above, the Council will generally be supportive of proposals which incorporate the principles of Passivhaus as these homes minimise and can even eliminate the need for heating systems and therefore reduce energy consumption. The principles of Passivhaus include: proper insulation, no air leakage, no thermal bridges, triple glazing as well as orientation for winter sun/summer shade.

# Historic Environment and Heritage Assets

5.101 This policy would update and replace part of Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) of the Core Strategy and Policy DM20 (Historic Assets) of the Allocations Plan.

## **Why this policy is needed**

5.102 The Borough's heritage assets include scheduled ancient monuments, registered parks and gardens and archaeological sites, 14 designated conservation areas as well as buildings listed on the Statutory List of Buildings of Special Architectural or Historic Interest and the Local List of Buildings of Special Architectural or Historic Interest.

5.103 The Council recognises that heritage assets are an irreplaceable resource that should be conserved and, where possible, enhanced in a manner appropriate to their significance. The Borough's historic environment contributes to its distinctive character. New development should enhance the Borough's sense of place, not reduce it.

## **E9 | Historic Environment and Heritage Assets**

Development proposals will be permitted which:

- a. Protect, conserve and enhance the historic environment and the contribution it makes to local distinctiveness and sense of place; and
- b. Make sensitive use of historic assets through regeneration and re-use, particularly where redundant or underused buildings are brought into an appropriate use.

### **Heritage Statements**

- c. A proposal that affects or has the potential to affect a heritage asset is required to provide a Heritage Statement that:
  - i. Describes the significance of the asset and its setting, using appropriate expertise and where necessary a site specific survey, at a level of detail proportionate to the significance of the heritage asset and sufficient to understand the potential impact of the proposal; and
  - ii. Sets out the impact of the development on the heritage assets and mitigation that is proportionate to the impact and the significance of the heritage asset, including where possible positive opportunities to conserve and enjoy the heritage asset. Any identified necessary mitigation measures should be fully incorporated into the development proposals.

### **Proposals likely to cause 'substantial harm' to a heritage asset**

- d. Development proposals that are likely to cause 'substantial harm' to the significance of heritage assets or their setting will not be permitted unless either:
  - i. They are necessary to achieve substantial public benefit that would outweigh the harm or loss; or
  - ii. All of the following apply:
    - a) The nature of the heritage asset prevents all reasonable uses of the site
    - b) No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation
    - c) Conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible



- d) The harm or loss is outweighed by the benefit of bringing the site back into use.

**Proposals likely to cause 'less than substantial harm' to a heritage asset**

- e. Where a development proposal will lead to 'less than substantial harm' to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use.

**Proposals for the removal of part or all of a heritage asset**

- f. The removal of part or all of a heritage asset cannot proceed until it can be demonstrated that the approved replacement development will take place.

**How the policy works**

- 5.104 The term 'heritage assets' embraces all features that contribute to creating the unique sense of place including Listed Buildings, Conservation Areas, Registered Parks & Gardens, Scheduled Ancient Monuments, Locally Listed Buildings, Parks & Gardens of Local Historic Interest and areas of archaeological interest. It will be a key priority for the design of new development to conserve the Borough's heritage assets and where possible enhance them.
- 5.105 The Council has a positive strategy for the conservation and enjoyment of the historic environment in line with the NPPF. The Council will appropriately manage development and determine planning applications that affect the Borough's historic environment through Local Plan policies, the Planning (Listed Buildings and Conservation Areas) Act 1990 and the NPPF, in particular paragraphs 126 to 141 and any other material considerations.
- 5.106 The NPPF considers that the more important the heritage asset the greater the weight that should be attached to its conservation, for example the loss or harm to a nationally important site is considered to be wholly exceptional.
- 5.107 Applications that affect or have the potential to affect heritage assets and their setting, including sites with archaeological potential, are expected to be supported by a Heritage Statement. The content of the Heritage Statement will vary depending on the significance of the heritage asset and the impact of development. It should include a consideration of the positive contribution of the development and the loss and harm caused by the development. In such cases it must include an appropriate mitigation of that loss and harm, including: design considerations; recording, where adverse impacts are unavoidable; and the promotion of knowledge such as interpretation and exhibitions. It should contain an appropriate level of information and detail to satisfy the requirements set out in paragraphs 128-141 of the NPPF. This includes consulting the Hampshire Historic Environment Record (HER), as a minimum. There are a number of site allocations that will need to be supported by a Heritage Statement at the planning application stage. This is set out in the development requirements for each site. The Council encourage opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset will be treated favourably.

# Landscape and Townscape

5.108 This policy updates and replaces DM9 (Development in the Coastal Zone) and parts of DM8 (Conservation, Protection and Enhancement of Existing Natural Features) and of the Core Strategy.

## **Why this policy is needed**

5.109 The Borough has a rich and diverse natural environment with an extensive coastline including two harbours, rivers, streams, open spaces and woodlands. The Council recognises the importance of this unique environment and the need to protect and enhance the natural environment for its own sake, for its nature conservation value and for public access and recreation. This is especially important in the face of significant pressure for more housing development.

5.110 Landscape is not just about natural areas; it is also about the townscape in areas where development has already taken place, and the interaction between built-up and undeveloped areas. What is important is that new development respects its surroundings and makes the most of attractive and distinctive landmarks and features in order to enhance what is special about the character of Havant as a place.

5.111 There are strong links between this policy and those on design (Policy E6), heritage (Policy E9), Ecological Conservation (Policy E15) and on Chichester Harbour AONB (Policy E11) and these should be read in conjunction with this landscape policy.

## **E10 | Landscape and Townscape**

- a. Planning permission will be granted for development which:
  - i. Contributes positively to local identity by maintain or enhancing the distinctiveness of landscapes and settlements
  - ii. Incorporates any key landmarks and natural features onteh site into the design of the scheme and protects them from destruction or deterioration
  - iii. Integrates successfully with the local landscape surrounding the site
  - iv. Protects key views of important landmarks and landscapes
  - v. Protects or enhances existing rights of way and, where possible, facilitates access to nature and undeveloped areas for recreation.
- b. Planning permission for development outside of the defined settlement boundaries (as set out on the proposals map) will not usually be permitted, unless it:
  - i. Relates to small scale householder development
  - ii. Specifically and demonstratably requires a rural location
  - iii. Provides infrastructure that meets an overriding public need
  - iv. Meets the provisions for special circumstances for development in rural areas as set out in the NPPF.
- c. Development on the coast, will be permitted where it:
  - i. Safeguards and enhances public access to the waterfront
  - ii. Enhances opportunities for water-based recreation, and does not detrimentally affect navigational safety
  - iii. Is in line with the Marine Plan for the area
- d. Development proposals in undeveloped areas of the coast will not usually be permitted, unless it can be demonstrated that the development requires a coastal location.

### **How the policy will work**

- 5.112 New development has a key role to play in shaping the way the Borough looks and feels. This goes beyond the design of the buildings themselves (see Policy E6) to encompass the way in which the scheme affects and relates to the surrounding landscape and townscape and any natural or man-made features existing on the site. New development, whether on previously undeveloped sites or within areas that are already developed, is expected to take design and layout cues from the landscape and townscape around it.
- 5.113 Local distinctiveness, or sense of place, is concerned with the things that make a place special to the people who live there and to visitors. New development should celebrate the unique characteristics of the place, and do its best to add richness to the environment. To achieve this, developments are expected to relate positively to, protect or enhance the aesthetic value of individual or groups of natural features, such as trees, hedgerows, streams or topographical features, as well as key man-made structures that contribute to a sense of place. These features may be within the development site, or in the area surrounding it.
- 5.114 Of course not all areas have positive features worth integrating or protecting; in areas where landscape and/or townscape quality are poor development should seek to improve on what is already there.
- 5.115 This policy does not intend to conserve every landscape and existing natural feature as it is today. It is acknowledged that development changes the character of an area. For example, a number of development sites are proposed through this plan, which will see land which has long been in agricultural use developed and gaps between settlements significantly eroded. In identifying these sites, the Council has carefully assessed land across the Borough and has identified the most suitable areas for development in light of the need for housing. On sites which lie beyond the existing developed area, it is especially important that the new development considers carefully its relationship with existing settlements under part a) of the policy.
- 5.116 The extent of the existing built-up areas together with the allocations in this plan define the settlement boundaries. These are shown in Figure 18 and will be shown on the proposals map. There is a presumption against new development beyond the defined settlement boundaries, in particular against new residential or commercial development. Nevertheless, some types of development may be considered suitable in these areas, subject to design and landscape considerations. This exception to the presumption against development outside the settlement boundaries applies only to the types of development set out in part b) of this policy.
- 5.117 All developers should address the impact of their development on the local landscape and local distinctiveness in their Design and Access Statement. Applicants should refer to the additional detail for their area in the Havant Landscape Character Assessment, and the Borough Council Design Guide<sup>40</sup>. In designated Conservation Areas, Character Appraisals and Management Plans should additionally be given due consideration.
- 5.118 Where a scheme is likely to have a significant impact on the landscape or townscape, a Landscape and Visual Impact Assessment may be required. This should be based on an appreciation of the existing landscape and a thorough understanding of the development proposal, the magnitude of change, the sensitivity to change and the potential to mitigate impacts. The cumulative impacts on character should also be considered in the context of the receiving landscape. Guidance on the

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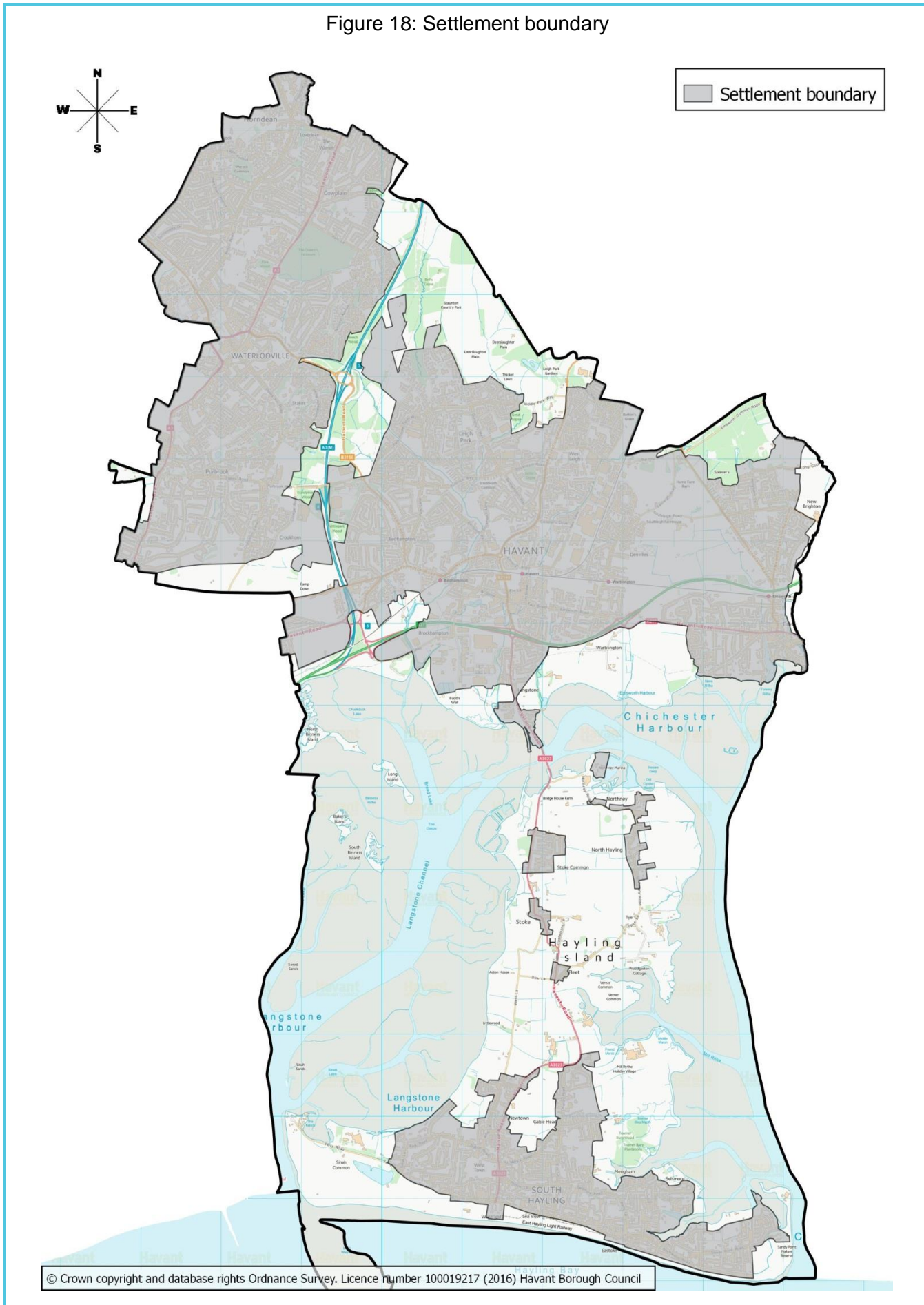
<sup>40</sup> The Council intends to consult on a revised Design SPD alongside the Pre-Submission HBLP2036.

methodology for Landscape and Visual Impact Assessments recommends the following methodology:

- Recording and analysis of existing landscape features and characteristics and the way the landscape is experienced
- Assessment of the nature and magnitude of change likely to result from the development and the sensitivity of the existing landscape to the change
- Identifying the effects of the proposed change on views and visual amenity and assessing their significance, taking account of the nature of the visual receptors (people viewing the landscape) and the nature of the change on visual amenity
- Evaluation of the significance of the changes identified (both landscape and visual effects) taking account of any mitigation strategies.

- 5.119 Conditions and/or planning obligations may be used to ensure the protection or replacement of natural or man-made features during construction and occupation of the development and their continued survival and/or maintenance. Appropriate landscaping schemes may be required to mitigate any impact on the local landscape, including provisions for their future maintenance. Developers are encouraged to explore the use of local materials and native plant species in such schemes.
- 5.120 With the significant level of development proposed through this plan it is also increasingly important that residents are able to access undeveloped areas for leisure and health. Developers are therefore expected to facilitate, and in any case not worsen, connections from their site to open spaces, the countryside and the coast, where this is acceptable in terms of nature conservation (see Policy E15).
- 5.121 Development on the coast is subject to additional considerations regarding the interaction between the land and the coast. For example, in planning new development, regard must be had to Natural England's plans to deliver a National Coastal Path around England. The coast is not only used for land-based recreation, but also for all kinds of water-based activities. These activities bring with them development and infrastructure, such as moorings and launch facilities, which help define the coastal landscape in the Borough. Where compatible with other considerations, in particular those on nature conservation, development which results in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours are acceptable. Lighting associated with any building or structure on the coast must ensure that it does not adversely affect navigation within the harbours.
- 5.122 A new marine planning system was introduced in 2009 through the Marine and Coastal Access Act. Marine plans are similar to land-use plans, and the principles of both systems are the same: enabling sustainable development. Notably, the intertidal zone between high water and low water mark is covered by both planning systems. In determining any planning application where they are likely to impact on the marine area, the Borough Council is required to consult the Marine Management Organisation (MMO). In many cases additional site specific assessments will be required to inform proposals. It should be noted that this is not restricted to development in the intertidal zone. For example, a land-based development that affects a river may eventually discharge into the sea, and therefore would be covered by this requirement.
- 5.123 As well as the landscape criteria in this policy, development in coastal areas must have particular regard to flood risk (Policy E12), coastal change (Policy E14) and nature conservation (Policy E15). Those affecting the Chichester Harbour must in addition address the provisions of Policy 11.

Figure 18: Settlement boundary



# Chichester Harbour Area of Outstanding Natural Beauty

5.124 This policy would update and replace Policy CS12 (Chichester Harbour AONB) of the Core Strategy.

## Why this policy is needed

5.125 Paragraph 115 of the NPPF confirms Areas of Outstanding Natural Beauty as having the highest status of protection in relation to landscape and scenic beauty. As well as the general landscape provision in Policy E10, particular provisions therefore apply to development proposals affecting the Chichester Harbour AONB. The extent of the AONB is shown in Figure 19 and on the proposals map.

## E11 | Chichester Harbour Area of Outstanding Natural Beauty

Development in the Chichester Harbour Area of Outstanding Natural Beauty will only be permitted where it:

- a. Carefully assesses the impact of individual proposals, and their cumulative effect, on the AONB and its setting;
- b. Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area;
- c. Conserves and enhances the special qualities of the AONB, as defined in the Chichester Harbour AONB Management Plan;
- d. Meets the policy aims of the Chichester Harbour AONB Management Plan; and
- e. Provides mitigation of any detrimental effects, including where appropriate, the improvement of existing damaged landscapes relating to the proposal.

## How the policy works

5.126 Chichester Harbour Conservancy has produced an AONB Management Plan, which identifies the distinctive features and characteristics of the landscape and provides the framework for the management and ongoing spatial planning of Chichester Harbour AONB.

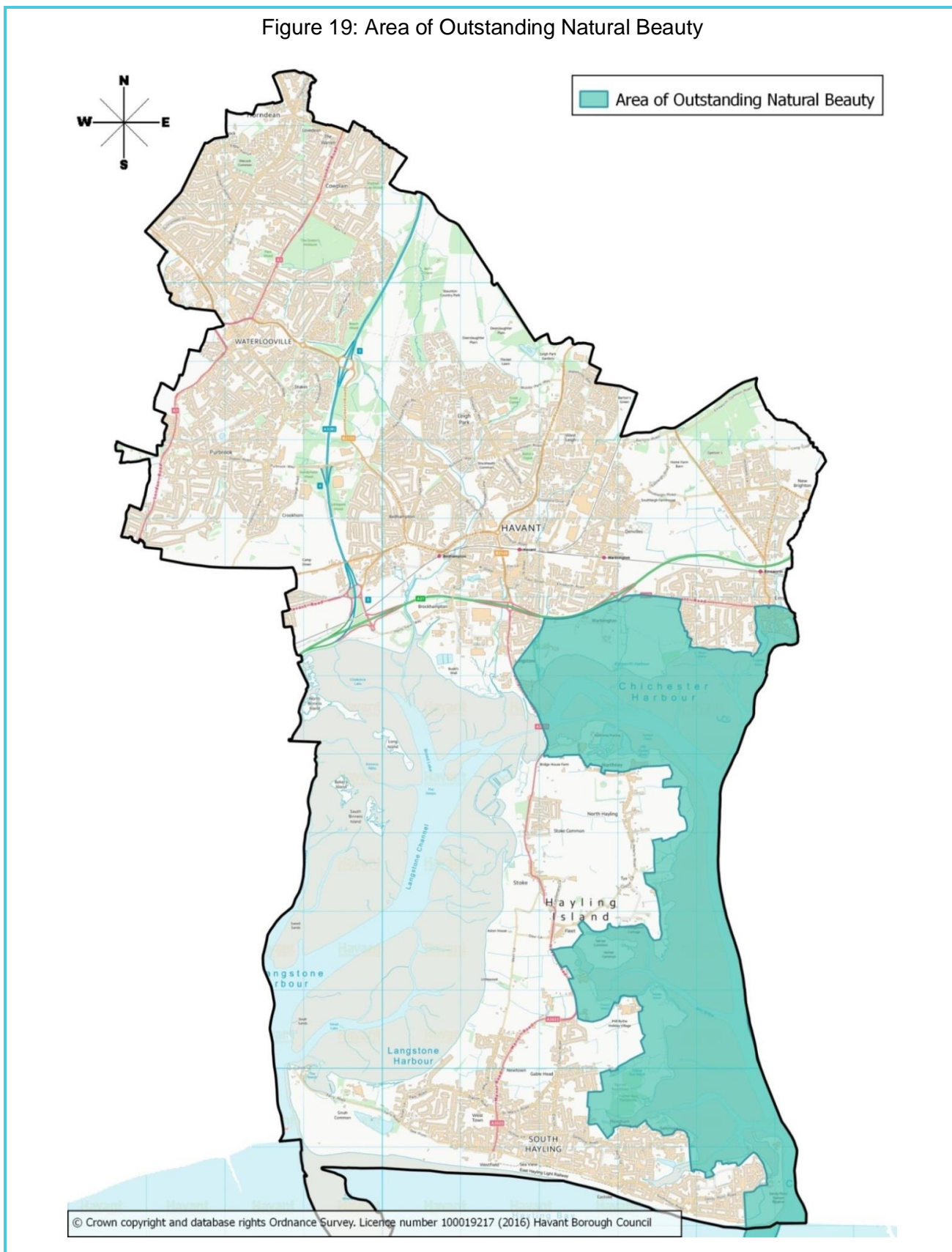
5.127 Chichester Harbour AONB is a unique landscape comprising sheltered open water areas with contrasting narrow channels. The movement of the tide exposes bare mudflats and saltmarsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is almost unique on the south coast and is complemented by its status as an internationally important area of nature conservation. The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from inappropriate development, both within or adjacent to the boundary, which can often be seen from significant distances across inlets, the main harbour channels, or open countryside. Havant Borough Council will have particular regard to these characteristics in determining development proposals affecting the AONB.

5.128 Applicants for development within the AONB should refer to the Chichester Harbour AONB SPD, which has been jointly adopted between Havant Borough Council and Chichester District Council and was prepared in conjunction with the Chichester Harbour Conservancy. Proposed development

affecting the AONB should be of the highest design quality and applicants are encouraged to seek pre-application advice from the Havant Borough Council and Chichester Harbour Conservancy.

5.129 As well as the criteria in this policy, development in coastal areas must have particular regard to flood risk (Policy E12), coastal change (Policy E14) and nature conservation (Policy E15).

Figure 19: Area of Outstanding Natural Beauty



# Managing Flood Risk in New Development

5.130 This policy would update and replace parts of Policy CS15 (Flood and Coastal Erosion Risk) in the Core Strategy. A separate Policy (E13) deals specifically with drainage infrastructure. The two should be read in conjunction.

## **Why this policy is needed**

5.131 As well as tidal flooding from the Borough's 48 km of coastline, there are areas that are subject to flooding from streams, surface water run-off and rising ground water. The extent of flood zones in the Borough is shown in Figure 20. The existing drainage infrastructure across the Borough is under significant pressure. Managing flood risk is therefore a key issue both in planning for new development and in considering the safety of the existing population and their property.

## **E12 | Managing Flood Risk in New Development**

- a. Planning permission will only be granted where:
  - i. The development will be safe over its lifetime, including the access, without increasing flood risk elsewhere;
  - ii. Any proposed flood protection, resilience and resistance measures address the specific requirements of the site, and are appropriate to the character and biodiversity of the area;
  - iii. Opportunities have been explored to reduce flood risk;
  - iv. Where necessary, appropriate flood warning and evacuation plans are in place; and
  - v. Where necessary, a contribution has been made towards any identified flood alleviation scheme(s).
- b. Areas at risk of flooding from rivers or the sea, now and in the future, are identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps (Flood Zones 2 and 3). In addition to the provisions at a. above, planning permission in these areas will only be granted where:
  - i. The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment;
  - ii. It meets the sequential and exception test as set out in the NPPF.

## **How the policy works**

5.132 All applicants are encouraged to discuss flood risk and their drainage strategy (see also Policy E13) at the earliest opportunity through pre-application discussions.

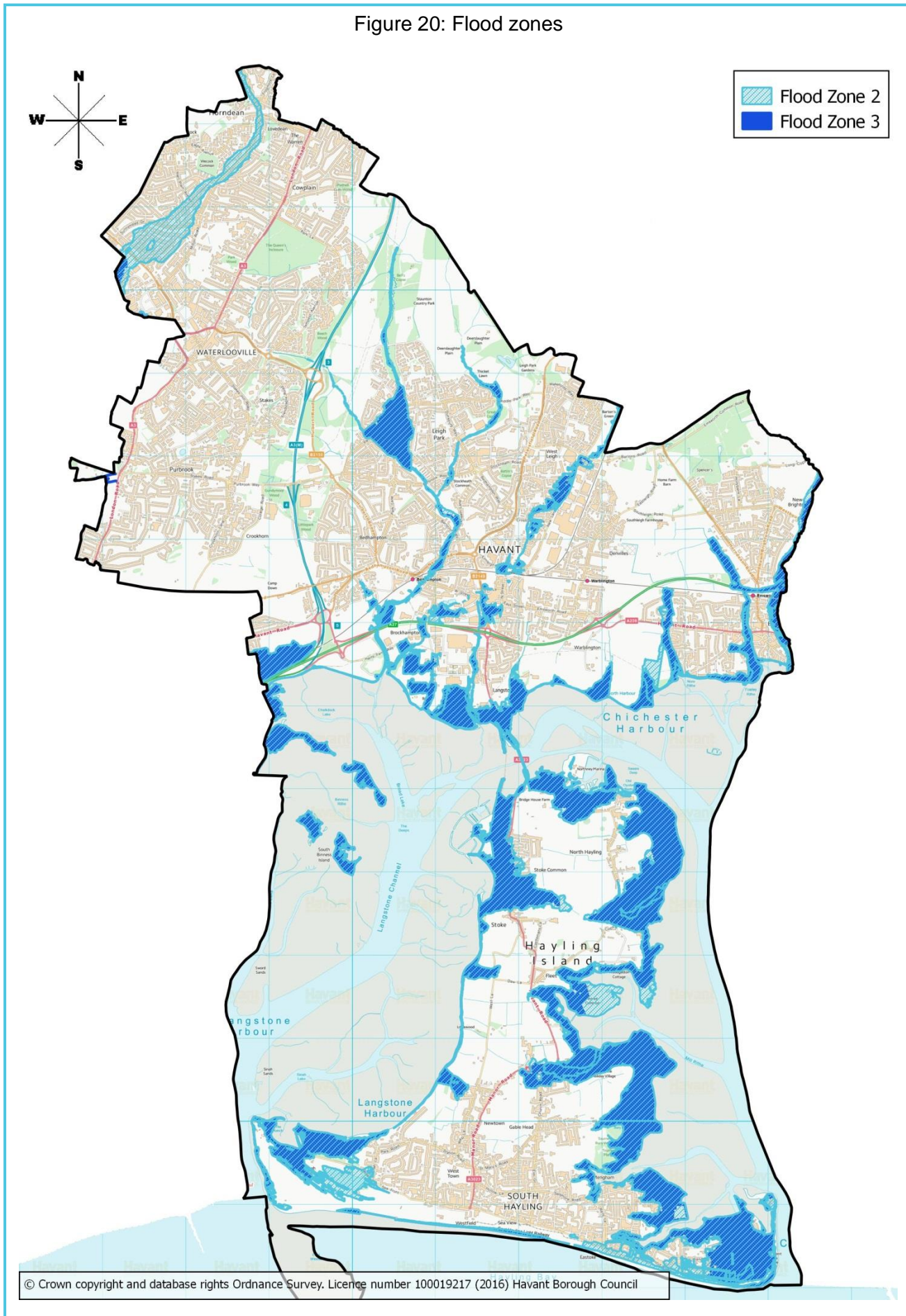
5.133 Applicants must demonstrate in their site specific Flood Risk Assessment or Flood Risk Statement that the provisions of Policy E12 have been met. All development on sites over one hectare in size and located within Flood Zone 1, and all proposals for new developments located in Flood Zones 2 and 3 must be accompanied by a site specific Flood Risk Assessment. Where a full Flood Risk Assessment is not required, a more basic Flood Risk Statement, proportionate to the type and scale of the proposed development, should be submitted.

5.134 Assessments, and any measures proposed to address flood risk, will be expected to take into account all sources of flooding, including any interaction between them, as well as the effects of climate change.



- 5.135 The Council expects developers to consider ways in which their development can reduce flood risk overall. For example, any scheme designed to protect the development itself from flooding, could be designed so as to benefit the wider area around the site. Such wider benefits will be a material consideration in the determination of the planning application.
- 5.136 Working with the Borough Council, the Environment Agency or the Lead Local Flood Authority may identify flood alleviation schemes designed to benefit a wider area. Where appropriate, developer contributions to such schemes may be required.
- 5.137 The sites allocated for development in this plan have gone through the Sequential Test as part of the plan's Sustainability Appraisal in order to identify those at least risk of flooding, as well as those where the site layout will allow areas of flood risk to be avoided. Therefore allocated sites in Flood Zones 2 and 3 will be deemed to have passed the sequential test.
- 5.138 Development on unallocated sites in Flood Zones 2 and 3 will be resisted. It is, however, acknowledged that if at any time the Council is unable to demonstrate a 5 year housing land supply, sites at risk of flooding may have to be considered. In that case, developers bringing forward unallocated sites will have to demonstrate that they have taken the sequential approach to site selection, bringing forward sites at risk of flooding only if they can demonstrate that there are no reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.

Figure 20: Flood zones



# Drainage Infrastructure in New Development

5.139 This policy would update and replace part of Policy CS15 (Flood and Coastal Erosion Risk) of the Core Strategy and Policy DM25 (Flood Risk in Emsworth) in the site Allocations Plan. A separate policy (E12) deals with flood risk more generally. The two should be read in conjunction.

## **Why this policy is needed**

5.140 Without effective surface water management, development can itself increase the risk of flooding on a site or in adjacent areas. Developers will therefore have to demonstrate how surface water from their site will be managed, so that there is no net increase in run-off and, where possible, show how run-off has been reduced. Sustainable Drainage Systems can play a significant part in achieving effective surface water management.

5.141 The existing drainage infrastructure across the Borough is under significant pressure. New development should therefore take the opportunity to reduce pressure on the system as a minimum and aim to improve the standard of protection wherever possible.

## **E13 | Drainage Infrastructure in New Development**

Planning permission will only be granted where:

- a. There is no net increase in surface water run-off compared with the pre-development rate and, where possible, run-off rates are reduced to below the pre-development rate;
- b. Drainage systems meet the drainage needs of the development in full over the lifetime of the development and do not increase flood risk elsewhere;
- c. Connection to the sewerage system is made at the nearest point of adequate capacity, as advised by Southern Water; and
- d. Any existing sewerage infrastructure which crosses a development site is taken into account in site layout, to safeguard future access for maintenance and upsizing purposes.

## **How the policy will be implemented**

5.142 All applicants are encouraged to discuss their drainage strategy at the earliest opportunity through pre-application discussions.

5.143 There must be no net increase in surface water run-off compared with the pre-development rate. Developers should also demonstrate how they have sought opportunities to reduce post development run-off rates and volumes to the lowest level possible in the context of cost, technical feasibility and viability

5.144 On-site drainage systems should be designed to meet the drainage needs of the development in full over the lifetime of the development. They must be designed to take into account the effects of climate change, and address the possibility of extreme events, where rates of flow could exceed the normal design standards. Flood Risk Assessment or Flood Risk Statement (see Policy E12) should consider exceedance flow routes and secondary capture locations in the context of climate change and the possibility of extreme events.

- 5.145 On all development sites across the Borough, which are providing new dwellings or new floorspace, priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage. On larger sites where space exists to do so, the starting point will be that these should be incorporated on the site. Where appropriate, they should be fully integrated as attractive features in the landscape or open space design of the site to provide multifunctional benefits.
- 5.146 However, it is acknowledged that some types of SuDS are not appropriate everywhere. SuDS should not be used where they pose an unacceptable environmental risk. In particular, sites within the identified Groundwater Source Protection Zone are sensitive to drilling operations. Here, infiltration boreholes would be inappropriate, as they represent potential groundwater pollution pathways (see Policy E22). In addition, SuDS which rely on overflows into controlled waters<sup>41</sup>, must ensure adequate interception and retention to prevent pollution, and must be approved by the Environment Agency or the Lead Local Flood Authority, as appropriate. Where development affects a watercourse, Environment Agency or Lead Local Flood Authority consent is required for any works within 8 metres of 'top of bank', or 16 metres where tidal (see also Policy E20).
- 5.147 Where a site lies in the flood zone, any SuDS features must be outside of the flood zone to be effective.
- 5.148 Whatever drainage features are implemented to make a development acceptable, provision must be made for their whole life management and maintenance, so that they remain effective. This is particularly important in multifunctional SuDS, so that their primary function remains successful drainage into the future.
- 5.149 In addition, developers should include further drainage features, such as permeable paving, on those parts of their site which, once occupied, will be managed by individual householders. While these features cannot normally be relied upon in calculating run-off rates, as they will not be subject to any planned management or maintenance, they can nevertheless further reduce run-off into the drainage system, as well as provide a more attractive environment.
- 5.150 Southern Water, the main service provider for foul water management across the Borough, advises that sewerage infrastructure that is specifically required to service individual development sites should be funded by the developer. To this end, the principle is that new development needs to connect to the sewerage system at the nearest point of adequate capacity. This may require off-site infrastructure if the nearest point is not located within the immediate vicinity of the site. Southern Water would take future income from customers into account, so that the developer would only need to fund a proportion of the total cost. This will ensure that levels of service are maintained to both new and existing customers.
- 5.151 Where existing sewerage infrastructure crosses a development site, this needs to be taken into account in site layout, in order to safeguard future access for maintenance or upgrades to the system. To this end, an easement of 6 metres width centred on the infrastructure may be required, which should be clear of all buildings and substantial tree planting.

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<sup>41</sup> 'Controlled Waters' are defined in the Water Resources Act 1991

# Areas of Coastal Change

5.152 This policy replaces Policy AL4 (Coastal Change Management Areas) of the Site Allocations Plan and parts of Policy CS15 (Flood and Erosion Risk) of the Core Strategy.

## Why this policy is needed

5.153 In planning for new development the Council seeks to avoid areas at risk of flooding (see Policy E12). In addition, the protection of existing properties through new and improved sea defenses must also be considered carefully.

5.154 Decisions on how the coastline in an area is to be managed into the future are strongly influenced by the Shoreline Management Plan (SMP) for the area, in Havant's case the North Solent Shoreline Management Plan<sup>42</sup>. The purpose of an SMP is to determine strategic policies for coastal management that balance the many and often competing aspirations of stakeholders with proper regard for economic and environmental sustainability.

5.155 The SMP not only suggests areas that should be defended from the sea, it also identifies those parts of the coast which are likely to be vulnerable to coastal change for example from erosion. The NPPF asks local planning authorities to reduce risk by identifying those areas that are vulnerable to coastal change<sup>43</sup>, so that inappropriate development can be avoided, or existing development and infrastructure can be relocated.

5.156 This policy provides support for new or replacement coastal defence schemes, subject to further technical work on their environmental impacts. It also identifies the Borough's Coastal Change Management Areas (shown in Figure 21 and will be shown on the proposals map) and sets out what development will be appropriate in these areas and in what circumstances.

5.157 A separate Policy (E10 - Landscape & Townscape) sets out provisions to guide the character of development in the visually sensitive coastal areas of the Borough.

## E14 | Areas of Coastal Change

a. New or replacement coastal defence schemes will be permitted where:

- i. The works are consistent with the management approach for the frontage presented in the North Solent Shoreline Management Plan and any subsequent Coastal Strategies; and
- ii. It has been demonstrated that there will be no material adverse impact on the environment or that these impacts can be mitigated.

b. Within the defined Coastal Change Management Areas:

- i. Permanent new residential development will not be permitted;
- ii. Non-residential development will be permitted where it has been demonstrated that:
  - a) The development will be safe over its planned lifetime, without increasing risk to life or property, and without requiring new or improved coastal defences;
  - b) The development would not prevent the delivery of any coastal defence schemes identified as necessary in the Shoreline Management Plan and/or related Coastal

<sup>42</sup> North Solent Shoreline Management Plan: <http://www.northsolentsmp.co.uk/>

<sup>43</sup> Coastal Change Management Areas are locations identified as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).

Strategies;

- c) The development would not affect the natural balance and stability of the coastline or exacerbate the rate of shoreline change to the extent that changes to the coastline are increased nearby or elsewhere;
- d) The development provides wider sustainability benefits that outweigh the predicted coastal change impact; and
- e) The development does not hinder the creation and maintenance of a continuous signed and managed route around the coast.

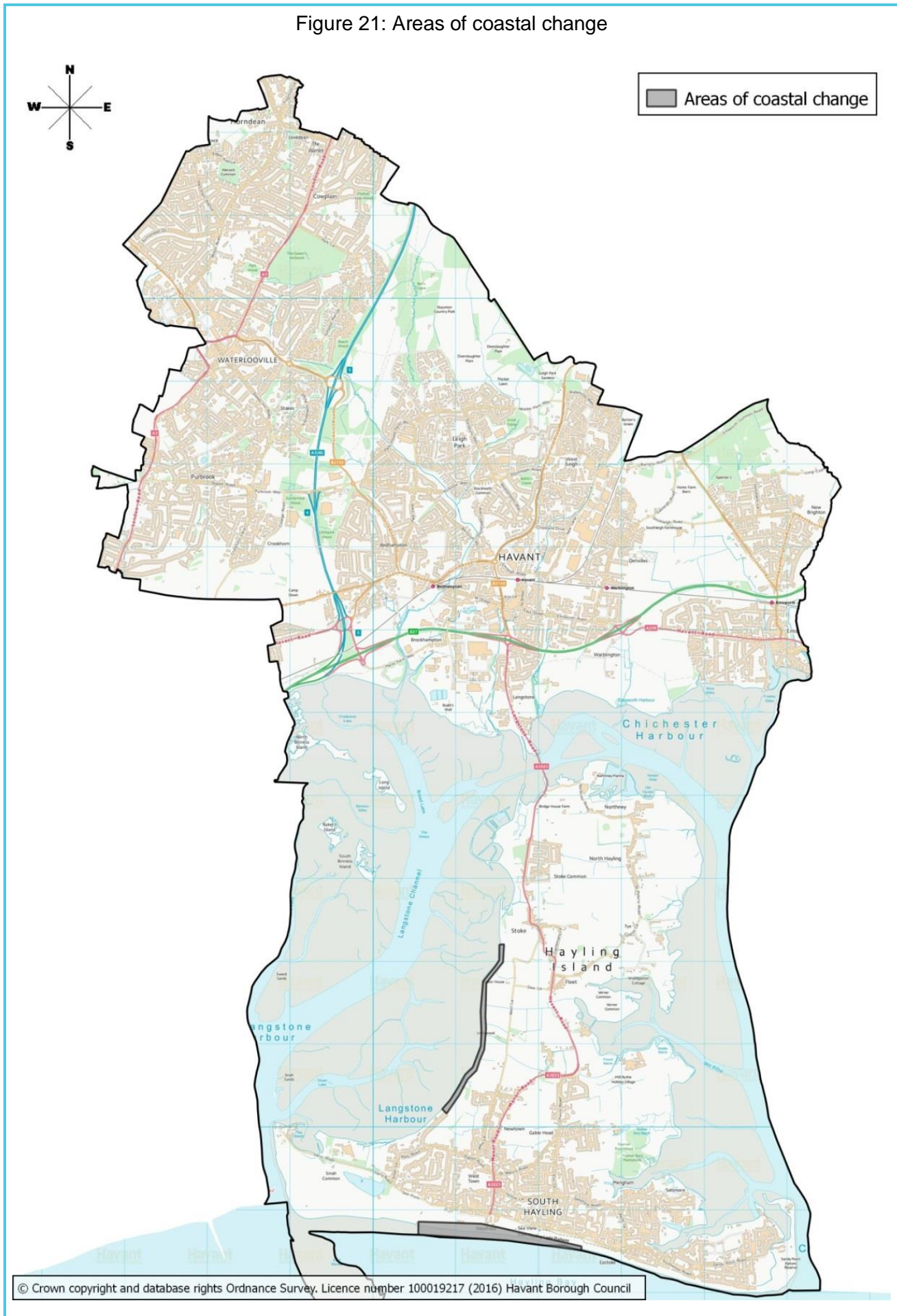
### **How the policy will be implemented**

- 5.158 As well as seeking to avoid development in areas of flood risk, the Council supports in principle the management of the coast to protect people and property. The Council will work with its partners to deliver coastal management and defence schemes. However, the entire coastline of the Borough is subject to international and national nature conservation designations which protect the sensitive coastal habitats. Any proposals for sea defences or coastal management have the potential to change the way coastal and tidal areas function naturally. In these cases, the benefits of protecting people and property must be carefully balanced against the effects on sensitive habitats and species. Any adverse effects must be addressed (see also Policy E15).
- 5.159 Coastal Change Management Areas (CCMAs) have been designated at West Hayling and Hayling Beachfront; they are shown on the proposals map. Due to the vulnerability of these areas to coastal change, development in these areas needs to be carefully controlled.
- 5.160 In these areas, and any CCMAs designated in the future as a result of further coastal studies, permanent residential development is inappropriate and will not be permitted. All other new development, redevelopment, extensions to existing property and development or intensification of land uses will only be permitted where it can be demonstrated that it meets the criteria set out above.
- 5.161 To this end, planning applications for all development in the CCMAs must be accompanied by a Coastal Change Vulnerability Assessment addressing the criteria in part 2 of this policy. This assessment should be proportionate to the scale, nature and location of the development and to the level of impact from and to coastal change. It should also consider and identify measures for managing the development at the end of its planned life.
- 5.162 Shoreline management plans identify risk in three time horizons (up to 20, 50 and 100 years), also known as epochs. This breakdown provides valuable information allowing an assessment of when a particular property or new development site is likely to be at risk and is deemed the best information available. Applicants may use their site specific Coastal Erosion Vulnerability Assessment with new data to update the SMP findings.
- 5.163 In accordance with National Planning Guidance, in taking decisions about the acceptability of a proposed development in the CCMA, the Borough Council will take account of the three risk time horizons as identified in the North Solent Shoreline Management Plan<sup>44</sup>.
- 5.164 Within the short-term risk areas (0-20 year time horizon) only a limited range of types of development, and only uses directly linked to the coastal strip will be acceptable, such as beach huts, cafés/tea rooms or car parks.

<sup>44</sup> Erosion Risk Maps are shown at Annex C5.2 of the North Shoreline Management Plan.  
<http://www.northsolentsmp.co.uk/9907>.

- 5.165 Within the medium (20 to 50 years) and long-term (up to 100 years) risk areas, a wider range of development, such as hotels, shops, office or leisure activities requiring a coastal location and providing substantial economic and social benefits to the community may be acceptable. In these areas, small scale extensions and upgrades to existing properties may also be acceptable. Other significant development is unlikely to be appropriate unless it has to be sited within the coastal change management area to provide the intended benefit to the wider community and there are clear, costed plans to manage the impact of coastal change on it and the service it provides.
- 5.166 Where development may be affected by coastal change in the future, it may be necessary to time limit the lifetime of development by granting only a temporary permission and/or applying restoration conditions where necessary to reduce the risk to people and the development.

Figure 21: Areas of coastal change





# Ecological Conservation

5.167 This policy would update and replace aspects of Policies CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) and DM8 (Conservation, Protection and Enhancement of Existing Natural Features) of the Core Strategy (2011).

5.168 The Council produced a Local Biodiversity Action Plan in 2011 which is now out of date. The Council will be updating this work through the forthcoming Havant Biodiversity Strategy. An analysis of how development will affect air quality across South Hampshire is also under way. Any changes to this or other policies following the conclusion of these pieces of work will be incorporated into the pre-submission draft of the Local Plan.

### Why this policy is needed

5.169 The Borough has a rich and diverse natural environment as documented by its range of protective national and international designations, as well as its range of natural features. These consist of an extensive coastline which includes Langstone and Chichester Harbours as well as trees, woodlands, hedgerows, rivers, streams, stream corridors, springs, ditches and ponds. The Borough’s ancient woodlands and mature trees are the remnants of the ancient Forest of Bere which once stretched across southern Hampshire from Eastleigh to the Havant and Emsworth area.

5.170 A breakdown of Borough’s international, national and local nature conservation designations is presented below in Table 5. Please note that Table 4 will set out in greater detail in the forthcoming Havant Borough Biodiversity Strategy. Species which are protected outside of nature conservation designations will be covered by Policy E18.

International	National	Local
Ramsar Sites	Site of Special Scientific Interest (SSSI)	Sites of Importance for Nature Conservation (SINC)
Special Protection Area (SPA)		Local Nature Reserve (LNR)
Special Area of Conservation (SAC)		

Table 5: A breakdown of the different types of international, national and local nature conservation designations.

5.171 An extensive, high quality natural environment is one of the three pillars of sustainable development and can improve quality of life, support biodiversity and stimulate the economy. Nature conservation is not simply just desirable, but is essential to the Borough’s future. It can provide a wealth of benefits which include:

- The protection and enhancement of habitat and movement corridors for a variety of animal and plant species
- The protection and enhancement of the Borough’s landscape and cultural heritage which helps to create a sense of place and identity
- Vital amenity and recreational space for residents
- Opportunities for people to take part in sport and engage in physical activity thus improving health and wellbeing.

## E15 | Ecological Conservation

Development on any site in the Borough should conserve and enhance the natural environment wherever possible. Planning permission on any site in the Borough will be permitted where:

- a. The applicant has identified and assessed the level of ecological value of the site through appropriate assessment(s) and any matters arising have been addressed through the development proposal at the earliest stage possible;
- b. The development results in a net gain in biodiversity wherever possible;
- c. Development avoids the fragmentation and isolation of habitats and wildlife corridors within or close to the development site;
- d. The development is informed and influenced by the presence of woodlands, trees and hedgerows on site, particularly those protected by a Tree Preservation Order (TPO) or within a conservation area. If the removal of any tree is unavoidable because it would be in best arboricultural practice a replacement tree of at least equal value to that lost should be planted on site unless it is shown to be impractical to do so; and
- e. Any necessary mitigation plan includes provision for ongoing management and maintenance.

In addition to the above, priority habitats in the Borough have been identified and afforded protection by a network of designated sites. Development proposals which could affect a designated site will need to consider the impact and respond appropriately:

For **international nature conservation designations**, planning permission will be refused where:

- f. There is likely to be a significant effect on the SPA, SAC or Ramsar designation and the proposal is not directly connected with or necessary to the management of that site; and
- g. The development proposal is not in compliance with the relevant regulations and national policy regarding the assessment of implication for SPAs, SACs or Ramsar sites.

For **national nature conservation designations**, planning permission will only be permitted where:

- h. Development does not have an adverse effect on a SSSI, either individually or in combination with other developments.

For **local nature conservation designations**, planning permission will be permitted where either:

- i. The value of the designation is retained or enhanced in line with its original criteria for designation through avoidance or mitigation measures; or
- j. The benefit of the development can be shown to clearly outweigh the substantive nature conservation value of the site and the impact cannot be avoided or mitigated.

### How the policy works

5.172 There is a great deal of pressure on the Borough's natural environment as a result of climate change and an increasing population. Therefore, the Council's priority will be to focus resources on protecting, enhancing and linking together the existing natural environment. As such, there will be a presumption against any development involving the net loss of biodiversity or the loss of any natural features, unless there are wider public benefits that outweigh the harm of this loss. The Council will look to applicants to approach an impact on biodiversity in the following order:

- Avoid
- Mitigate
- Compensate.

- 5.173 As part of the above, the Council will look favourably towards proposals which enhance the biodiversity of a site and its surrounding area. As such, the Council encourages pre-application discussions in order to determine potential methods for enhancements. With regard to trees more specifically, the Council will take into account the ultimate mature size of a tree, available space and the relationship to buildings when designing layouts to avoid causing future relationship issues. With this, the Council will continue to require planning applications to take into account the advice and guidance contained in the latest version of British Standard BS 5837:2012 (Trees in Relation to Design, Demolition and Construction Recommendations).
- 5.174 The Council will require ecological assessments (including the relevant sections of Environmental Statements and information to support HRAs) to be submitted with an application and be of an appropriate level of detail. The scope and detail of any assessment must be appropriate to the nature conservation value of the site and any features outside the site but within the development's zone of impact. To do this, applicants will need to request data searches from the Hampshire Biodiversity Information Centre (HBIC) to inform their assessments. Submitted ecological assessments must also highlight the impact of the development upon the natural environment and demonstrate what mitigation measures will be put in place to the satisfaction of the Council's Ecologist and Natural England.
- 5.175 The Council has a strong track record of working in partnership with Natural England and neighbouring authorities to investigate and prevent harm to nature conservation designations. This approach will continue in the future to improve public understanding of biodiversity, manage public access to designated sites and prevent harm to nature conservation designations. As such, the Council recommends that applicants use Natural England's pre-application development advice service (DAS) before submitting any application.

### **International and National Nature Conservation Designations**

- 5.176 As highlighted in Table 5 (above), International designations include Special Protection Areas (SPAs), Special Areas of Conservation (SAC) and Ramsar Sites. These are internationally designated and are afforded a high level of legal protection.
- 5.177 Any development which is likely to have a significant effect on these designations will require a project level Habitat Regulations Assessment (HRA) and in all likelihood an Environmental Impact Assessment (EIA) by law. A project level Habitats Regulations Assessment (HRA) will be prepared by the Council as the competent authority as part of the determination of the planning application and the applicant will need to provide the necessary information to inform that assessment. The HRA will assess the effects of the proposal both alone and in combination with other plans and projects. If the development proposal is shown to have an adverse effect on an internationally designated conservation site then planning permission cannot be lawfully granted.
- 5.178 As well as the designated harbours, the wader and wildfowl species for which the SPAs are designated also use sites on land to feed and roost. The impact of development on such sites, both in terms of buildings and recreational disturbance from human activity is considered through Policies E16 and E17.
- 5.179 With regard to national nature conservation sites, these are Sites of Special Scientific Interest (SSSIs). An SSSI is an area of land notified under the Wildlife and Countryside Act 1981 as being

the country's best wildlife and geological sites. SSSI's in England are designated by Natural England.

5.180 Where necessary, an ecology strategy will be monitored to ensure their effectiveness. This will be determined on a case by case basis.

5.181 Further information regarding development around Chichester Harbour can be found in Policy E11 and the Joint Chichester Harbour AONB SPD adopted by both Havant and Chichester Councils.

### **Local Designations**

5.182 There are many other important sites, outside of the network of internationally and nationally designated sites, which also contribute to the ecological network of an area. These sites are designated<sup>45</sup> as Sites of Importance for Nature Conservation (SINCs) (referred to as Local Wildlife Sites in the NPPF) or Local Nature Reserves.

5.183 Designating an area as a SINC or Local Nature Reserve raises awareness of its importance for wildlife and ecology and their value to the Borough's communities. SINCs and Local Nature Reserves are essential in maintaining a network of habitats across the Borough (and therefore Hampshire County) as they allow for the movement of flora and fauna through the landscape. With this, they may support legally protected species or habitats recognised as being of principal importance under the Natural Environment and Rural Communities (NERC) Act. The presence of these habitats or species is addressed through Policy E18.

5.184 There are five Local Nature Reserves in Havant Borough: Brook Meadow, Gutner Point, Sandy Point, The Kench and West Hayling. The SINCs in the Borough will be outlined in the forthcoming Havant Borough Biodiversity Strategy.

5.185 The Hampshire Biodiversity Information Centre (HBIC) periodically surveys sites to assess whether they meet the criteria for SINC designation. Prior to being recommended to the Council for designation, each site, boundary change or criteria change is assessed by a panel comprising Hampshire County Council, Natural England and the Hampshire and Isle of Wight Wildlife Trust. If the site is found to meet the criteria for selection, the landowner is notified by HBIC and the site is recommended to the Council for designation.

5.186 Sites may be recommended to the Council for designation but are not yet formally designated through the Local Plan. The Council will consider these as if they were designated and assess development proposals which could affect them in line with the policy proposals for designated SINCs.

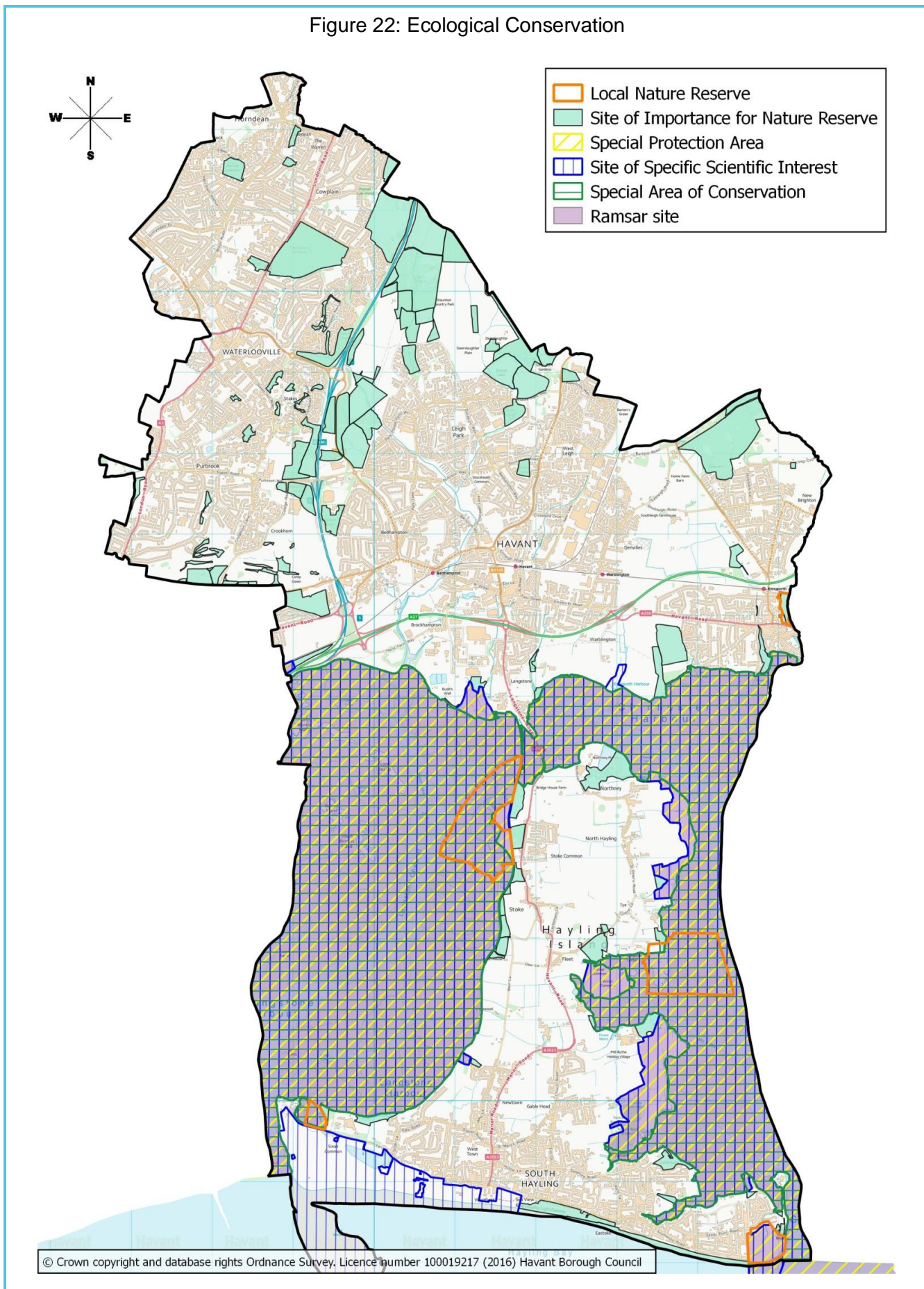
5.187 Sites are identified at a management unit scale (such as a field). However that does not mean that the ecological interest of the site is present throughout, indeed it is likely to be concentrated in only a few sections of the site. Early pre-application with the Council and making sure that appropriate data searches take place through HBIC will ensure that applicants and their ecological advisers have the information necessary to avoid and mitigate an impact on the local designation.

5.188 Local nature conservation designations are a material consideration when determining planning applications. However they are not afforded legal protection, unlike international and national designations. As such, any development proposal which incorporates a SINC or Local Nature Reserve area will have to demonstrate how the value of the area will be retained, and where possible, enhanced through appropriate mitigation.

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<sup>45</sup> A SINC is non-statutory designation.

Figure 22: Ecological Conservation



# Solent Special Protection Areas

5.189 This policy would update and replace Policy DM24 (Recreational Disturbance to SPAs from Residential Development) of the Allocations Plan.

## **Why this policy is needed**

- 5.190 The Solent is internationally important for its wildlife. Each winter, the Solent hosts over 90,000 waders and wildfowl including 10 per cent of the global population of Brent Geese. These birds come from as far as Siberia to feed and roost before returning to their summer habitats to breed. The three Solent Special Protection Areas (SPAs) were designated by the Government predominantly to protect these over-wintering birds (see Figure 23).
- 5.191 Legislation<sup>46</sup> requires avoidance and mitigation measures to be included in any proposed development which, either alone or in combination with other plans and projects, is likely to have a significant effect on an SPA. It requires the Council, as a competent authority under the regulations, to ensure that the mitigation will be provided and be effective before planning permission can lawfully be granted.
- 5.192 An acknowledged issue for any new development within 5.6 km of the Solent coast is the impact which disturbance, much of which is caused by recreation, can have on the protected species which use the Solent SPAs. This zone of influence includes a large part of the Borough and is shown in Figure 23 and will be shown on the proposals map. Development can increase the human population at the coast and thus increase the level of recreation and disturbance. This means that birds are not able to feed as effectively and spend more energy avoiding the disturbance.
- 5.193 Human disturbance can ultimately increase bird mortality or reduce in the amount of energy which the individual bird has available at the end of the winter period to fly back to its breeding grounds. If as a consequence the birds are unable to complete their migratory journey or are not in sufficiently good condition to breed when they arrive, then this would lead to a reduction in the bird population.
- 5.194 Extensive research was undertaken during 2009-2013 under the Solent Disturbance and Mitigation Project (SDMP) to assess the impact of recreational activity on wintering birds on the Solent coast. On the basis of this research, Natural England issued formal advice to the Council in March 2013. This stated *"Natural England's advice is that the SDMP work represents the best available evidence, and therefore avoidance measures are required in order to ensure a significant effect, in combination, arising from new housing development around the Solent, is avoided."*
- 5.195 The Council has worked with all of the other local authorities along the Solent coast, Natural England and other organisations, as part of the Solent Recreation and Mitigation Partnership, to prepare the Definitive Mitigation Strategy. A mitigation framework has been in place at the Solent, including in Havant, since 2014. The mitigation scheme is implemented through Bird Aware Solent<sup>47</sup> and has been successful. During that time, no housebuilding has been prevented from taking place and the mitigation process now works smoothly. The provision of a strategic mitigation framework ultimately allows development to take place whilst fulfilling its statutory requirement to prevent a significant effect on the SPAs.
- 5.196 Public access to the coast provides benefits, particularly for health, wellbeing and education. Visitor access is also important in the management of the sites for nature conservation, because people are more likely to want to be involved with and protect local sites if they have close links with them.

<sup>46</sup> The Conservation of Habitats and Species Regulations (2010 as amended).

<sup>47</sup> [www.birdaware.org](http://www.birdaware.org)

So by maintaining public access but with measures to ensure that recreational activity and nature conservation interests are not in conflict, the coast can be managed for the benefit of both wildlife and the public.

## E16 | Solent Special Protection Areas

Planning permission will be granted for residential development resulting in a net increase in population that mitigates a likely significant effect on the Solent SPAs. This mitigation can be provided through either:

- a. A financial contribution; or
- b. A developer provided package of measures associated with the proposed development designed to avoid or mitigate any likely significant effect on the SPAs; or
- c. A combination of measures in (a) and (b) above.

Where these measures cannot be provided development proposals will be refused, unless the applicant can show, subject to meeting the tests of the Habitats Regulations, that there would not be a likely significant effect on the Solent SPAs.

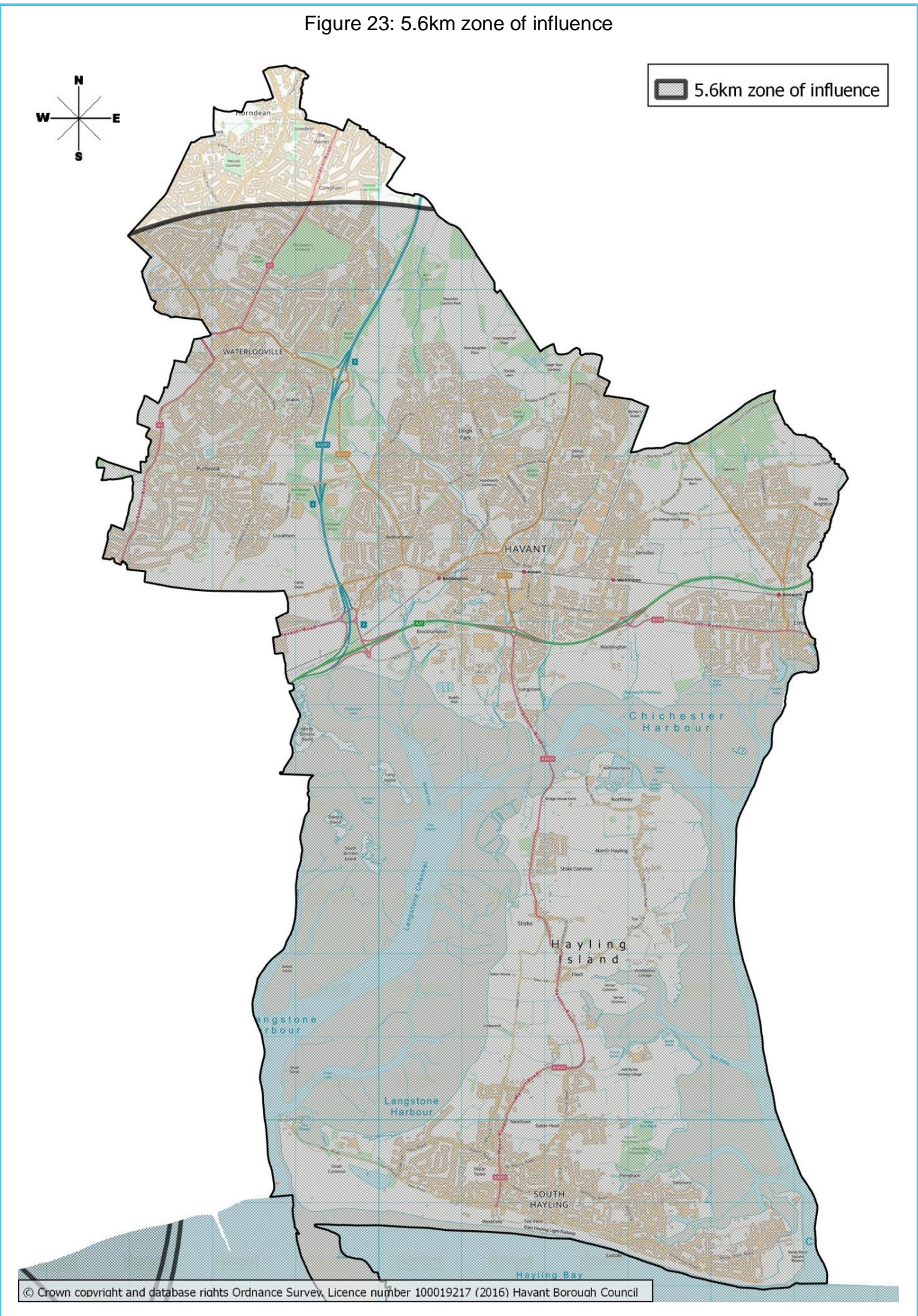
### How the policy works

- 5.197 The Council will continue to engage and be part of the Solent Recreation and Mitigation Partnership in order to provide a strategic framework to address this issue. This will provide a simple and straightforward solution to make sure that housebuilding can continue to take place whilst also protecting the Solent SPAs as required under law. It is essential that solutions to the acknowledged issues are straightforward, practical and cost-effective.
- 5.198 The mitigation framework for new development can be provided through a financial contribution. It is expected that the vast majority of schemes will provide mitigation packages in this way. The scale of the financial contribution will be based on the number of net additional dwellings, varied by dwelling size. These figures will be increased on 1<sup>st</sup> April each year in line with the Retail Price Index. Further information is contained in the Council's Developer Contribution Guide and the Definitive Mitigation Strategy.
- 5.199 In this context, 'dwelling' is defined through the Definitive Mitigation Strategy. The need for mitigation for the recreational impact of other types of residential accommodation, such as accommodation specifically for the elderly, will be assessed on a case-by-case basis by the local planning authority.
- 5.200 Some housing schemes, particularly very large ones or those located close to the boundary of a SPA, may need to provide mitigation measures in addition to making the financial contribution in order to ensure effective avoidance/mitigation of impacts on the SPA. A very large scheme could have a disproportionate impact on particular sections of coast compared to the dispersed impact of smaller schemes providing the same overall number of new homes. Similarly, mitigation in addition to the developer contribution may be needed for new dwellings which are close to the SPA because the occupants are much more likely to visit the coast with the potential for a greater impact. The Council, with advice from Natural England, will consider the mitigation requirements for such housing proposals on a case-by-case basis. Developers are encouraged to hold early discussions with the Council on the mitigation which will be needed for such schemes.

- 5.201 Separate mitigation may be required for other impacts which may arise from new housing such as direct habitat loss or light pollution onto the SPA. Those will be assessed by the Council, in liaison with Natural England, to identify whether, and if so what, mitigation is required.
- 5.202 The Council will conduct an HRA as part of the committee or delegated report on all development proposals at the full or outline planning stage that include residential development. For most development, if a planning obligation to secure the financial contribution is completed prior to the granting of planning permission which provides the necessary level of mitigation, then it should be possible for the HRA to conclude that a significant effect as a result of the development is unlikely.
- 5.203 New housing proposed under the General Permitted Development Order will require a separate HRA to be completed by the Council, alongside the prior approval process. As part of this process, mitigation will need to be secured from the new development, proportionate to the scale of development being proposed.
- 5.204 The measures set out in the Definitive Mitigation Strategy (except for references to SANGS) are not considered to be infrastructure under Regulation 123 of the Community Infrastructure Levy Regulations. As a result, they can be secured from new development using a legal agreement.



Figure 23: 5.6km zone of influence



# Brent Goose and Wader Feeding and Roosting Sites

5.205 This policy would update and replace Policy DM23 (Sites for Brent Geese and Waders) of the Allocations Plan.

## **Why this policy is needed**

5.206 As set out in Policy E16, the Solent supports internationally significant numbers of waders and Brent Geese during the winter months. More specifically, Brent Geese are a small, dark goose and are protected under Directive 2009/147/EC on the Conservation of Wild Birds (the "Birds Directive"). They nest in the tundra of Siberia in the summer months and then migrate to northern Europe for the warmer winter temperatures during the October to March period.

5.207 It is the extensive harbours and estuaries which make the Solent attractive to these species. Brent Geese feed on the eelgrass and algae that grow on the harbours' mud flats, while the wading species tend to feed on the invertebrates.

5.208 At high tide though, when these food sources are not available, birds use sites further inland to both feed and roost. These sites include cereal fields, playing fields and parks. The suitability of sites depends on a number of factors including: distance from the coast, how the site is managed, visibility and levels of disturbance. The sites in the Borough which are used as high tide feeding and roosting sites are set out in Figure 24.

5.209 There has now been a great deal of survey work undertaken to understand which sites are used and how the network of sites is used as a whole by different bird populations. This is set out in more detail in the Solent Waders and Brent Goose Strategy. Based on the level and type of use, the Brent Goose and Wader sites have been identified as follows:

- Core Area
- Primary Support Area
- Secondary Support Area
- Low Use Site
- Uncertain Site

5.210 There are a large number of sites in the Borough which support waders and/or Brent Geese at high tide. These are shown on Figure 24.

## **E17 | Brent Goose and wader feeding and roosting sites**

Development proposals on or in the vicinity of sites which are used by Brent Geese and/or waders will be assessed in line with the appropriate regulations. Such proposals will thus require a project level Habitats Regulations Assessment and the Council will consider the Solent Waders and Brent Goose Strategy and the latest survey data when making such an assessment.

### **For Core Areas:**

- a. Core areas are considered essential to the continued function of the Solent Wader and Brent Goose network and are functionally linked to the Solent SPAs. They are either irreplaceable or extremely difficult to replace and so their loss would impact on the integrity of the SPA;

- b. A deliverable mitigation package, which will be able to avoid or mitigate a significant impact on the Solent SPAs, is not considered possible to implement for development on Core Areas in all but exceptional cases. In all likelihood therefore, planning permission for development, other than that which would enhance the site for waders and/or Brent Geese, on Core Sites will be refused; and
- c. In all but exceptional cases where development is able to demonstrate compliance with b. a deliverable mitigation package will have to meet the full criteria for the replacement of primary support areas, as well as the following requirements:
  - i. A suitable site of greater size must be provided in close proximity to the Core Area affected
  - ii. The site must be shown to have a management structure in place that will ensure it is managed in perpetuity for Waders and/or Brent Geese
  - iii. The replacement site must be demonstrated to be used by the target species prior to the loss of the Core Area.

**For Primary Support Areas:**

- d. Residential development is allocated on Land North of Sinah Lane (H31) and East of College Road (H41). Both of these sites are identified as Primary Support Areas. As such, development proposals for these sites must provide mitigation for the impact on the Solent SPAs through a refuge area either on-site or extremely close to the site. Planning permission will be granted where the refuge area:
  - i. Continues to provide the ecological function of the Brent Goose and wader network
  - ii. Is suitable for at least the number of Brent Geese and waders recorded on the site in terms of habitat type and area, timing and availability of habitat and quality of habitat
  - iii. Is as close to the area to be off-set as possible, taking into account likely impact on the replacement habitat or species likely to use it
- e. Refuge habitat for Primary Support Areas must be provided upfront with evidence to show it works prior to development taking place. It must also be supported by an agreed costed Habitat Management Plan and fully secured for 80 years by a legal agreement.

**For Secondary Support Areas:**

- f. Development proposals on Secondary Sites will be considered on a case-by-case basis and will only be permitted where either:
  - i. A replacement refuge is provided on a “like for like” basis on site or within the locality of the site; or
  - ii. A replacement refuge is provided which is smaller than the area that is being lost to development, along with a suitably scaled financial contribution towards the management of permanent refuge sites for Brent Geese and waders.
- g. In both options, refuge habitat for Secondary Sites must be provided upfront with evidence to show it works prior to development taking place. It must also be supported by an agreed costed Habitat Management Plan and fully secured for 80 years by a legal agreement.

**For Low Use and Uncertain Sites:**

- h. If it can be shown that neither Brent Geese nor waders use Low Use and/or Uncertain Sites, then avoidance and mitigation measures may not be needed. This will need to be shown with three years of continuous survey effort, with the site kept in a condition suitable for use by waders and Brent Geese.

- i. Where Brent Geese and/or waders are likely to be present on the site, planning permission will only be granted where either:
  - i. On site mitigation is provided which is based upon appropriate ecological assessments to the satisfaction of the Local Planning Authority and Natural England; or
  - ii. A suitably scaled financial contribution is provided towards the management of permanent refuge sites for Brent Geese and waders.

**For indirect effects:**

- j. Appropriate mitigation will be required where new development or change to access and management has the potential to adversely impact the function of the Brent Goose and wader network.
- k. The amount and kind of mitigation will be determined by the importance of the Brent Goose and Wader site within the overall network and how the indirect effects could impact on the function of the site.
- l. Avoidance measures should be considered before moving on to mitigation. The package of avoidance and mitigation measures should be discussed with the Council and Natural England during the pre-application process and embedded into the development proposals at an early stage.

**How the policy works**

- 5.211 Proposals on or adjacent to sites identified as Brent Goose and/or wader feeding and/or roosting sites must be assessed and subject to the tests of the Habitats Regulation in order to determine the levels of impact, alone and in combination with other plans and projects. Suitable avoidance and mitigation measures will be required depending on the category of the Brent Goose/wader site, proportionate to its use by the Solent SPAs' bird populations. Such measures must be put in place prior to development taking place and be confirmed through a legal agreement.
- 5.212 Where the development would be likely to lead to a significant effect on the Solent SPAs and sufficient avoidance or mitigation measures of an appropriate type cannot be put in place, planning permission will be refused.
- 5.213 Mitigation measures for development on sites adjacent to identified Brent Goose or wader sites could include carrying out construction works outside of the core winter period (October-March inclusive), fencing, specific approaches to lighting and/or the enhancement of the feeding and/or roosting potential of the site (or replacement compensatory habitats) through favourable management to increase the site's capacity for Brent Geese and Solent Waders. All mitigation measures will be subject to consultation between the Council and Natural England.
- 5.214 To assist in the collection of survey data, existing records for Brent Geese and Wading bird species are held by the Hampshire Biodiversity Information Centre (HBIC). Applicants should undertake biodiversity data searches to inform development proposals through HBIC.
- 5.215 How sites are used by SPA species is not constant. Reclassification of sites might be appropriate if confirmed by three consecutive years of survey to the agreed methodology. During this time, sites must be under appropriate management conditions for Waders and/or Brent Geese. The methodology for any additional surveys should be discussed and agreed with the Council and Natural England prior to surveys commencing.

### **Core Areas**

- 5.216 The designated SPAs and Core Sites are considered essential to the continued function of the Brent Geese and Solent Waders ecological network. It is not considered feasible to provide avoidance and mitigation measures through development which could remove the likelihood of a significant effect on the Solent SPAs. As such, development proposals on Core Sites are highly unlikely to be supported.
- 5.217 With regard to the information needed to undertake a HRA, this should include a comprehensive SPA mitigation strategy, which conclusively demonstrates that the avoidance and mitigation package can fulfil all of the requirements as outlined in the policy above. This will need to be provided as part of any planning application.
- 5.218 The avoidance and mitigation measures will need to be in place and shown to be effective prior to implementing any planning permission.
- 5.219 For development proposals which are adjacent to Core Sites, a project level HRA will need to be carried out. A package of avoidance and mitigation measures will be needed to prevent an adverse effect on the Solent SPAs.

### **Primary Support Areas**

- 5.220 The Primary Support Areas are functional land parcels that, when in suitable management, make an important contribution to the function of the Brent Goose and Solent Waders network. While the use of these sites may on occasion be as high as the Core Sites, development on parts of these sites may be acceptable. It is considered that there are opportunities for these sites to feasibly secure mitigation to ensure the long-term preservation and enhancement of the Brent Goose and Wader network.
- 5.221 Development proposed on Primary Support Areas need to include a particularly robust avoidance and mitigation package based on making suitable alternative habitat available to the SPA species in question. This must include either:
- a) The creation of new feeding and roosting sites (or 'refuges') on adjacent sites; or
  - b) Improvements to the management of adjacent less frequently used sites to provide an equivalent level of resource, which can comprise of:
    - i. Ensuring that a nearby Core Site is maintained permanently in favourable habitat; or
    - ii. Upgrading a nearby Secondary Support Area or Low Use Site so that it can support an increased bird population, similar to a Primary Support Area.
- 5.222 Given the right conditions (location, size, habitat and appropriate management), SPA species will exploit new sites or refuges. Any replacement habitat must be subject to meeting the tests of the Habitats Regulations. Advice must also be sought from Natural England as to the most appropriate course of action on a case-by-case basis. Proposals for Replacement Habitat will be subject to consultation between the Council and Natural England and, once agreed, must take place prior to development and be confirmed through a legal agreement.
- 5.223 There are two sites which are identified in the Local Plan for development and which are on a Primary Support Area: North of Sinah Lane (H31) and East of College Road (H41). The Council is investigating which sites could be used as Brent Goose and/or wader refuges as mitigation..

- 5.224 Where a negative impact upon a Brent Goose and/or Solent Wader site cannot be avoided or mitigated, or appropriate replacement habitat is not or cannot be provided, the proposal will be refused.
- 5.225 For development proposals which are adjacent to Primary Support Areas, a project level HRA will need to be carried out. A package of avoidance and mitigation measures will be needed to prevent an adverse effect on the Solent SPAs.

### **Secondary Support Areas**

- 5.226 The Secondary Support Areas offer a supporting function to the Core Sites and Primary Support Areas for the Brent Goose and Solent Wader ecological network. The development of a Secondary Support Area will need to supply a replacement compensatory habitat on a ‘*like for like*’ basis on-site or within the locality of the site.
- 5.227 Alternatively, proposals may include a replacement habitat of a smaller scale to that being lost (and therefore not a “like for like” replacement); in doing so the applicant will also need to pay a contribution towards the provision of Brent Goose and/or wader refuges.

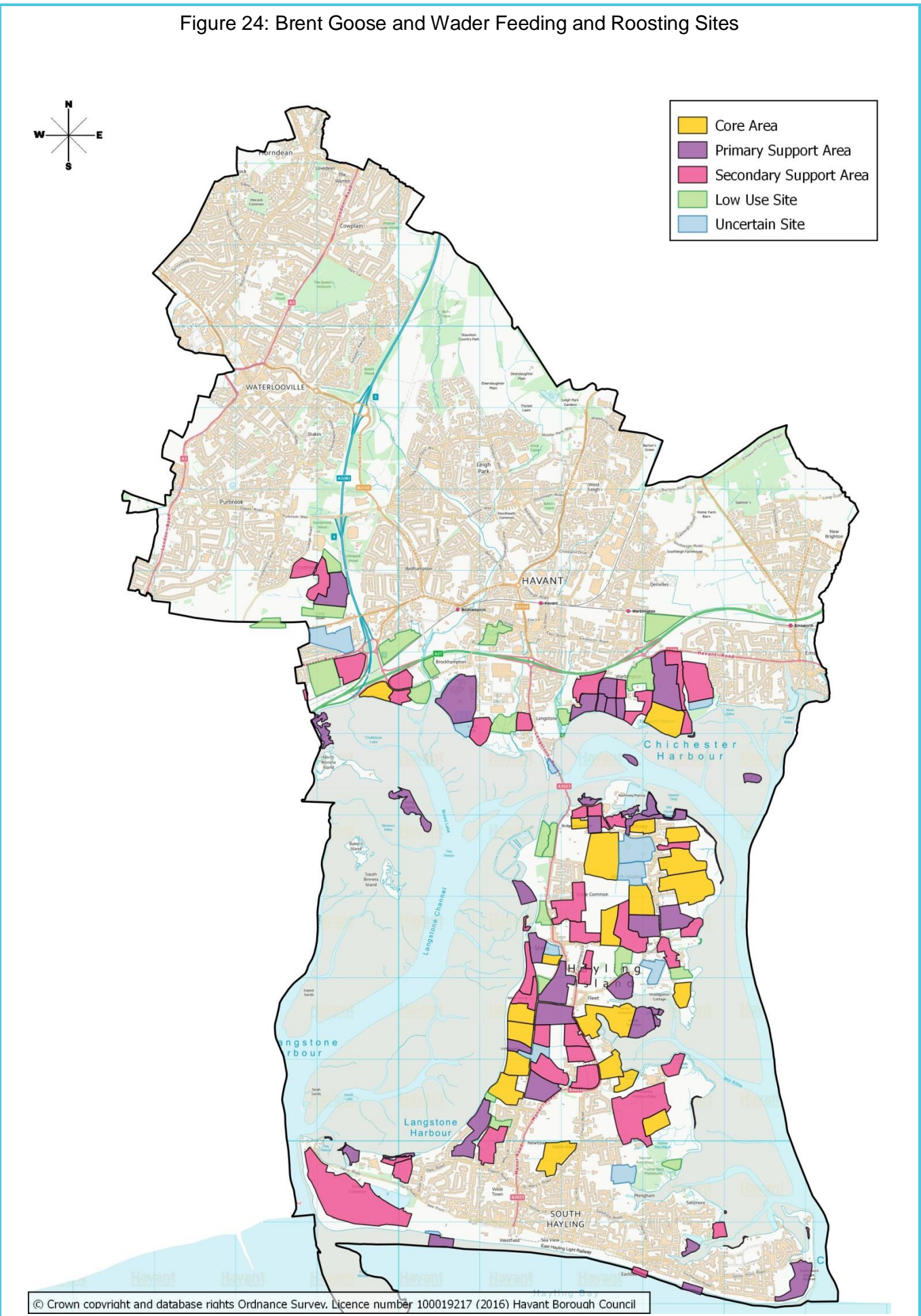
### **Low Use and Uncertain Sites**

- 5.228 Low Use and Uncertain sites could have the potential to be used by Brent Geese and/or waders. Avoidance and mitigation packages could include on-site mitigation or a financial contribution towards the provision of Brent Goose and/or wader refuges.
- 5.229 On-site mitigation will need to enhance an area of the proposed site for the use of Brent Geese and/or Solent Waders to the satisfaction of the Council as competent authority.

### **Indirect effects**

- 5.230 There is the potential for new development to result in indirect effects on the Solent Wader and Brent Goose network through increased recreational pressure and access. Indirect effects, such as disturbance, can reduce the use of these areas by waders and brent geese and limit the resource available. Appropriate mitigation will be required where new development or changes to access and management has the potential to adversely impact the function of the ecological network.
- 5.231 Mitigation could include a range of access management measures such as fencing, signage and interpretation. Consideration could be given to improving the management of the site or, if this is not possible, improved management of an alternative site within the network. The provision of funding for wider management of the sites within the network is also an option for consideration.

Figure 24: Brent Goose and Wader Feeding and Roosting Sites



# Protected Species

5.232 This is a new policy and does not replace any policies in the Core Strategy or Allocations Plan.

## Why this policy is needed

- 5.233 All development proposals should aim to achieve a net increase in biodiversity through the development and certainly to avoid a loss in biodiversity generally. However there are a large number of species and habitats which are afforded specific legal protection. As a result, any development proposals must not cause overall harm to these species. This should ideally be through mitigating harm through the use of the mitigation hierarchy; avoid - mitigate - compensate, in order to ensure that no overall harm takes place.
- 5.234 This policy sets out the requirements for species which have statutory protection. The conservation of Brent Geese is addressed under Policy E17.
- 5.235 Particular emphasis has been placed on Bechstein's bat as this species is found in internationally-important numbers in the ancient Forest of Bere landscape. This has the potential to particularly affect development sites towards the Borough's northern boundary as shown in Figure 25.
- 5.236 Bechstein's bat is a rare non-migratory bat species associated with woodland habitats and is afforded a high degree of legal protection in the UK and Europe. The species is found in internationally important numbers in Hampshire and is likely to occur within suitable woodlands (including fragmented woodland areas) and associated habitats throughout South Hampshire. Open habitats such as grassland are also used. In particular, this species is associated with the landscape where the ancient Forest of Bere once stood.
- 5.237 The species is listed as near-threatened on the IUCN Red List 2008<sup>48</sup> and is afforded legal protection under the Bonn Convention Appendix II and Bern Convention Appendix II.
- 5.238 In the UK, the species is afforded protection under the Conservation of Habitats and Species Regulations 2010, Wildlife & Countryside Act 1981, Countryside & Rights of Way Act 2000, Natural Environment & Rural Communities Act 2006 and is listed as a Priority Species under the UK Biodiversity Action Plan (BAP). The UK is also a signatory to the EUROBATS agreement 1994.
- 5.239 Due to the above, this bat species is considered as a constraint to built development within the former Forest of Bere landscape. Therefore, proposed development sites must take full account of the potential issues associated with this species.

## E18 | Protected Species

Development proposals which are likely to affect protected species and/or their supporting habitats will only be permitted where:

- a. Appropriate surveys are undertaken to establish the presence/likely absence of protected species.

If **protected species are likely to be present**, planning permission will only be granted where either:

- b. A Mitigation Plan is provided which is based upon appropriate ecological assessments to the

<sup>48</sup> <http://www.iucnredlist.org/details/14123/0>



satisfaction of the Local Planning Authority; or

- c. A Compensation Plan is provided if it is not possible to mitigate the impact; and
- d. Review and monitoring plans are put in place, where appropriate.

For sites that contain or are **adjacent to sites likely to contain Bechstein's bat**, planning permission will only be granted where:

- e. Survey methods appropriate to Bechstein's bat are used and undertaken by a suitably-qualified ecologist.

If the **presence of Bechstein's bat is established**, planning permission would only be granted where:

- f. The net loss of woodland (including groups of trees) is avoided;
- g. Impacts on Bechstein's bat breeding habitat (i.e. net loss of/excessive disturbance to woodland or trees containing maternity roosts) are avoided;
- h. Proposals include appropriate buffers to woodlands, hedgerows and other flight corridors, taking into account the location of roosts and foraging/commuting habitats; and
- i. Review and monitoring plans are put in place, where appropriate.

Where the above measures cannot be met planning permission will be refused, unless the applicant can show, subject to meeting the tests of the Habitats Regulations, that there would not be an adverse effect on the population of the relevant protected species.

### How the policy works

- 5.240 There is a great deal of pressure on plant and animal species from the impacts of climate change as well as the need for new development. As such, the Council will work to protect, enhance and link existing natural features and designated sites (as highlighted in Policy E15) in order to protect the habitats which support protected species. More specifically, the Council will continue to protect species which are afforded statutory protection. Any potential impacts on these species will need to be addressed to the satisfaction of the Local Planning Authority.
- 5.241 In assessing schemes where an impact on a protected species is possible, the Council will take significant notice of the advice of Natural England as the Government's statutory adviser on the natural environment. This includes any published standing advice on the matter.
- 5.242 Only certain species are specifically protected by law and national policy. Natural England's standing advice should be referred to in order to establish whether any proposed development could be affected. Engaging a suitably qualified ecologist early in the development process will also help to make sure that this issue is addressed comprehensively.
- 5.243 Surveys will be needed to support proposals for any development where a protected species is likely:
- To be present on or near the proposed site
  - To be affected by the development.
- 5.244 Where surveys are needed, it is essential that they are carried out during the appropriate survey season and in accordance with best practice guidance. Natural England's standing advice contains

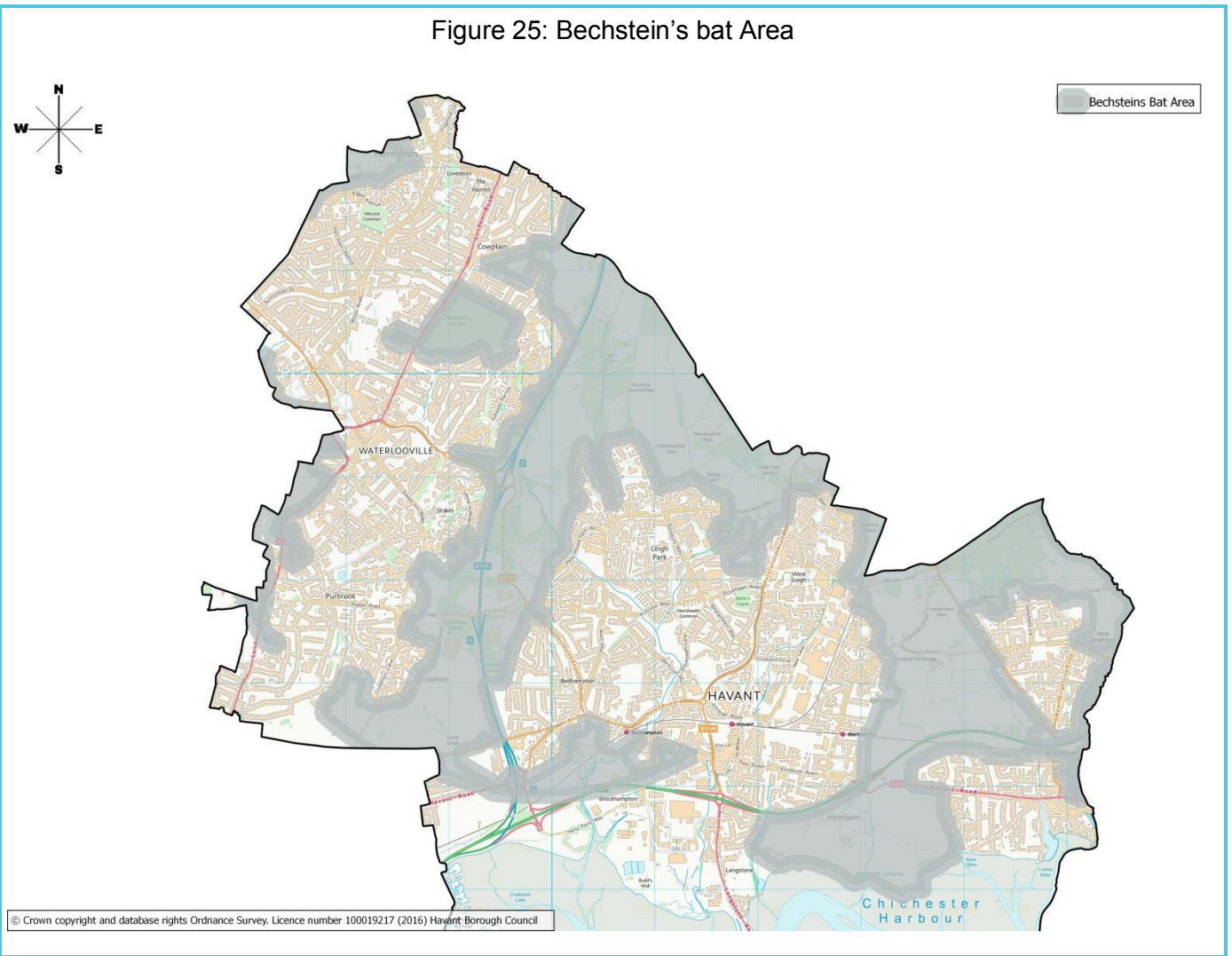
more detail about this; however it is important to consult an ecologist to make sure that all of the necessary surveys are required. It should be noted that there are some species, most notably bats, where different surveys may be required at different times of the year and, therefore, sufficient time will be needed in order to carry out robust surveys.

- 5.245 If surveys show that a species is present and likely to be affected by the development, a mitigation plan should be provided. This should firstly aim to avoid and minimise harm to protected species wherever possible. If it is not possible to wholly avoid harm, mitigation measures should be proposed to remove the overall harm.
- 5.246 If it is not possible to mitigate any harm, compensation measures should be provided to make sure that there is no overall harm to the protected species.
- 5.247 In order to secure the implementation of mitigation and compensation plans, conditions and/or legal agreements will be necessary. These could include a requirement for ongoing monitoring to confirm no overall harm to the relevant species.

### **Bechstein's bat**

- 5.248 The Hampshire Biodiversity Information Centre (HBIC) holds all data relating to Bechstein's bat: this will generally comprise grid-references and these may initially be at a non-specific resolution (1 km<sup>2</sup>). Where Bechstein's bat is a potential constraint, it is highly advisable that further details are sought (e.g. there may be site-specific information not normally included within a standard data request) from HBIC or the Hampshire Bat Group.
- 5.249 Where impacts to Bechstein's bat or their habitat are identified, site layouts should avoid an impact on the species (e.g. moving the built area away from the woodland). The presence of maternity roosts in particular should inform the overall site layout and factors such as lighting. The loss of roosts, especially maternity roosts, is the impact most likely to have population-level consequences for this species. The females and their young roost colonially and therefore the loss of a single roost tree can impact many tens of individuals and affect the long-term viability of the population. Therefore, impacts to Bechstein's bat breeding habitat (i.e. loss of/excessive disturbance to woodland or trees containing maternity roosts) must be avoided. .
- 5.250 If it is not possible to avoid an impact on areas used by Bechstein's bat for foraging and movement, mitigation measures should be used. This could include buffering, maintenance of flight corridors, and sensitive lighting.
- 5.251 It is strongly recommended that liaison with the Council's Ecologist and Natural England is sought early in the development process so that local information can be shared in relation to any previous or ongoing Bechstein's bat studies in the area. Information sharing between applicants/consultants will be essential in ensuring that surveys and resulting mitigation are robust and that the population is not subject to unnecessary disturbance.
- 5.252 The forthcoming Bechstein's bat Guidance sets out clear guidance regarding appropriate surveying techniques, as well as potential avoidance, mitigation and enhancement opportunities. The guidance note will continue to be updated on a rolling basis.

Figure 25: Bechstein's bat Area



# Best and Most Versatile Agricultural Land

5.253 This would be a new policy.

## **Why this policy is needed**

5.254 Soil is a finite resource that provides important ecosystem services such as the growing of food and timber, a store for carbon and water, as well as a reservoir of biodiversity and a buffer against pollution.

5.255 The Borough contains a variety of rich and fertile soils due to its favourable location between the South Downs and the Solent. It is important that when identifying areas for housing and economic development that the benefits of protecting the best and most versatile (BMV) agricultural land are considered in relation to the need for development, and where appropriate, safeguarded.

## **E19 | Best and Most Versatile Agricultural Land**

### **Allocated greenfield sites**

- a. Development of allocated greenfield sites of 50 dwellings or more which contain BMV agricultural land must include community food growing provisions (e.g. allotments) as part of the open space required under Policy E2.

### **Unallocated greenfield sites**

- b. Development proposals on an unallocated greenfield site must include an appropriate soil survey to demonstrate whether or not the site contains BMV agricultural land. In the absence of such survey data or if it is confirmed that the site does contain BMV agricultural land, planning permission is likely to be refused.

## **How the policy works**

5.256 The National Planning Policy Framework (NPPF) defines the best and most versatile (BMV) agricultural land as Grades 1, 2 and 3a of the Agricultural Land Classification. As such, Grades 3b, 4 and 5 are considered as lower agricultural quality.

5.257 National guidance states that local planning authorities should take into account the economic and other benefits of BMV agricultural land. Paragraph 112 of the NPPF states that in the instances where development on agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality wherever possible.

5.258 When identifying areas for housing and economic development, the Council has allocated brownfield sites first before then considering agricultural land. However, the allocated brownfield sites do not provide enough housing to meet the Borough's housing need. Therefore, due to the high housing need and the limited land available for development, some loss of agricultural land cannot be avoided.

5.259 When considering the allocation of agricultural land for development, sites where data shows that the soil is of lower agricultural quality have been prioritised for allocation. Nonetheless, the evidence available suggests that the majority of land in the Borough is of BMV agricultural quality. As such, the housing need of the Borough cannot be met without allocating sites of BMV agricultural land.

Therefore, the use of BMV agricultural land for residential development is justified for the sites allocated in this plan as they offer additional benefits which outweigh the loss of BMV agricultural land.

- 5.260 With this, the Borough is able to meet the need for housing. As such, development proposals on unallocated greenfield sites which contain BMV agricultural land are unlikely to be supported.
- 5.261 The Department for Environment, Food and Rural Affairs (DEFRA) published its "Agriculture in the United Kingdom 2016" document in May 2017<sup>49</sup>. This states that the Utilised Agricultural Area (UAA)<sup>50</sup> of the UK stands at 17.4 million hectares in 2016. This is the equivalent of 71% of the total land in the UK<sup>51</sup>.
- 5.262 Nevertheless, the UK imports 48% of the total food it consumes and the proportion of this is predicted to rise<sup>52</sup>. In addition, it is recognised that the proportion of UAA may fall in the coming years due to the national need for housing. To compensate for this, the Council believes that development sites can still safeguard areas of the BMV agricultural land through the provision of community food growing initiatives (e.g. allotments) as part of the provision of open space. Policy E2 states that public open space must be provided for the development of 50 dwellings or more. In addition to this, the Council has specifically identified which allocations it believes should provide community food growing provisions due to the following:
- The known need for such provisions (e.g. allotments) in that area of the Borough
  - The site's previous/current use
  - The likely agricultural land classification of the site.
- 5.263 In addition to the above, the sites of BMV agricultural quality which have been allocated in this Local Plan have additional qualities and opportunities which have helped to justify their inclusion in the Local Plan in order to meet the Borough's housing need. The level of community food growing provision for these sites must be based on the standards set out in the Havant Borough Open Space, Sport and Recreation Study (2017) as well as the likely demand and take up of allotment plots. The Council will be able to inform the applicant of the demand and allotment take up through the Council's pre-application services.
- 5.264 Community food growing provisions (e.g. allotments) should be:
- Secure
  - Laid out into plots with durable paths and adequate space for compost bins (if allotments)
  - Be supplied with freshwater (either mains or through rainwater harvesting)
  - Available to all residents in the local area.

<sup>49</sup> <https://www.gov.uk/government/statistics/agriculture-in-the-united-kingdom-2016>

<sup>50</sup> Utilised Agricultural Area (UAA) is made up of arable and horticultural crops, uncropped arable land, common rough grazing, temporary and permanent grassland land used for outdoor pigs. It does not include woodland and other non-agricultural land.

<sup>51</sup> This percentage has remained relatively stable since 2012.

<sup>52</sup> <https://www.foodsecurity.ac.uk/challenge/uk-threat/>

# Amenity and Pollution

5.265 This policy would update and replace Policies DM10 (Pollution) of the Core Strategy and DM18 (Protecting New Development from Pollution) of the Allocations Plan.

## Why this policy is needed

5.266 The purpose of the policy is to control the adverse effects which could occur as a result of new development on existing occupiers, as well as through the inappropriate location of new development close to sources of pollution or other amenity impacts.

## E20 | Amenity and Pollution

Development proposals will be permitted where:

- a. Projected levels of air, noise, odour, vibration, light, water or other pollution do not have an actual or likely significant negative effect on the amenity of existing and future users of the site, nearby occupiers and residents or the wider environment; and
- b. Where any significant negative effects are identified, applicants will be required to provide appropriate mitigation measures which can be demonstrated to be suitable for the purposes intended, and will ensure that any likely or actual negative effect on receptor(s) identified by criteria a. are limited to an acceptable level.

## How the policy works

5.267 Some forms of development which can result in pollutants are necessary to meet the economic and social needs of the Borough. This includes industrial uses which, although necessary, may be detrimental to amenity. Adverse effects can also occur as a result of the inappropriate location of new development close to sources of pollution or other amenity impacts.

5.268 Developers must submit robust and appropriate evidence to enable the Local Planning Authority to assess whether there is an actual or likely significant negative effect as a result of the development, having regard to the latest body of authoritative guidance. Where appropriate, this should include an assessment of the likely cumulative impact of development and whether there is a material impact on the wider locality. Any material impacts should be mitigated to the satisfaction of the local planning authority.

5.269 Mitigation measures should minimise any detrimental impact on the local amenity of the area and thus avoid constituting a “statutory nuisance<sup>53</sup>” or exceeding relevant environmental quality standards. This will be necessary in order to demonstrate that any negative impact is limited to an acceptable level, having regard to the latest body of authoritative guidance. Appropriate mitigation measures should be visually acceptable in design terms in line with Policy E6.

5.270 As well as Policy E20, applicants should refer to separate policies with reference to air quality and the wider natural environment (Policy E15); groundwater and surface water within Source Protection Zones (Policy E22); and lighting particularly for schemes within and adjoining the Chichester Harbour AONB (Policies E6 and E11).

<sup>53</sup> ‘Statutory nuisance’ is defined in part 1 of Section 79 of the Environmental Protection Act (1990).

# Contamination

5.271 This policy would update and replace Policy DM17 (Contaminated Land) of the Allocations Plan.

## **Why this policy is needed**

5.272 There are numerous sites within the Borough which may be affected by contamination associated with the previous use of land and which could present a potential risk to human health and/or the built and natural environment.

5.273 Potentially contaminating activities include industrial or commercial operations, waste disposal, the processing or movement of ground material to achieve different ground level or site remediation. If present, contamination could represent a material risk to human health, buildings, services such as water supply, groundwater, ecology or landscaping and planting.

5.274 To prevent unacceptable risks from pollution and land instability, the NPPF states that planning policies and decisions should ensure that new development is appropriate for its location. National guidance states that local planning authorities should focus on whether the development itself is an acceptable use of the land, and the impact of the use (rather than the control of processes or emissions themselves which are subject to separate pollution control regimes).

## **E21 | Contamination**

Development proposals will be permitted where:

- a. An appropriate risk assessment accounts for actual and potential sources of contamination both on and off the site; and
- b. Deliverable mitigation measures will ensure that any actual or likely negative effect on receptor(s) is limited to an acceptable level prior to occupation of the development.

## **How the policy works**

5.275 The possibility of contamination will be assumed for development on or adjacent to land previously used for industrial activities, or for proposals for sensitive uses such as housing, schools, allotments, hospitals and children's play areas.

5.276 Paragraph 120 of the NPPF confirms that it remains the responsibility of the developer to identify land affected by contamination and to ensure that such land is remediated to secure a safe development. In considering applications on land potentially affected by contamination, the Council will require identified risks to be appropriately assessed and mitigated to the satisfaction of the local planning authority. The Council will secure mitigation measures by condition to ensure that any likely or actual negative effect is limited to an acceptable level prior to the occupation of the development.

5.277 Developers are strongly encouraged to enter into pre-application discussions with the Council to determine the scope of information required which should be submitted as part of any formal planning application. Planning permission will only be granted where there is sufficient information which provides the Council with the necessary confidence that any remediation or mitigation measures are deliverable.

5.278 In order to demonstrate that identified risks are limited to an acceptable level, it should be established that no 'significant possibility of significant harm' exists, as defined by, and in accordance with the Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance. The risk assessment should consider the concentration and distribution of contaminants, their environmental fate and transport, and the associated potential harm to receptors (as set out at paragraph 1.3). It is recommended that developers follow the procedures set out in the Environment Agency publication Model Procedures for the Management of Land Contamination (CLR11) accordingly.



# Aquifer Source Protection Zones

5.279 This is a new policy and does not replace any policies in the Core Strategy or Allocations Plan.

## **Why this policy is needed**

5.280 The chalk aquifer that underlies the Borough provides crucial groundwater resources for public water supply and the environment. The majority of the Borough's public water supply is sourced from the Havant and Bedhampton Springs. The springs break out of a roughly east to west line, about 800 metres long and up to 1.6 km from the north shore of Langstone Harbour. They are fed by the percolation of rainfall into a large area of chalk forming the South Downs to the north, the groundwater being brought to the surface by favourable geological conditions. There are 29 springs in the Borough under the control of Portsmouth Water, the average daily yield being more than 100 million litres. The groundwater permeating to the surface also provides valuable freshwater flows into Langstone Harbour which is a SPA, Ramsar site and part of the Solent Maritime SAC.

5.281 Areas of aquifer vulnerability are defined by the Environment Agency Source Protection Zones (SPZs). These zones show the risk of contamination from any activities that might cause pollution in the area. The closer the activity, the greater the risk. However, SPZs do not address the specific risks to groundwater due to the numerous solution features in the chalk across the Borough which can act as fast flowing pathways between the sources of pollution and groundwater abstractions.

5.282 A large amount of the Borough is within SPZ 1 and 1C which are defined as the 'inner zones' which are the areas of highest risk. Zone 1 is defined as the 50 day travel time from any point below the water table to the source. Zone 1c refers to subsurface activity only and extends Zone 1 to where the aquifer is confined and may be impacted by deep drilling activities. The extent of Zone 1 and 1c is shown in Figure 26 and will be shown on the proposals map.

5.283 The chalk aquifer is easily polluted from development which can be very difficult to remediate. Pollution can originate from a number of sources including:

- Industry (for example agriculture)
- The disposal of effluent in soakaways
- The disturbance of contaminated sites
- Inappropriate storage of oil and chemicals
- Development in the vicinity of solution features in the chalk (e.g. swallow holes) increasing groundwater turbidity
- Inappropriate drainage systems (for example, infiltration drainage into the aquifer).

5.284 If a development is within Zone 1 or 1c this policy will apply and it is likely that specialised geotechnical advice will be required to support any development proposals.

## **E22 | Aquifer Source Protection Zones**

Development that includes deep bore hole soakaways or pile foundations on principal/secondary aquifers or land within Source Protection Zones 1 or 1c, will only be permitted where it can be demonstrated that groundwater, controlled waters and surface water are adequately protected to prevent a detrimental impact on water quality.

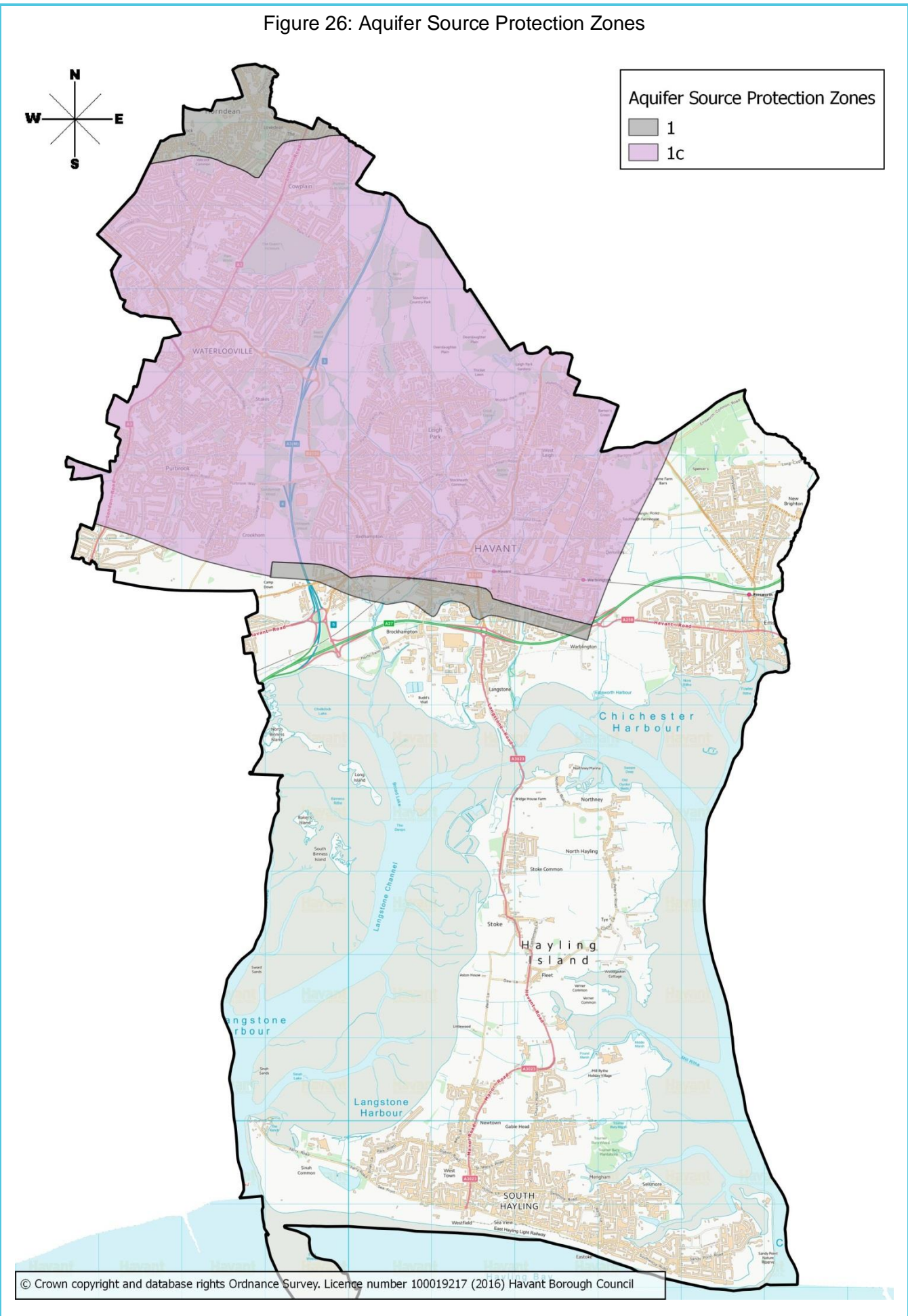
### **How the policy works**

- 5.285 Havant Borough Council has a strategic approach to protecting groundwater. Policy E22 uses land-based planning powers to assist in the protection of groundwater and controlled waters. This complements the powers and duties of the Environment Agency, the statutory body responsible for the protection of groundwater bodies in England, and the 'catchment management'<sup>54</sup> approach being adopted by Portsmouth Water. This approach aims to address pollution at its origin in the catchment, thereby preventing deterioration and improving the quality of water in the chalk aquifer which supports abstraction for public water supply.
- 5.286 The Environment Agency and Portsmouth Water will be consulted at the earliest opportunity on any planning application for new development located within a SPZ 1 and 1c. In most cases it will be possible to protect groundwater/public water supply through the inclusion of appropriate planning conditions on any consent granted such as restrictions on piling, infiltration drainage and contamination investigation/remediation. However, where development is proposed in areas of extreme vulnerability, such as where swallow holes are present, then it may be appropriate to apply exclusion zones around such features.
- 5.287 Policy E12 (Drainage) indicates that priority should be given to incorporating Sustainable Drainage Systems (SuDs) to manage surface water drainage in line with the CIRIA SuDS manual (or any subsequent update). However, it is recognised that it will not be appropriate to provide SuDs where it would result in infiltration drainage into the aquifer without adequate pollution prevention measures in place.

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<sup>54</sup> Portsmouth Water have engaged with local farmers to improve the quality of raw water in the water catchment. The purpose of this activity, known as Catchment Management, is to stop at source potential water quality problems such as nitrate pollution, which is found in fertilisers rather than build expensive treatment solutions to remove the problem after the event.

Figure 26: Aquifer Source Protection Zones



## New and Extended Cemeteries

5.288 This policy would update and replace Policy DM22 of the Allocations Plan.

### **Why this policy is needed**

5.289 There are three existing cemeteries in the Borough at Havant, Warblington and Waterlooville, and a new cemetery is being explored as part of Berewood and Wellington Park across the Borough boundary in Winchester District.

5.290 All proposals for further cemetery provision should have regard to the character of the surrounding area and retain any existing landscape features such as hedges and trees. The site should ideally be accessible by public transport preferably with good links to the rights of way network.

5.291 It will be necessary to demonstrate that the proposed cemetery will not have an adverse impact on ground or surface water. Any opportunities to create, improve and enhance biodiversity, habitats and green infrastructure should also be taken.

### **E23 | New and Extended Cemeteries**

Planning permission will be granted for new cemeteries where:

- a. They are well designed and consider the local context;
- b. The layout includes sufficient visitor parking in line with Policy IN7;
- c. The design makes the most of opportunities to improve and/or create new biodiversity, habitats and green infrastructure; and
- d. There will be no adverse impact on controlled waters including groundwater and surface water.

# 6 | Housing

## Housing need, supply and brownfield sites

- 6.1 This policy would update and replace Guiding Principle 3 of the Local Plan Housing Statement and Policy CS9 (Housing) of the Core Strategy.

### Background

- 6.2 The Government's aim is to significantly boost the supply of new homes in order to address the country's growing and ageing population. This is reflected in the presumption in favour of sustainable development in the National Planning Policy Framework (NPPF). To do this, Councils are expected to meet their objectively assessed need (OAN) for housing under Paragraph 14 of the NPPF.

### The need for housing in Havant Borough

- 6.3 The OAN is calculated on past trends and future projections of economic and population growth<sup>55</sup>. To do this, housing need is assessed across the Housing Market Area (HMA). The Council has a strong track record of working collaboratively with our neighbouring authorities particularly in the Portsmouth HMA<sup>56</sup>.
- 6.4 To look at housing need across southern Hampshire, the Partnership for Urban South Hampshire (PUSH) commissioned the Strategic Housing Market Assessment (SHMA) to establish the need for housing across the subregion which includes the Portsmouth HMA (within which Havant Borough is situated). The findings of the report led to the PUSH Spatial Position Statement which was published in June 2016<sup>57</sup>. The PUSH SHMA and Spatial Position Statement have calculated the OAN for housing in the Portsmouth HMA as 49,500 new dwellings between 2011 and 2036. As part of this figure, Havant Borough's OAN is calculated as 11,250 new dwellings during this period, which is equivalent to 450 per year.
- 6.5 More recently, the Government has consulted on a new methodology for calculating housing need<sup>58</sup>. This shows that there is an annual need of 463 net new homes in the Borough from 2016 to 2026. However this methodology is still in draft form at this point. The Government has indicated that any plans submitted for examination from April 2018 will need to use the new methodology once it is finalised. As such, this draft Plan uses the proposed new need figure, acknowledging that this may change following the publication of any revisions to the NPPF.

### The housing target for Havant Borough

Please note that pending the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment, there is uncertainty regarding the deliverability of sites on Hayling Island. Please refer to pages 150-151 for further information.

- 6.6 As well as the need for housing, the Local Plan must also look at what sites are suitable, available and achievable for housing delivery over the plan period.

<sup>55</sup> Havant Borough sees relatively little international/EU migration with approximately 95% of the Borough's population holding British passports.  
<sup>56</sup> The Portsmouth Housing Market Area includes all of Portsmouth, Havant and Gosport and parts of Fareham, Winchester and East Hampshire.  
<sup>57</sup> [www.push.gov.uk/work/planning-and-infrastructure/push\\_spatial\\_position\\_statement.htm](http://www.push.gov.uk/work/planning-and-infrastructure/push_spatial_position_statement.htm)  
<sup>58</sup> [www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals](http://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals).

6.7 Table 6 shows sites which have been completed and have planning permission already and so are seen as committed. It also shows sites that will be delivered over the plan period. The Council has conducted exhaustive calls for sites to establish which land in the Borough is available for development. All sites which were submitted were then assessed for suitability and achievability through the Strategic Housing Land Availability Assessment (SHLAA).

	Need Requirement	New homes completed, committed and further supply
<b>Total objectively assessed need</b> From 2016-2036 using the proposed methodology	9,260	
<b>Completed dwellings</b> The amount of homes built in the Borough in year 2016/17		649
<b>Outstanding planning permissions</b> Total new homes with planning permission on 1/4/2017 that are not proposed for allocation		617
<b>Allocations</b> Total new homes proposed for allocation in this draft plan		6,091
<b>Southleigh</b>		1,100*
<b>Windfall Development</b> Expected supply from small unidentified sites from 2024/25 to 2035/36		1,092
<b>Total</b>		<b>9,549</b>
* Southleigh is allocated for 2,100 but 1,000 are anticipated to be delivered outside of the plan period		
Table 6: housing need in Havant Borough and sources of housing supply from 2016-2036. All figures are net.		

6.8 The SHLAA assessed all of the sites submitted for consideration in order to determine which sites could deliver sustainable development to meet the housing need up to 2036. In allocating sites for housing development, the Council has sought to maximise the potential of previously developed land (PDL), also known as brownfield land. This includes maximising the potential of residential development in a number of town centres and regeneration areas which are close to public transport hubs, making sure that such areas provide as much housing as possible. This in turn will necessitate the Council playing an active role in bringing these sites forward for development, which could include the use of compulsory purchase powers. Overall, it is possible to provide 2,864 homes on identified brownfield sites.

6.9 However the potential of brownfield land for development is limited. Therefore in order to meet the need for housing, there will inevitably need to be substantial development on greenfield sites as well. This includes a number of urban extensions, as well as the development of Southleigh, a new community between Denvilles and Emsworth. Overall, it is envisaged that 4,327 new homes will be provided on identified greenfield sites.

6.10 The allocation of sites has been informed by the evidence base including the Sustainability Appraisal of individual sites, the Housing Constraints and Supply Analysis, the SHMA and the SHLAA. Crucially, the Council has only allocated sites that meet tests of being deliverable or developable in the NPPF.

- 6.11 In addition, the Council has undertaken a Windfall/Unidentified Housing Development Analysis which has calculated that 1,092 new dwellings can be completed between 2024/25 and 2035/36 in the Borough (windfall completions from now until 2024 are assumed to already have planning permission and therefore have already been counted). Windfall developments are those typically not allocated and which have previously been unidentified or unexpected. Most often, these are small sites, which deliver only a few dwellings. The Council’s SHLAA and Local Plan 2036 only allocate sites which can provide five dwellings or more. This is because development of residential garden land, residential redevelopment, commercial redevelopment and conversions for one or more dwellings are harder to anticipate. The Windfall Paper analyses 11 years of past housing completions data in order to calculate a figure for how much windfall development can be expected in the Borough up to 2036.
- 6.12 Table 6 sets out the need for housing and the projected contribution from each element of supply. It is important to note that the housing numbers are indicative, being based on past completion trends and the actual number built will be determined through planning permissions.
- 6.13 This shows that there are sufficient sites to provide 9,549 net new homes across Havant Borough from 2016 up to 2036. This will address the objectively assessed need for housing and provides a buffer of 289 homes. Providing a buffer is necessary to ensure that the Plan is sufficiently flexible to accommodate needs not anticipated in the plan and to allow a rapid response to economic changes in accordance with the NPPF.

### H1 | Housing need, supply and brownfield sites

- a. This Local Plan makes provision for the delivery of about 9,549 net new homes in Havant Borough between 2016 and 2036 through sites already completed, sites with outstanding planning permission, a windfall allowance and the following allocations:
- i. 2,566 homes on brownfield sites with specific allocations
  - ii. 298 homes on brownfield sites in the table below
  - iii. 3,227 homes on greenfield sites with specific allocations
  - iv. 2,100 new homes at Southleigh (of which 1,100 between 2016 and 2036)
- b. Once granted planning permission, homes should be built as swiftly as possible. The use of modern methods of construction, which accelerate the delivery of new homes, will be supported in principle.
- c. Of the 2,864 homes allocated on brownfield sites, 298 homes have been identified as being free from site specific constraints. The principle of residential development is supported subject to the policy provisions in this Local Plan.

Site reference	Site Name	Approximate level of development (number of new homes)
Havant & Bedhampton		
H07	Former Wessex Site, 8 New Lane (See permission APP/15/01425)	41
UE33	Eastleigh House, Bartons Road	9

UE43	Havant Garden Centre, Bartons Road	50
Hayling Island		
Perm 14/00043	Land rear of 13-21 Mengham Road	7
Perm (13/00317)	Yacht Haven Development Site, Copse Lane	6
HY13	Land rear of 108-110 Elm Grove	15
HY29 (Lapsed Perm 08/66979/007)	41 Station Road	15
Leigh Park		
L152	Collection of Leigh Park Garage Courts and Parking Areas	60
Waterlooville		
W63	154 London Road	95

### How the policy works

- 6.14 The Council is supportive of meeting the need for housing, as far as is possible, using PDL sites. For any PDL sites not identified in this plan, the presumption in favour of sustainable development set out in Policy RD1 applies.
- 6.15 The PDL sites which are free from site specific constraint have been highlighted in the policy above and any proposals for residential development on these sites will generally be supported by the Council. The remaining PDL sites have been given specific allocations due to either:
- Known site specific constraints; and/or
  - The need for a strategically coordinated approach in relation to either nearby sites and/or regeneration opportunities.
- 6.16 In order to address housing affordability, once granted planning permission, sites should be built out as soon as possible. The Council will work with applicants to swiftly discharge conditions wherever possible and progress sites to the construction phase. In line with Policy DR1, the Council will promote the use of modern methods of construction in order to accelerate the delivery of new homes.
- 6.17 Regular monitoring of the SHLAA, Brownfield Register and housing delivery through the Annual Monitoring Report (AMR) will be undertaken to ensure the Plan is effective in delivery of housing and in addressing the Borough's objectively assessed housing needs. In addition to this, the Council will actively work with significant landowners and housebuilders to progress suitable potential housing sites. This includes Portsmouth City Council (PCC) which is a significant landowner in the Borough.
- 6.18 The Council will also continue to engage with other PUSH authorities, particularly those in the Portsmouth Housing Market Area, in order to address the strategic need for new housing across the full housing market area.



6.19 Land allocated for industrial or commercial use can be used for Starter Homes where this land is underused or unviable for those purposes.

# Affordable Housing

6.20 This policy would update and partially Policy CS9 (Housing) of the Core Strategy.

## Why this policy is needed

- 6.21 This policy sets out how the HBLP 2036 will ensure that new development will meet the needs of those genuinely in affordable housing need. This will primarily be through securing a proportion of affordable housing on all market housing-led schemes having regard to the need to secure mixed and balanced communities.
- 6.22 There is a large need for affordable housing in the Borough. This is set out in the Specialist Housing Needs Analysis. As a result, there is a need to maximise the delivery of housing products which would meet genuine affordable housing need and make all housing more affordable.
- 6.23 The Whole Plan Viability Assessment tested a range of affordable housing thresholds and percentages in the Borough. The Viability Assessment concluded that 30% affordable housing requirement is generally achievable across the Borough, but recognises there is a the need for provide flexibility for town centre regeneration. The Viability Assessment considers the relationship between affordable housing and the implications of the Community Infrastructure Levy Charging Schedule review and proposed construction standards in this plan.

## H2 | Affordable Housing

Planning permission for residential development for a net gain of 11 or more dwellings<sup>59</sup> will be permitted where:

- a. 20% rented and intermediate affordable housing is provided in the town centres of Havant, Waterlooville and Leigh Park (as defined through Policies KS1, KS2 and KS3);
- b. 30% rented and intermediate affordable housing is provided outside of the town centres of Havant, Waterlooville and Leigh Park;
- c. The tenure of the affordable housing is split 70% rented and 30% intermediate (shared ownership). The local planning authority will negotiate the appropriate tenure split on a site by site basis based upon the latest evidence of locally identified needs;
- d. The affordable housing provision is provided on site. In exceptional circumstances, the local planning authority may consider either:
  - i. A financial contribution of a broadly equivalent value in lieu of on-site affordable housing provision; or
  - ii. Off-site provision on another suitably serviced site provided by the developer.
- e. The development provides mixed and balanced communities with a range, type and size of affordable housing which broadly reflects the market housing element. Affordable housing should be evenly spread across the site and integrated with the rest of the development in line with Policy E6.

<sup>59</sup> The White Paper 'Fixing our Broken Housing Market' suggested that a revised threshold of 10 or more dwellings may be introduced in the future. If this revised threshold is taken forward, the policy in the pre-submission plan and its associated evidence base will be updated accordingly.

### **How the policy works**

- 6.24 For the purposes of this policy, affordable housing is defined as in Annex 2 of the National Planning Policy Framework (March 2012). However, notwithstanding any changes to national policy, the Council's starting point will be to maximise the provision of social and affordable rent, and then intermediate housing to ensure that new affordable housing provision addresses the need for genuine affordable housing in the Borough.
- 6.25 In exceptional circumstances, the local planning authority may, based on an assessment of the character of the area and the nature of the proposed development, determine that starter homes or other affordable home ownership products are appropriate in lieu of rented and intermediate housing.
- 6.26 The Council expects all new housing schemes of 11 or more to provide a minimum of 30% affordable housing. The policy provides flexibility where site conditions may influence the actual level of affordable housing requirement which can be provided without undermining the overall viability of the scheme.
- 6.27 Within Havant, Waterlooville and Leigh Park town centres the costs of site assembly of regeneration schemes means that 30% affordable housing provision will not be viable. Within these three town centres, the Council expects 20% of new homes on schemes of 11 or more to be provided as affordable housing.
- 6.28 The Council acknowledges the importance of development viability in the delivery of new housing of all types. If providing policy compliant affordable housing provision would render a scheme unviable, the Council will expect the applicant to maximise affordable housing provision within the limit of viability. The amount of affordable housing which can be provided must be evidenced by an open book financial appraisal. This must demonstrate that the applicant has explored options for the amount, mix and type of affordable housing that will meet a genuine affordable housing need in consultation with the Council. Where a comprehensively justified open book viability assessment is submitted with the planning application, this will be reviewed by the Council on its merits, leading to consideration of the maximum viable affordable housing content / contribution. The Council will provide guidance on how that process will be operated. In such cases, independent third party valuation will be required at the developer's cost where there is a need to validate the viability of the development scheme and the level of affordable housing, or commuted sum, that can be provided without threatening viability.
- 6.29 Pre-application discussions are strongly advised where the applicant intends to make a planning application which proposes a level of affordable housing provision which is below the policy requirement. The viability assessment should be based upon the assessment of residual land value<sup>60</sup> and the existing use value which will be retained onsite (and the land will not be released for development). This is important to maximise affordable housing provision, and the actual affordable housing requirement is based on a benchmarked land value. For larger schemes, where phased delivery is required over the medium and longer term, changes in the development value and costs in delivery may be considered. Such assumptions should be agreed between the applicant and Council at an early stage.
- 6.30 Housing proposals will be expected to make efficient use of land in line with Policy E6 (High quality design). Any proposal that appears to have an artificially lowered density in order to avoid the affordable housing requirement may be refused planning permission.

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<sup>60</sup> The *residual land value* is determined through deducting development costs from development value to ascertain the remaining value that is available to pay for land.

- 6.31 There is a very strong presumption that affordable housing will be provided by the developer on the development site. In exceptional circumstances, where justified by robust evidence (see paragraph 6.28), the Council will consider accepting a financial contribution in lieu which will be used to enable further affordable housing provision in the Borough. In such cases, it is acknowledged that it may take a number of years to acquire adequate pooled funds to implement affordable housing development. The S106 agreement will reflect this by ensuring that funds are normally only returned to developers if they remain uncommitted after ten years following the final payment pursuant to the S106.
- 6.32 The precise scale, type and form of provision on each site will be subject of negotiation and will be dependent on the identified needs at that point in time. Applicants are encouraged to discuss the exact form and type of location with the Council before submitting a planning application accordingly.

# Housing Density and Mix

6.33 This policy updates and replaces Guiding Principle 3 of the Local Plan Housing Statement and Policy CS9 (Housing) of the Core Strategy.

## Why this policy is needed

6.34 The NPPF indicates that local planning authorities should plan for the right size, tenure and range of housing that is required in their area<sup>61</sup> in order to deliver mixed and balanced communities. The Council also recognises the need for the market to provide a choice in terms of type and mix of housing.

6.35 Demand in the market sector for two bedroom properties can largely be attributed to newly forming households, as well as older households looking to downsize. Whilst welfare reforms have increased the need to provide smaller properties, one bedroom homes typically offer limited flexibility to accommodate changing requirements. The Specialist Housing Analysis shows that this need does not align with the Borough's existing housing stock.

6.36 Though minimum density targets are not set at a national level, paragraph 47 of the NPPF indicates that Local Plans should follow their own approach to housing density reflecting local circumstances. There is a finite amount of land available for development in the Borough. As a result, it is essential that development sites are used efficiently in order to meet the need for housing. This is particularly pertinent in town centres where better access to public transport, shops and services mean that higher density housing is appropriate.

## H3 | Housing Density and Mix

- a. In order to deliver sustainable, mixed and balanced communities, all sites providing three or more (gross) new residential dwellings are expected to secure a net density of at least 35 dwellings per hectare across the Borough, and at least 75 dwellings per hectare in Havant and Waterlooville town centres (as defined by Policies KS1 and KS2).
- b. In addition, development proposals of 10 or more new homes (gross) are expected to provide a range of dwelling types and/or sizes to meet the identified local housing need. 35% of the overall housing mix (both market and affordable) should be two bedroom homes.

## How the policy works

6.37 New development will be expected to provide a range of housing type and sizes based on locally identified needs.

6.38 For the purposes of this policy, residential density is taken as dwellings per hectare across the developable area. Density standards are necessary to make sure that new development maximises the finite amount of land in a full and sustainable manner. Higher densities will be sought in town centre locations, having regard to the sustainability of the location and the character and amenity of the surroundings.

6.39 Whilst the policy sets out local density standards, site specific constraints and local character may justify a different approach having regard to the context of the site. This may include sites where

<sup>61</sup> This is reinforced through the Government's consultation proposals for planning for the right homes in the right places <https://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals>

housing density could influence the potential for impacts to European designated sites such as Special Protection Areas, Special Areas of Conservation or Ramsar sites by increasing the likelihood or magnitude of direct physical damage to habitats or disturbance to species using European sites or their supporting habitat. In such cases, pre-application discussions are encouraged to determine whether there is a robust design justification which warrants a deviation from the prescriptive density standard. In these circumstances, a detailed Design and Access Statement must fully explain the rationale to the proposed approach to the overall design and layout of the scheme.

- 6.40 In line with Policy E8 (Low carbon design), development proposals are expected to demonstrate how they take advantage of natural light and heat in order to minimise the use of energy. The design and layout of high density schemes (at least 75 dph) in particular will also need to take into account the impact of any overshadowing and provide an appropriate degree of privacy to ensure occupants are provided with a good standard of living accommodation. Where appropriate, the Council will require daylight/sunlight assessments of the type developed by the Building Research Establishment (BRE) to be submitted in support of planning applications.

# Housing for Older People, People with Specialist Medical Needs and Annexes

6.41 This policy would update and replace Policy CS9 of the Core Strategy (2011).

## **Why this policy is needed**

6.42 The NPPF indicates that local planning authorities should plan for a mix of housing based on future demographic trends and the needs of different groups in the community including older people.

6.43 There is a clear need to plan for suitable housing for the ageing population in the Borough with about a third of the population likely to be an older person by 2036. The needs of older people and those with specialist medical needs are varied and can be met in a number of ways over the plan period.

6.44 Many will remain living in market housing. Nonetheless some people will require some form of extra care which may be provided either within market housing, specialist extra care provision, care homes or nursing homes. Similar residential institution developments can accommodate younger adults with specialist medical needs. This can be people who have a learning disability, mental health problems or a physical disability. In some instances provision for the needs of older people or people with specialist medical needs may be proposed through self-contained annexes and extensions to existing housing.

6.45 This policy seeks the provision of specialist housing for older people and those with specialist needs. In order to support the ageing population and the needs of disabled people, Policy E7 addresses the accessibility of new conventional housing.

## **H4 | Housing for Older People, People with Specialist Medical Needs and Annexes**

Planning permission for housing or institutional housing meeting the specialist needs of older people or people with specialist medical needs will be permitted where:

- a. They meet a locally identified need;
- b. The location is appropriate, taking into account accessibility of facilities, services and public transport;
- c. The activities and/or operations associated with the development do not cause unacceptable harm to the amenity of neighbours or public amenity more generally, through increased noise and disturbance or obtrusive light;
- d. Due regard is given to the design of the development when taking into account the needs of the end users, particularly with regard to on site accessible outdoor spaces and provision of a satisfactory outlook for all residents;
- e. Appropriate and evidence based provision is delivered for:
  - i. On-site car and cycle parking
  - ii. Storage for mobility scooters and/or wheelchairs

### **Annexes and extensions**

- f. Self contained annexes and extensions relating to mainstream housing meet the following criteria:
  - i. The annexe or extension is to serve the needs of dependant relatives
  - ii. The annexe or extension is, and will remain, ancillary to the principle dwelling

- iii. Space remains following the development to allow provide sufficient recreational space to serve the larger dwelling which will be created
- iv. There is no boundary demarcation or sub-division of curtilage areas between the principle dwelling and annex/extension.

### **How the policy works**

- 6.46 Housing for the elderly and those with specialist medical conditions can be provided through adapted market housing, assisted living housing or extra care housing. Extra care housing in itself can include sheltered housing, care homes and nursing homes. All of these categories have particularly specialist products that sit in them and products can span two categories. Pre-application advice is available should further information be required as to whether a development is considered extra care housing.
- 6.47 The provision of extra care housing is supported through identifying development sites within this plan which are particularly suitable for the delivery of such dwellings. A number of sites have been identified as being suitable for elderly or those with specialist medical needs. In order to provide an appropriate supply of extra care dwellings, the Council will have regard to the level of extra care proposed as well as existing provisions within the locality.
- 6.48 Outdoor spaces must be accessible for all users of the development and be appropriately landscaped and provided in line with the requirements of policy E7 (High Quality New Homes) as a minimum. A satisfactory outlook consists of an area of soft landscaped space. Residents should be able to enjoy the outlook from their individual rooms.
- 6.49 Assisted living and extra care housing can have specific impacts from noise from centralised kitchen facilities, mechanical and electrical systems and higher levels of outdoor lighting. Where development is proposed for new extra care dwellings, including extensions or re-development of existing facilities, planning applications must be accompanied by robust and appropriate evidence. This will enable the Local Planning Authority to assess whether there is a likely to be significant effect as a result of the development in line with Policy E20. As a minimum assessments submitted must include:
- Noise Impact Assessment
  - External lighting assessment and where appropriate accompanying illuminance plans.
- 6.50 Housing for older people may be proposed in the form of enhanced accessible and adaptable dwellings across market and affordable tenures in mainstream housing developments. This will provide the opportunity for older people to live in their own homes for longer, by providing the necessary flexibility needed to adapt their homes and/or for extra care to be provided in their own home.
- 6.51 Recognising the high need for housing for the elderly in particular, and the role that annexes can play in reducing pressure on the social care sector, the Council will consider the individual circumstances of the person(s) for whom the annex is proposed as a material consideration. Nonetheless, whilst it is acknowledged that provision of an annex will inevitably lead to an intensification of the house and its curtilage, the design, layout and amenity of those nearby (in line with Policy E6) will be considered.



6.52 Where an annexe is detached from a principle dwelling, a planning condition will be applied to any planning permission to prevent the use of the annexe as a separate dwelling. In some instances a legal undertaking to secure this may be more appropriate.

# Gypsies, Travellers and Travelling Showpeople

- 6.53 This policy would update and replace policy CS10 (Gypsies, Travellers and Travelling Showpeople) of the Core Strategy.

## Why this policy is needed

- 6.54 National Planning Policy for Traveller Sites (August 2015) requires local authorities to proactively plan to meet the housing needs of Gypsies, Travellers and Travelling Showpeople in their area.
- 6.55 Following government guidance emphasising the need for local authorities to cooperate, the Council jointly commissioned with six other authorities in Hampshire a Gypsy and Traveller Accommodation Assessment (GTAA) which identifies the level of need for traveller sites in the area. The GTAA, published in May 2017, identifies a need for one additional pitch in the Borough over the Local Plan period. This need has arisen from a particular household occupying a site on an unauthorised basis. An interview conducted as part of the GTAA identified that the household have links to the area and have no alternative accommodation. The GTAA acknowledges that this is a personal need and that there is no other current or future need for traveller accommodation in the Borough.

## H5 | Gypsies, Travellers and Travelling Showpeople

Development to accommodate gypsies, travellers and travelling showpeople will be permitted where:

- a. The proposal meets an identified need;
- b. The potential occupants are recognised as gypsies, travellers or travelling showpeople<sup>62</sup>;
- c. The site has a satisfactory means of access with adequate parking provision, turning space and, where relevant sufficient space for the servicing and storage of vehicles and equipment;
- d. The traffic from the site is not generated on a scale which is inappropriate to the locality and which is likely to cause a hazard to road safety; and
- e. The site is capable of accessing utilities, and potential occupants are able to access education, health, welfare and employment infrastructure.

## How the policy works

- 6.56 The Council will seek to accommodate the needs of Gypsies, Travellers and Travelling Showpeople based on the information contained in the Hampshire Consortium GTAA updated as necessary and having regard to current government requirements. This policy sets out a criteria based policy against which speculative proposals must be assessed
- 6.57 For any application, the Council will need to be satisfied that the potential occupants meet the definition of Gypsies and Travellers set out in Annex 1 of the National Planning Policy for Travellers (DCLG, 2015). It will also need to be demonstrated that there is a specific reason to locate within the Borough. This could include a lack of availability of alternative accommodation, a local connection or their employment requires them to be at that location.

<sup>62</sup> Meeting the definition as contained in Annex 1 of Planning Policy for Traveller Sites (DCLG, 2015)

## Land North of Long Copse Lane

6.58 This policy refers to site UE76 of the Local Plan Housing Statement and does not replace any policies in the Core Strategy or Allocations Plan. The boundary of the site has been extended since the adoption of the Local Plan Housing Statement to include two additional parcels of land which came forward in the 2017 Call for Sites.

### **The Site**

6.59 The site has an area of 15.8ha and is located north of Long Copse Lane in north Emsworth close to the boundary with West Sussex. There is existing residential development to the south of the site, while Southleigh Forest extends to the north and west. The site is predominantly open field, surrounded by trees and hedgerows, and is currently used as grazing land and horse paddocks. Hollybank Farm is situated towards the centre of the site and housing allocation H14 (Land to the rear of Redlands House) is adjacent to the south.

6.60 Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development<sup>63</sup>. In that case, an Environmental Statement will be required to support any planning application.

6.61 The design and layout of the site must be informed by a comprehensive master plan approach that considers the site's constraints and context, as well as the landscape character of the wider area. Although the Council understands that the construction of such a large site may need to come forward in phases, a comprehensive master plan of the whole site will need to be submitted as an application after extensive pre-application discussions have taken place. Due to the constraints and nature of the site, its piecemeal development would not be appropriate.

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<sup>63</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

### Site Opportunities & Constraints

- This is a greenfield site
- There is uncertain potential for previously unidentified archaeological deposits
- The site is adjacent to Hollybank House which is a Grade II listed building
- The site is adjacent to Redlands Lane which forms part of the Ancient Sussex Border Path
- Access to the site is constrained
- Long Copse Lane is a narrow road with no footpaths
- There is an opportunity for a local convenience store
- The site is in close proximity to ancient woodland which was previously part of the Forest of Bere
- Bechstein's bat are found on and surrounding the site with a maternity roost likely to be present
- The site is covered by a number of Tree Preservation Orders
- There are high quality hedgerows found on and surrounding the site
- There is the potential for badgers, dormice, birds and reptiles to be on and immediately surrounding the site
- The north-east corner of the site is in the Mineral Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan and is likely to be underlain by sand and gravel
- Off-site water mains reinforcement is likely to be required
- Area has known drainage capacity issues
- Considerable off-site runoff causes flooding downstream in Long Copse Lane and Redlands Lane
- Infrastructure provision should be addressed in conjunction with other development sites in the area as far as practicable.
- The site overlays a Principal Aquifer.

### H6 | Land North of Long Copse Lane

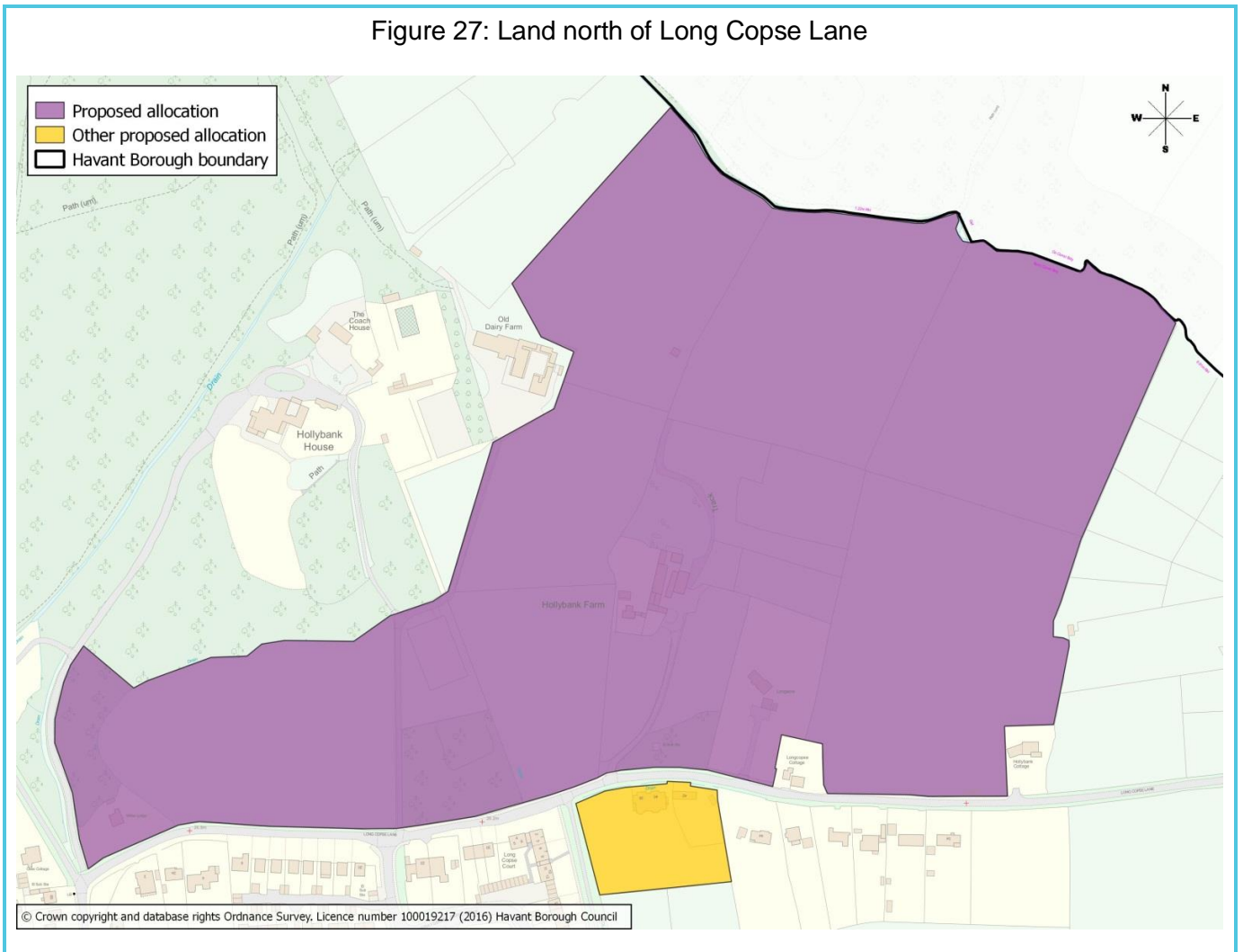
A mixed use development of about 260 dwellings and a convenience store will be permitted where:

- a. The development of the site is master planned and delivered in a comprehensive manner;
- b. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Drainage Strategy
  - iv. Ecological Assessment
  - v. Arboricultural Assessment
  - vi. Transport Assessment
  - vii. Travel Plan
  - viii. Air Quality Assessment
  - ix. Contaminated Land Investigation Report to include gas monitoring
- c. It is demonstrated that any projected levels of noise and/or air quality, either individually or cumulatively, do not have a significant negative effect on sensitive receptors;
- d. An appropriate means of access is established, which incorporates road widening along Hollybank Lane and Long Copse Lane and that does not compromise the vehicular access to housing allocation H14, to the satisfaction of the Highway Authority;
- e. The development does not undermine the future development potential of surrounding sites;
- f. The convenience store is located at a gateway point to the development and should have a

maximum net sales area of 280sqm;

- g. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18;
- h. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- i. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- j. Provides a drainage solution which reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12
- k. The design and layout:
  - a. Responds to the semi-urban/rural character of the surrounding residential development to the south
  - b. Preserves and, where possible, enhances the character and setting of Hollybank House
  - c. Retains and integrates the protected trees and hedgerows found on the site
  - d. Retains and integrates the existing hedgerows surrounding the site where possible;
  - e. Provides on-site public open space in line with Policy E2
  - f. Provides a landscape buffer between the built development, Southleigh Forest and the undeveloped land to the east
  - g. Enables easy access for pedestrians and cyclists to existing routes

Figure 27: Land north of Long Copse Lane



# Land at Selangor Avenue

6.62 This policy refers to site UE02b of the Local Plan Housing Statement and does not replace any policies in the Core Strategy or Allocations Plan.

## **The Site**

6.63 The site lies to the north and west of Selangor Avenue and the A259 Havant Road, just to the east of the Warblington junction onto the A27. The A27 and the Havant to Brighton railway line run immediately to the north of the site. The rear gardens of residential properties on Selangor Avenue back onto this site. The site has an area of 6.23 ha.

6.64 Resolution to grant planning permission for 161 dwellings was granted in June 2017 under reference APP/16/00774. If this permission is implemented before the plan is adopted, this draft policy will be removed from the plan.

## **Site Opportunities & Constraints**

- This is a greenfield site
- Access to the site is constrained
- The rear gardens of properties west and north of Selangor Avenue back onto the eastern edge of the site
- The A27 and the railway line to the north are a source of noise
- The site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- Area has known drainage capacity issues
- Runoff onto Havant Road currently causes flooding; opportunity for addressing problems in Nore Farm Avenue area by diverting watercourse through site
- A gas main is located near the eastern boundary of the site
- Historic incidences of foul water flooding
- Area of high archaeological potential
- Off-site water mains reinforcement is likely to be required
- There is recorded evidence of landfill or probable landfill on site
- Phase 1 habitat survey and bat, bird and reptile surveys were carried out between 2014 and 2016. Winter bird surveys are not required
- Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA<sup>64</sup> development. In such cases, an Environmental Statement will be required in support of any planning application.
- The site overlays a Secondary Aquifer.

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<sup>64</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

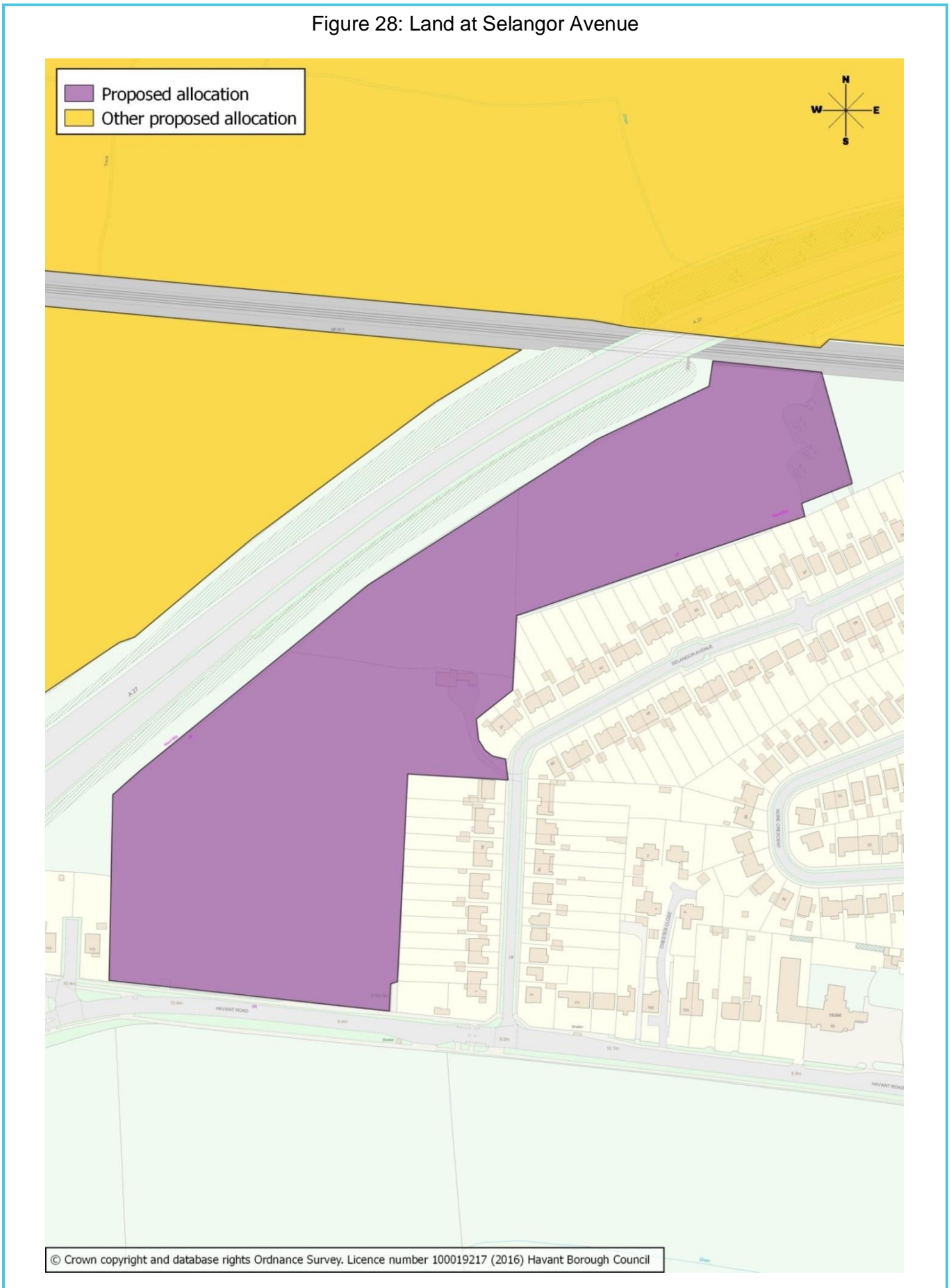
## H7 | Land at Selangor Avenue

Residential development of about 160 dwellings will be permitted where:

- a. The following assessments are submitted and all matters arising are addressed to the satisfaction of the local planning authority:
  - i. Noise Impact Assessment
  - ii. Air Quality Assessment
  - iii. Contaminated Land Investigation Report to include gas monitoring
  - iv. Heritage Statement
  - v. Ecological Assessment
- b. It is demonstrated that any projected levels of noise and/or air quality, either individually or cumulatively, do not have a significant negative effect on the future users of the site or nearby occupiers in line with Policy E20.
- c. Provides a drainage solution that reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12;
- d. Opportunities have been explored for the prior extraction of minerals; and
- e. The design and layout:
  - i. Would not prejudice the delivery of junction improvements on the A27
  - ii. Take account of and mitigate noise disturbance from the A27 and the railway line
  - iii. Create an appropriate relationship with the existing properties on the West side of Selangor Avenue
  - iv. Includes on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
  - v. Provide a pedestrian/cycle route and emergency access route from Selangor Avenue;
  - vi. Retains and enhances the boundary hedging to Havant Road
  - vii. Allow for an appropriate easement for the gas main under the site
  - viii. Vehicular access to the site is in the form of a signalised junction from Havant Road
  - ix. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval
  - x. An adoptable pumping station is provided to deal with foul water.



Figure 28: Land at Selangor Avenue



# Land West of Horndean Road

6.65 This policy would update and replace site allocation reference UE13 of Policy EM1 in the Allocations Plan.

## **The Site**

6.66 Horndean Road is located in north Emsworth and extends from the railway line to the Borough's northern boundary. The site is located to the south of Southleigh Road and to the rear of existing properties on the west side of Horndean Road. The site is currently in use as agricultural land. The Emsworth Recreation Ground is situated to the south-east.

6.67 The site has an area of 5.24ha. Outline planning permission was granted in April 2015 (reference APP/14/00547) for residential development to provide 125 dwellings and a water retention area. A subsequent reserved matters application was approved in August 2017 under reference APP/17/00358. It is expected that this scheme will start to be built during 2017/2018. If this is the case, the allocation will be removed from the plan at the next stage of consultation.

6.68 It was determined that an EIA was not necessary for the above applications. However, given the scale of the site, for any future applications the applicant(s) is encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development<sup>65</sup>. In that case, an Environmental Statement will be required in support of any planning application.

## **Site Opportunities and Constraints**

- This is a greenfield site
- In connection with the outline permission, under reference APP/14/00547, the original legal agreement which covers the land between Havant and Emsworth has been amended to allow development to take place on the site
- There is moderate potential for previously unidentified archaeological deposits
- The southern end of the site is in Flood Zones 2 and 3
- There is an existing pond on the site
- In 2013, a small population of common lizard were reported on the site. In addition, Noctule and common pipistrelle were recorded foraging on the site in the same year
- The site is adjacent to Priority Habitat (West Brook)
- Site lies in the catchment of the West Brook; Area has known drainage capacity issues
- A number of trees on the site are protected by Tree Preservation Orders
- The existing pedestrian and cycle routes allow for safe access to Emsworth District Centre and nearby schools
- The site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- Off-site water mains reinforcement is likely to be required
- The site is adjacent to the Southleigh Strategic Site.
- The site overlays a Secondary Aquifer.

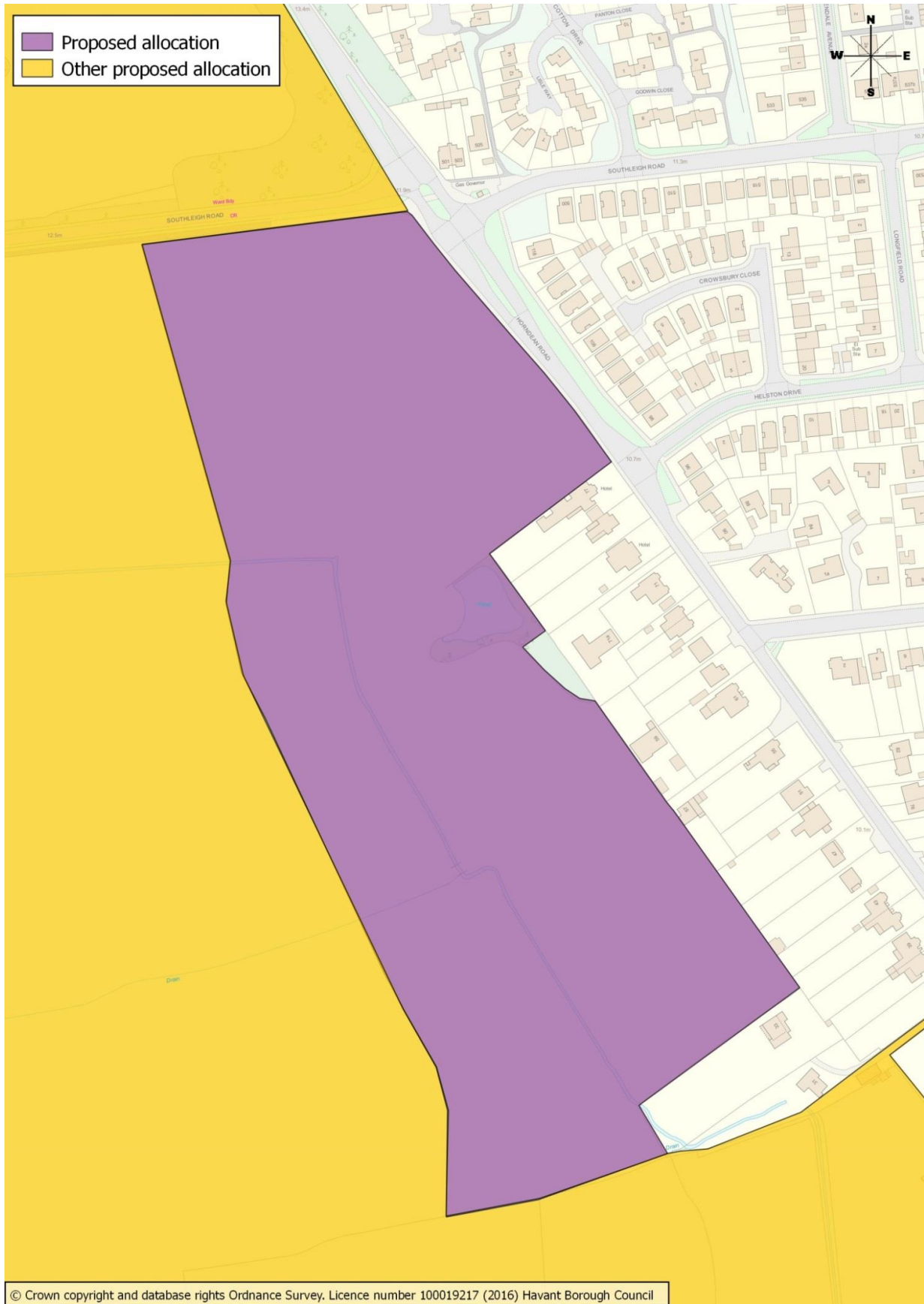
<sup>65</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

## H8 | Land West of Horndean Road

Residential development of about 125 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Ecological Assessment
  - iv. Arboricultural Assessment
  - v. Transport Statement
  - vi. Travel Plan
- b. A highway assessment has been undertaken to ascertain the best potential vehicular access onto Southleigh and/or Horndean Road, along with the removal of some hedging;
- c. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- d. Off-site water mains reinforcement are installed to Portsmouth Water's design and approval;
- e. Provides a drainage solution which reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12
- f. The development does not undermine the future development potential of the adjacent Southleigh Strategic Site; and
- g. The design and layout:
  - i. Retains and integrates the protected trees found on the site
  - ii. Includes on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
  - iii. Incorporates a pedestrian and cycle link through the site to connect to the existing and future transport routes in the Southleigh Strategic Site
  - iv. Avoids unacceptable harm to the amenity of neighbouring residents along Horndean Road through loss of privacy, noise, outlook and overlooking
  - v. Utilises the existing natural features.

Figure 29: Land west of Horndean Road



# West of Coldharbour Farm

6.69 This policy would update and replace site allocation reference UE37 of Policy EM1 in the Allocations Plan.

## **The Site**

6.70 The land west of Coldharbour Farm is located directly north of the A27 and is sandwiched between the A27 Service Station to the west and Coldharbour Farm Road to the east. The Emsworth Recreation Ground is situated to the north-east. The site is directly adjacent to the Southleigh Strategic Site.

6.71 The site has an area of 1.94ha. Outline planning permission was granted in October 2014 (reference APP/14/00360) for residential development to provide 53 dwellings with new vehicular access from Coldharbour Farm Road. In addition, an application for the rearrangement of the parking layout at the end of Coldharbour Farm Road was approved (reference APP/16/00496) in August 2016.

## **Site Opportunities & Constraints**

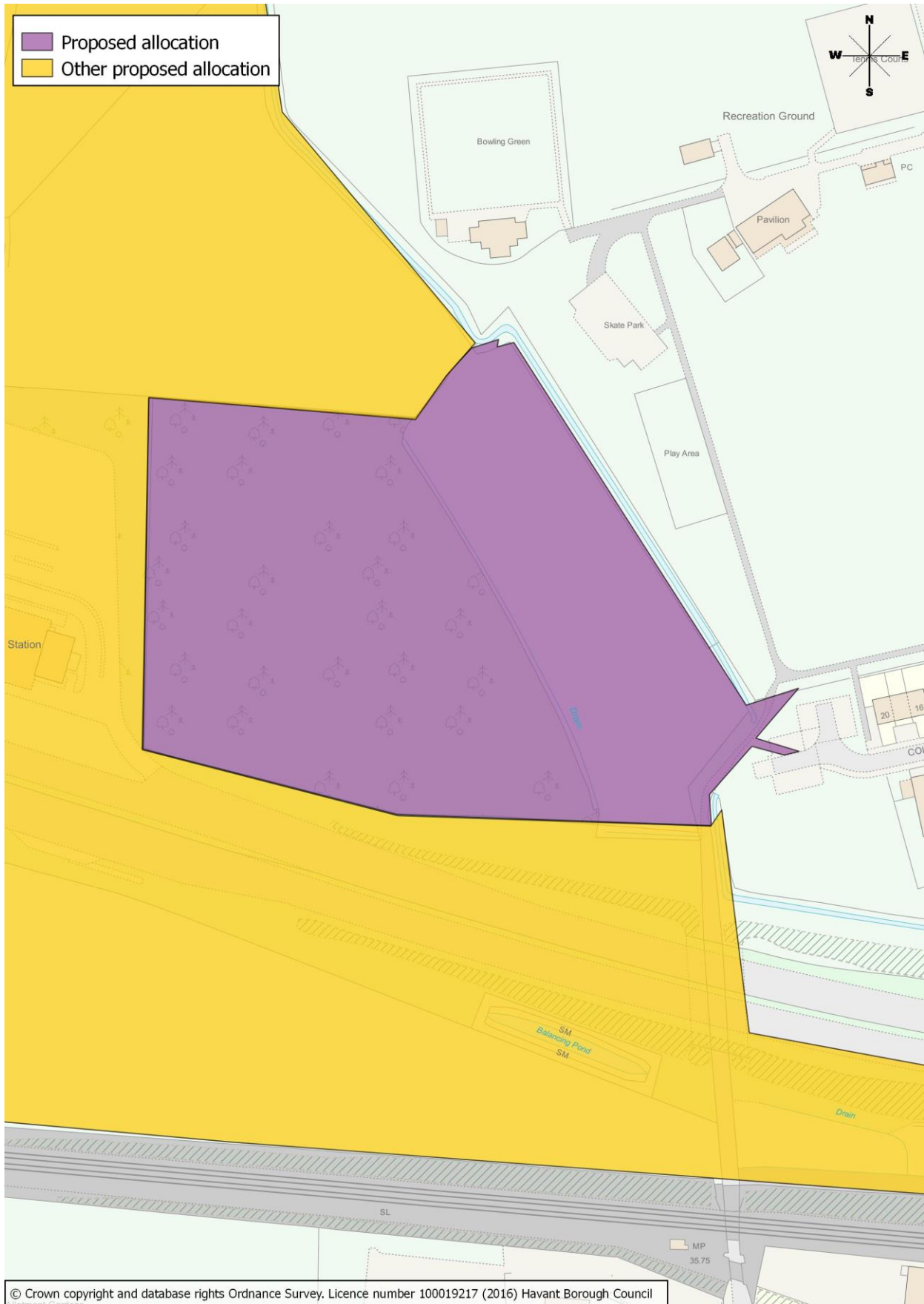
- This is a greenfield site
- There is moderate potential for previously unidentified archaeological deposits
- The site is within close proximity to a number of local services such as Emsworth Railway Station and Emsworth District Centre
- The site is directly adjacent to the A27 and the eastbound A27 Service Station
- There may be potential contamination risks from the adjacent Service Station
- Noise and light from the A27 may have an impact on the amenity of new residential properties
- The site is within a Radon Class 2 area
- The site is adjacent to Emsworth Recreational Ground
- The land west of Emsworth Recreation Ground is designated as a SINC and is incorporated in the eastern section of the site
- Access to the site will need to be taken through the SINC
- The site is adjacent to Priority Habitat (West Brook)
- There is potential for foraging/commuting bats, nesting birds and common reptiles
- There is a well used footpath and cycleway leading from Washington Road in Emsworth which runs underneath the railway line and the A27 to Emsworth Recreation Ground; this footpath is directly adjacent to the south-eastern section of the site
- The eastern section of the site is in Flood Zones 2 and 3
- Proximity to the EA identified Main River and subsequent ordinary watercourses on the east of the site means the Environment Agency should be consulted at an early stage
- Sections in the east of the site are within the 20m estuary buffer
- Site lies in the catchment of the West Brook; Area has known drainage capacity issues
- There are high quality hedgerows on the site
- The entire site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- The site is immediately adjacent to the Southleigh Strategic Site.
- The site overlays a Secondary Aquifer.

## H9 | Land West of Coldharbour Farm

Residential development of about 53 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - a. Heritage Statement
  - b. Flood Risk Assessment
  - c. Drainage Strategy
  - d. Ecological Assessment (previous assessments from 2014 will need to be updated)
  - e. Arboricultural Assessment
  - f. Transport Statement
  - g. Travel Plan
  - h. Noise Impact Assessment
  - i. Contaminated Land Assessment
- b. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- c. Provides a drainage solution which reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12
- d. The development does not undermine the future development potential of the adjacent Southleigh Strategic Site and the proposed new junction off of the A27; and
- e. The design and layout:
  - a. Retains and integrates the trees and hedgerows found on the site
  - b. Includes on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19 which are located in the east section of the site.
  - c. Incorporates a workable and safe pedestrian and cycle link to the adjacent petrol filling station, and through the site to connect to the existing and future transport routes (in particular the Southleigh Strategic Site)
  - d. Safeguards the pedestrian and cycle link under the A27 at Emsworth Recreation Ground
  - e. Secures an acceptable relationship between the new dwellings and the A27 through separation and/or other appropriate mitigation measures
  - f. Addresses the presence of the SINC in line with Policy E15
  - g. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the existing Main River and ordinary watercourse(s) are limited to an acceptable level.

Figure 30: West of Coldharbour Farm



# Land at Westwood Close

6.72 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## The Site

6.73 The site is located in northern Emsworth, to the west of Westwood Close. It extends from Westwood Close eastwards to the edge of the River Ems's floodplain.

6.74 The site has an area of 0.97ha.

## Site Opportunities & Constraints

- It is a greenfield site
- The site is adjacent to flood zones 2 and 3 associated with the River Ems
- Area has known drainage capacity issues
- There is moderate potential for previously unidentified archaeological deposits.
- A public footpath runs through the site
- There is a Tree Preservation Order on the site
- The site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel.
- The site overlays a Secondary Aquifer.
- 

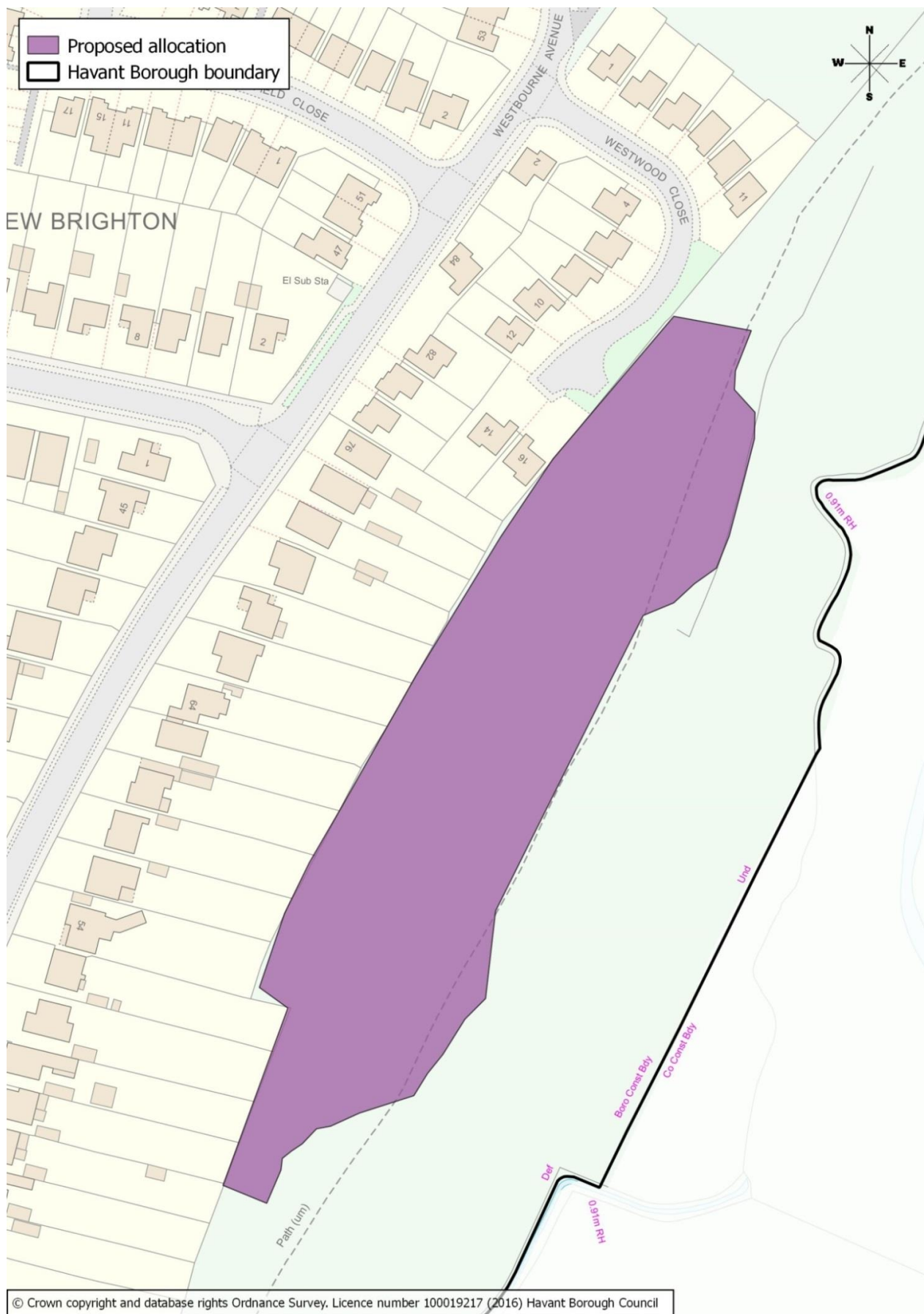
## H10 | Land at Westwood Close

Residential development of about 35 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Ecological Assessment
  - iv. Arboricultural Assessment
- b. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- c. Provides a drainage solution that reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12; and
- d. The design and layout:
  - i. Provides a suitable alternative route for the existing public footpath either through or around the development site
  - ii. Avoids unacceptable harm to the amenity of neighbouring residents along Westwood Close and Westbourne Avenue through loss of privacy, noise, outlook and overlooking
  - iii. Retains and integrates the protected trees found on the site



Figure 31: Land at Westwood Close



## North Street Gas Site

6.75 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

### The Site

6.76 The site is a cleared area of land following the dismantling of the gasholder. Prior approval<sup>66</sup> was granted for the demolition including an above ground gas holder, boiler house and any proposed restoration of the site in January 2015.

6.77 It is bounded to the west by the rear of commercial premises fronting onto North Street shopping area, and two well established industrial areas on Palmers Road and Seagull Lane. The Palmers Road established employment area includes predominantly motor trade uses, whilst Seagull Lane comprises a mixture of engineering and metal fabrication companies. The River Ems lies to the east. The site has an area of 0.4ha.

### Site Opportunities & Constraints

- Close proximity to local services and facilities including the railway station
- Storage tanks are present on site associated with the former gas works
- The site lies within the boundary of the emerging Emsworth Neighbourhood Plan
- The site is within a Radon Class 2 area
- There is an electrical sub-station on site
- Noise from adjacent industrial and motor trade uses
- Potential for conflict between vehicular movements to and from the site and the adjacent industrial uses on Palmers Road
- Proximity to the River Ems means the Environment Agency should be consulted at an early stage
- Area has known drainage capacity issues
- The eastern part of the site is situated within Flood Zones 2 and 3
- Trees are present on the eastern boundary of the site
- Lumley Meadow SINC and Brook Meadow LNR, which is also designated as a Local Green Space, lie to the east.
- The site overlays a Secondary Aquifer.

### H11 | North Street Gas Site

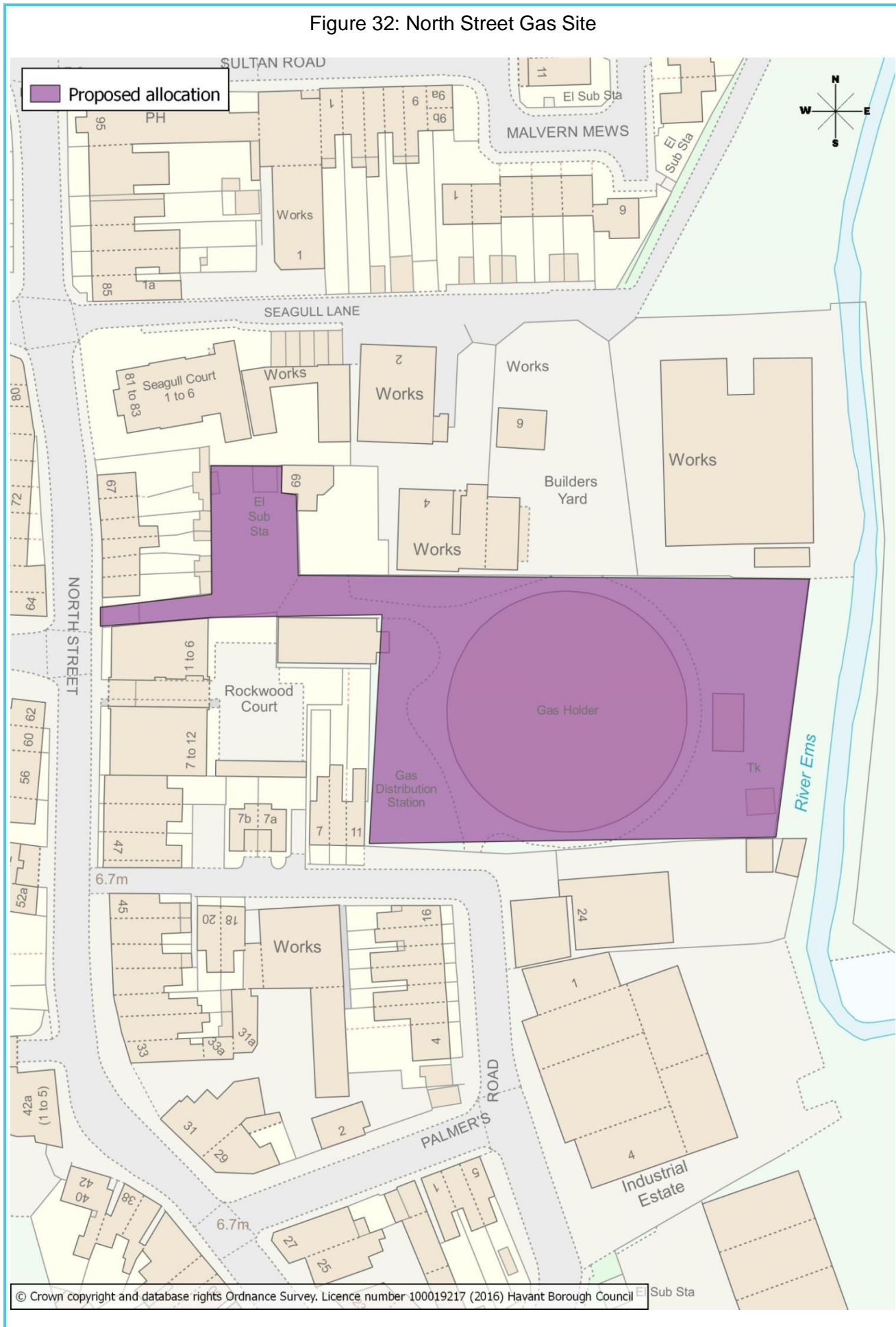
Residential development of about 15 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Ecological Assessment;
  - ii. Noise Impact Assessment;
  - iii. Contaminated Land Investigation Report to include gas monitoring, Risk Assessment and Preliminary Remediation Options Appraisal
  - iv. Landscape and Visual Impact Assessment
  - v. Transport and Parking Assessment
  - vi. Arboricultural Assessment
  - vii. Flood Risk Assessment
  - viii. Drainage Strategy

<sup>66</sup> Reference APP/14/00539

- b. It will not adversely affect the primary function and operation of the established employment areas adjacent to the site;
- c. Provides a drainage solution that reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12.and
- d. The design and layout:
  - i. Secures an acceptable relationship between the new dwellings and the existing industrial and motor trade uses through separation and/or other appropriate mitigation measures
  - ii. Locates residential development in areas least at risk of flooding in line with Policy E13
  - iii. Provides an appropriate vehicular access which does not result in vehicular conflicts with the existing industrial operations on Palmers Road
  - iv. Retains and integrates existing trees and vegetation, according to their quality and value
  - v. Provides an appropriate easement and related safeguarding measures so that any significant negative effect on the River Ems is limited to an acceptable level
  - vi. Secures an appropriate setting to the River Ems through the incorporation of soft landscaping.

Figure 32: North Street Gas Site



# Former Victoria Cottage Hospital

6.78 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## The Site

6.79 This allocation covers the former Victoria Cottage Hospital in Emsworth, which closed in 2013. The site has a prominent position, on the corner of the A259 (Havant Road) and North Street. To the north and the east of the site are a number of buildings in community use, with further commercial units further to the north along North Street, and Emsworth Town Centre to the South of the A259. To the west of the site are two storey residential properties. The site has an area of 0.17 ha.

## Site Opportunities & Constraints

- This is a brownfield site
- The site lies within the boundary of the emerging Emsworth Neighbourhood Plan
- Occupies a prominent corner location on the main junction in Emsworth District Centre
- Adjacent to busy road junction; potential for exposure to locally poor air quality, and elevated ambient noise
- Historic existing building not protected by heritage listing
- Adjacent to Conservation Area
- Adjacent to two storey residential properties
- Area has known drainage capacity issues
- Opportunity to strengthen cluster of community uses in this part of Emsworth
- Site lies in a Radon Class 2 area
- The site overlays a Secondary Aquifer.

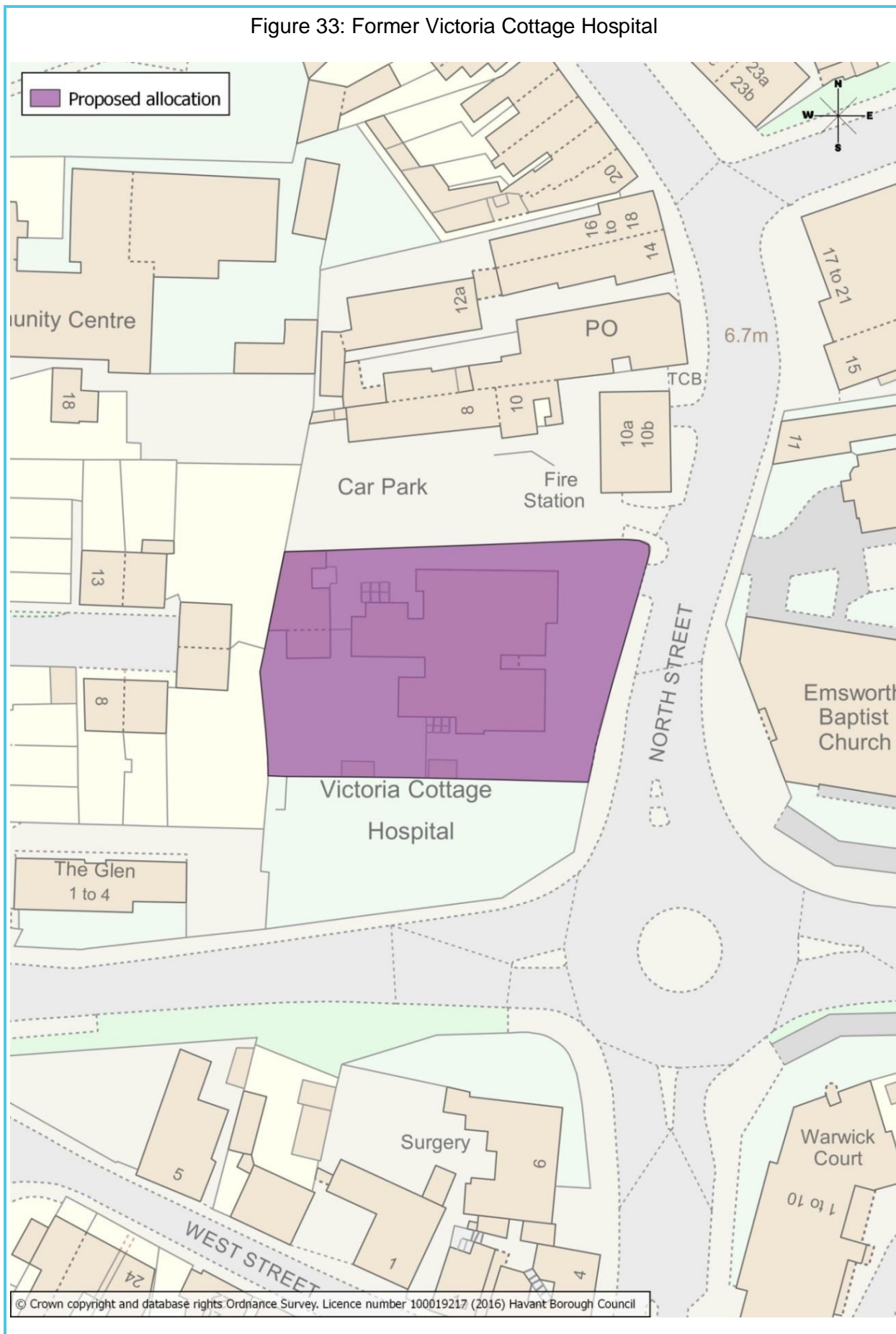
## H12 | Former Victoria Cottage Hospital

Mixed use development of 15 dwellings and community uses will be permitted where:

- a. The following Assessments are submitted to support a planning application:
  - i. Heritage Assessment
  - ii. Noise Impact Assessment
  - iii. Air Quality Impact Assessment
  - iv. Arboricultural Assessment
  - v. Contaminated Land Investigation Report to include gas monitoring
- b. The proposal would bring greater community benefit than a mainstream housing development, such as through provision of residential development comprising accommodation/care for the elderly together with community uses such as a nursery;
- c. The proposed development makes the most of its prominent location on a key junction by:
  - i. Including public and/or community uses
  - ii. A building design with a positive, outward facing relationship with the street
  - iii. Including public realm improvements around the site;
- d. Provides a drainage solution that reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12; and
- e. The design and layout of the new development:

- i. Creates an acceptable relationship with the two storey residential properties immediately to the west;
- ii. Secures an acceptable relationship between the new dwellings and the A259/roundabout to address any air quality and noise issues through separation and/or other appropriate mitigation measures.

Figure 33: Former Victoria Cottage Hospital



# Land at Fowley Cottage

6.80 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## The Site

6.81 Fowley Cottage is located in southern Emsworth, to the south of Warblington Road. It extends from Warblington Road south to the shore of Chichester Harbour. It comprised a single large house and grounds. The site has an area of 1.02ha.

## Site Opportunities & Constraints

- The site comprises a mix of greenfield and brownfield land
- There is moderate potential for previously unidentified archaeological deposits
- The southern end of the site is in Flood Zones 2 and 3
- The southern boundary of the site abuts the Chichester Harbour AONB
- The site offers a waterfront location
- A sewer crosses the site
- Area has known drainage capacity issues
- The site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel.
- The site overlays a Principal and Secondary Aquifer.

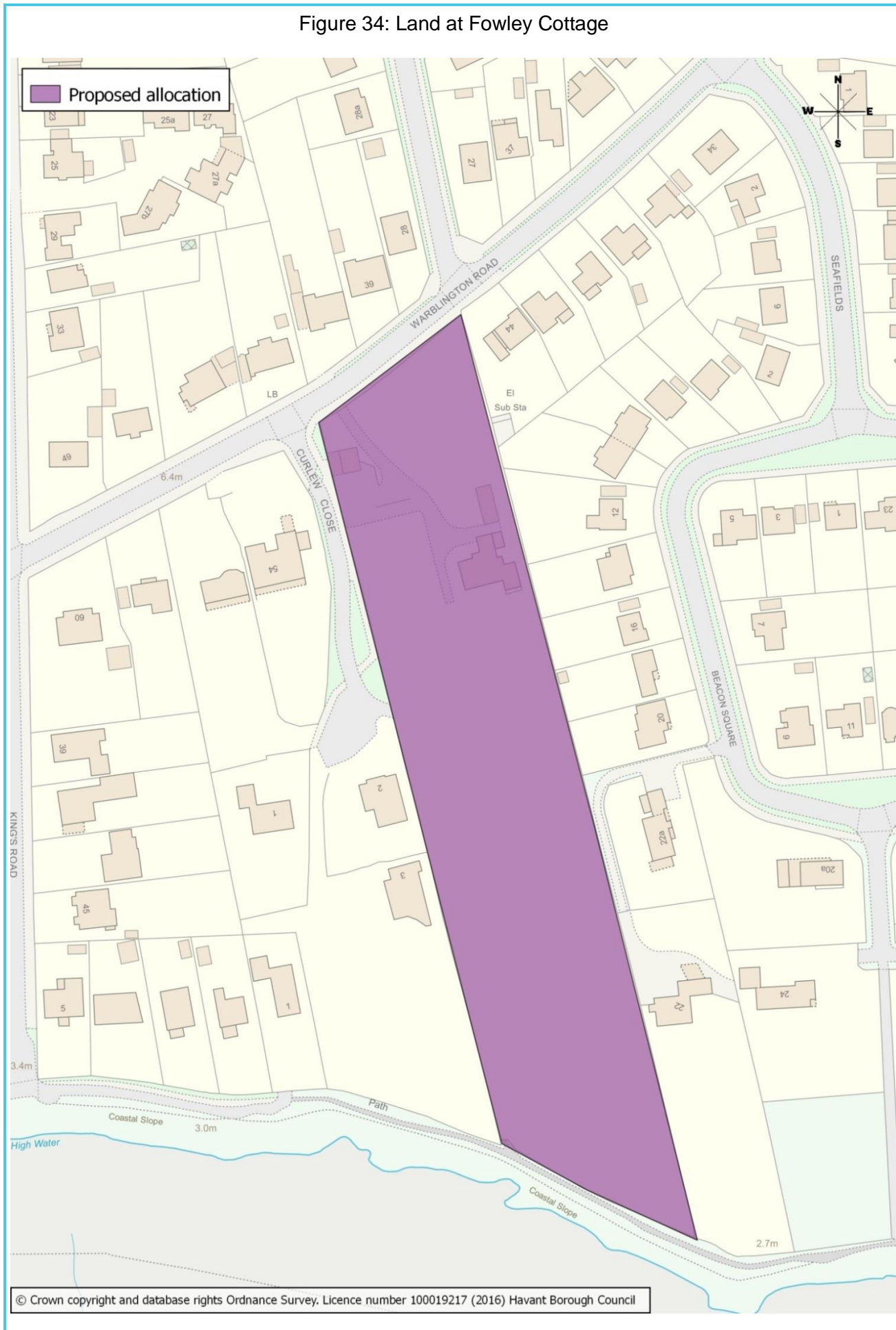
## H13 | Land at Fowley Cottage

Residential development of about 7 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Design and Access Statement
  - iv. Landscape and Visual Impact Assessment
  - v. Ecology Statement
  - vi. Construction Environment Management Plan
- b. Provides a drainage solution that reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12;
- c. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council; and
- d. The design and layout:
  - i. Maximises the waterfront location of the site;
  - ii. Locates residential development in areas least at risk of flooding in line with Policy E13
  - iii. Avoids unacceptable harm to the amenity of neighbouring residents along Warblington Road through loss of privacy, noise, outlook and overlooking
  - iv. Provides a suitable easement for sewer that crosses the site.



Figure 34: Land at Fowley Cottage



## Land to the rear of Redlands House

6.82 This policy refers to site UE67 of the Local Plan Housing Statement and does not replace any policies in the Core Strategy or Allocations Plan.

### The Site

6.83 The site has an area of 0.56ha and is located on a corner plot on the junction of Long Copse Lane and Redlands Lane in north Emsworth. The site is currently residential curtilage for Redlands House; as such existing residential development is found to the west of the site, while the land to the north is a part of housing allocation H6 (Land north of Long Copse Lane). In addition, the land to the south of the site, referred to as "Land rear of 38-40 Long Copse Lane", was granted planning permission for four dwellings (reference APP/14/00064) in May 2017.

### Site Opportunities & Constraints

- This is a greenfield site
- There is low potential for previously unidentified archaeological deposits
- The site contains Redlands House which may be worthy of retention and incorporation into any new development of the site
- There is a large maternity roost of Bechstein's bat to the north of the site
- There is potential for badger, hazel dormice, Bechstein's bat and reptiles to be on and immediately surrounding the site
- Area has known drainage capacity issues
- There is restricted vehicular access along Redlands Lane and Long Copse Lane
- The site is adjacent to Redlands Lane which forms part of the Ancient Sussex Border Path
- The site is south of the proposed housing allocation known as H6 "Land North of Long Copse Lane" and is north of the "Land rear of 38-40 Long Copse Lane" which has planning permission (reference APP/14/00064) for the construction of four dwellings
- Infrastructure provision should be addressed in conjunction with other development sites in the area as far as practicable.

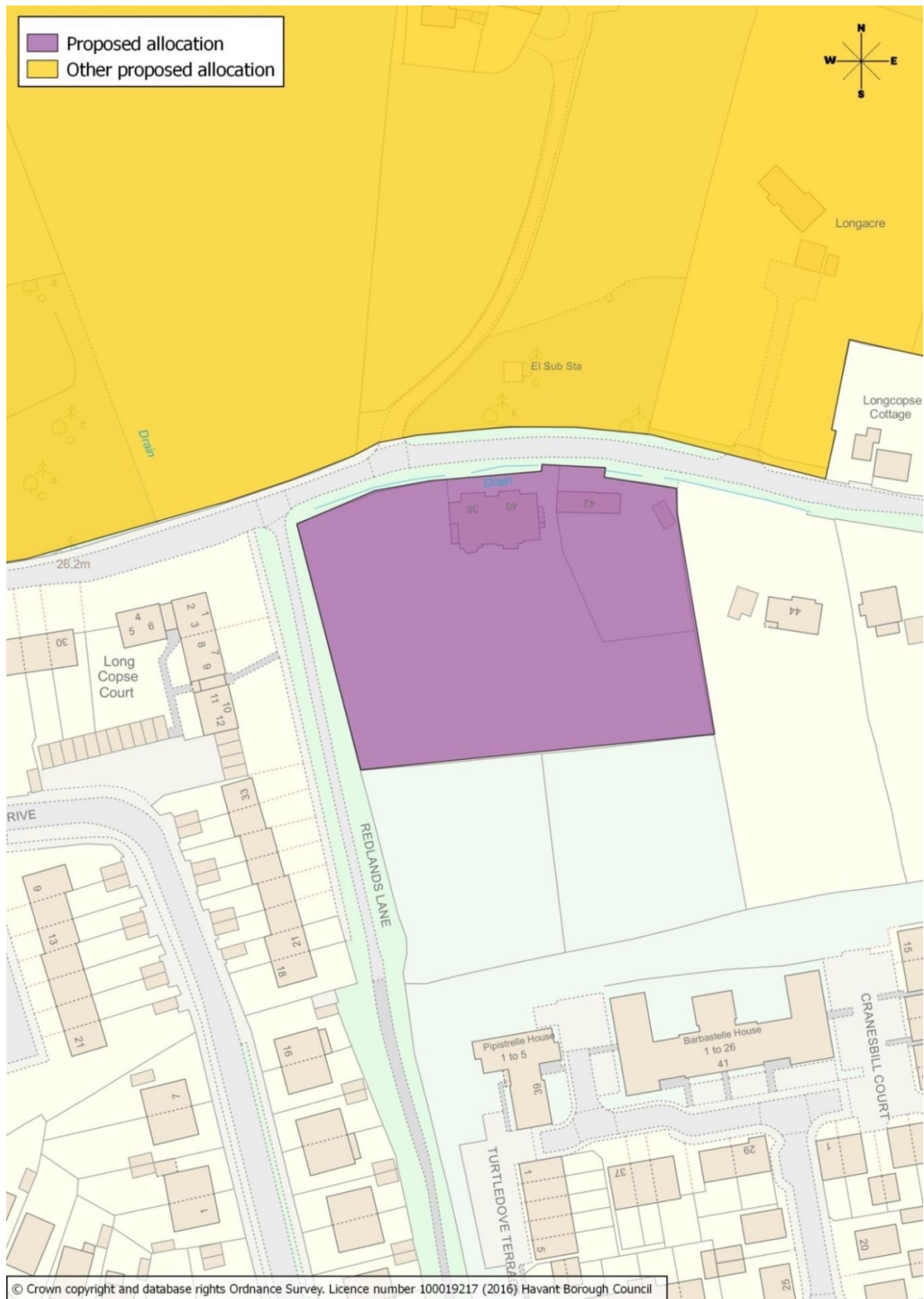
### H14 | Land to the rear of Redlands House

Residential development of about 5 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement (regarding Redlands House)
  - ii. Ecological Assessment
  - iii. Arboricultural Assessment
  - iv. Contaminated Land Investigation Report to include gas monitoring
  - v. Design and Access Statement due to the site's sensitivity
- b. An appropriate means of access is established to the satisfaction of the Highway Authority that does not compromise the vehicular access to housing allocation H6 to the north and planning permission APP/14/00064 to the south;
- c. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18;
- d. The development does not undermine the future development potential of surrounding sites;

- e. Provides a drainage solution which reduces surface water run-off, and/or makes a contribution towards identified flood alleviation schemes in the area, in line with Policy E12; and
- f. The design and layout retains and integrates the protected trees found on the site.

Figure 35: Land to the rear of Redlands House



# Forty Acres

6.84 This policy refers to site UE68 of the Local Plan Housing Statement and does not replace any policies in the Core Strategy or Allocations Plan.

## The Site

6.85 The site comprises an open area of land to the south of Portsdown Hill, which has been previously used for local events including car boot sales. A small cluster of farm buildings associated with fruit picking exists in the southern most part of the site. The site is bounded by the railway line to the south and the Rusty Cutter roundabout to the east and the A3(M). Residential properties on Westways bound the site to the west with further residential areas opposite the site on the north side of Havant Road. The site has an area of 23.3 ha.

6.86 Development proposals on this site may be deemed to constitute an 'EIA development'<sup>67</sup>. As such, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development. In such cases, an Environmental Statement will be required in support of any planning application.

## Site Opportunities and Constraints

- The southern part of the site is situated within Flood Zones 2 and 3
- The eastern part of the site is identified as a secondary site for Solent Waders and Brent Geese, whilst the western part of the site is identified as a low use site for Solent Waders and Brent Geese
- The site has suitable habitats for bats and reptiles. There is also potential for hazel dormice
- Tree Preservation Orders (TPOs)
- The water table on site is tidally influenced
- A gas pipeline runs through the north-east corner of site
- Off-site water mains reinforcement is likely to be required
- Storage tanks are or were formerly present on site
- There is recorded evidence of landfill or probable landfill on site
- Part of the southernmost building is identified as a Building of Local Interest
- The site has high archaeological potential
- Proximity to A3(M)/A3023 and the railway line
- Development would create a capacity issue at Morelands School. An appropriately scaled contribution will need to be made towards education provision either through the expansion of Morelands School or a new primary school on one of the proposed development sites.
- The site overlays a Principal Aquifer.

## H15 | Forty Acres

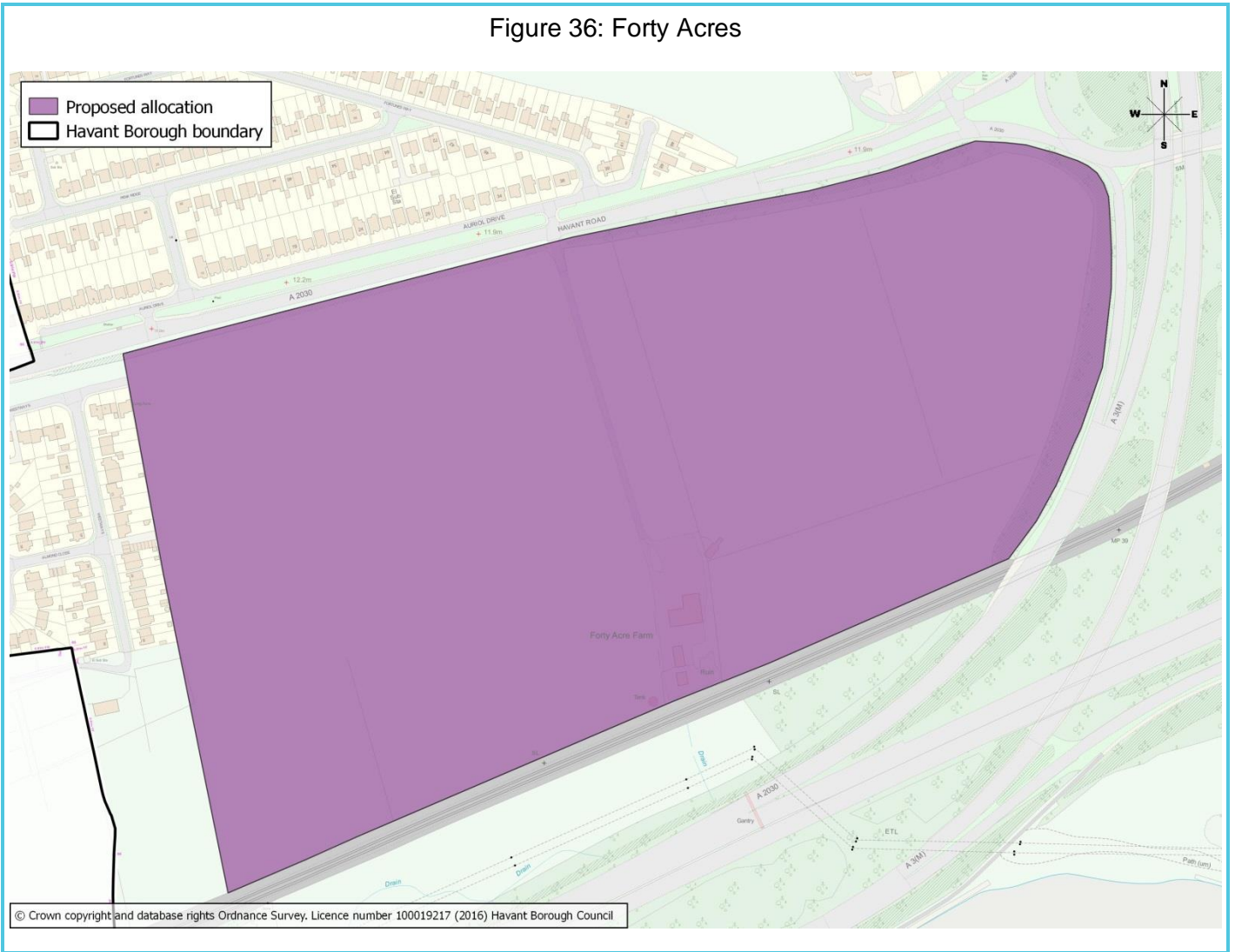
Mixed use development comprising about 300 dwellings, a convenience store and allotments will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Flood Risk Assessment
  - ii. Drainage Strategy
  - iii. Ecological Assessment
  - iv. Arboricultural Assessment
  - v. Heritage Statement

<sup>67</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

- vi. Noise Impact Assessment
  - vii. Air Quality Assessment
  - viii. Contamination Land Investigative Report to include gas monitoring
  - ix. Transport Assessment
  - x. Travel Plan
- b. The development of the site must be master planned and delivered in a comprehensive manner;
  - c. The convenience store is located at a gateway point to the development and should have a maximum net sales area of 280sqm;
  - d. Residential and retail development should be located in the northern section of the site, avoiding flood zones 2 and 3 and the gas pipeline;
  - e. Infrastructure is delivered comprehensively across the site and nearby sites (H41, H44 & H45) in a coordinated and timely manner;
  - f. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development, and to the satisfaction of the Council in line with Policy E17;
  - g. Off-site highway improvements are made including a pedestrian and cycle crossing on the Rusty cutter roundabout and a crossing to the north side of the A2030;
  - h. An appropriately scaled contribution is made for the expansion of Morelands School or the provision of a new primary school;
  - i. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
  - j. The design and layout:
    - i. Secures appropriate vehicular and pedestrian access from the A3023 and associated highway improvements;
    - ii. Secures an acceptable relationship between the new dwellings and the A3(M) and A3023 through separation and/or other appropriate mitigation measures;
    - iii. Considers the significance of the Building of Local Interest and its setting;
    - iv. Provides an appropriate street frontage and relationship with residential properties on Havant Road;
    - v. Secures an appropriate relationship between the rear of residential properties on Westways and their residential amenity in terms of loss of privacy, outlook and overshadowing;
    - vi. Integrates pedestrian and cycle routes within the development, and between the development and the Rusty Cutter roundabout;
    - vii. Incorporates on-site public open space, including the provision of allotments in the southern part of the site, in line with Policies E2 and E19.

Figure 36: Forty Acres



# Land East of Castle Avenue

- 6.87 This would be a new policy. It is made up of UE53 (Land East of Castle Avenue), which was identified in the Local Plan Housing Statement and an additional piece of land to the east (SHLAA reference UE02a), which was submitted to the Council in the 2017 Call for Sites.

## The Site

- 6.88 The site is currently used for agriculture. The site is bounded to the north by the Havant to Brighton railway line, and to the South by the A27 and the west by residential properties. The site has an area of 9.5ha.

## Site Opportunities & Constraints

- This is a greenfield site
- Multiple landowners
- Access to the site is constrained
- The site is immediately adjacent to the A27 in the area where junction improvements are being considered
- There are protected trees on the site
- The rear gardens of properties on the east of Castle Avenue back onto the western edge of the site
- The A27 to the south is a source of noise
- The site is identified as a low use site for Solent Waders and Brent Geese
- Great Crested Newts, bat foraging, reptiles and hazel dormouse present on the site
- The site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- Off-site water mains reinforcement is likely to be required
- Area of high archaeological potential
- The site is within a Radon Class 2 area
- Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development. In such cases, an Environmental Statement will be required in support of any planning application.
- The site overlays a Secondary Aquifer.

## H16 | Land East of Castle Avenue

Residential development of about 260 dwellings will be permitted where:

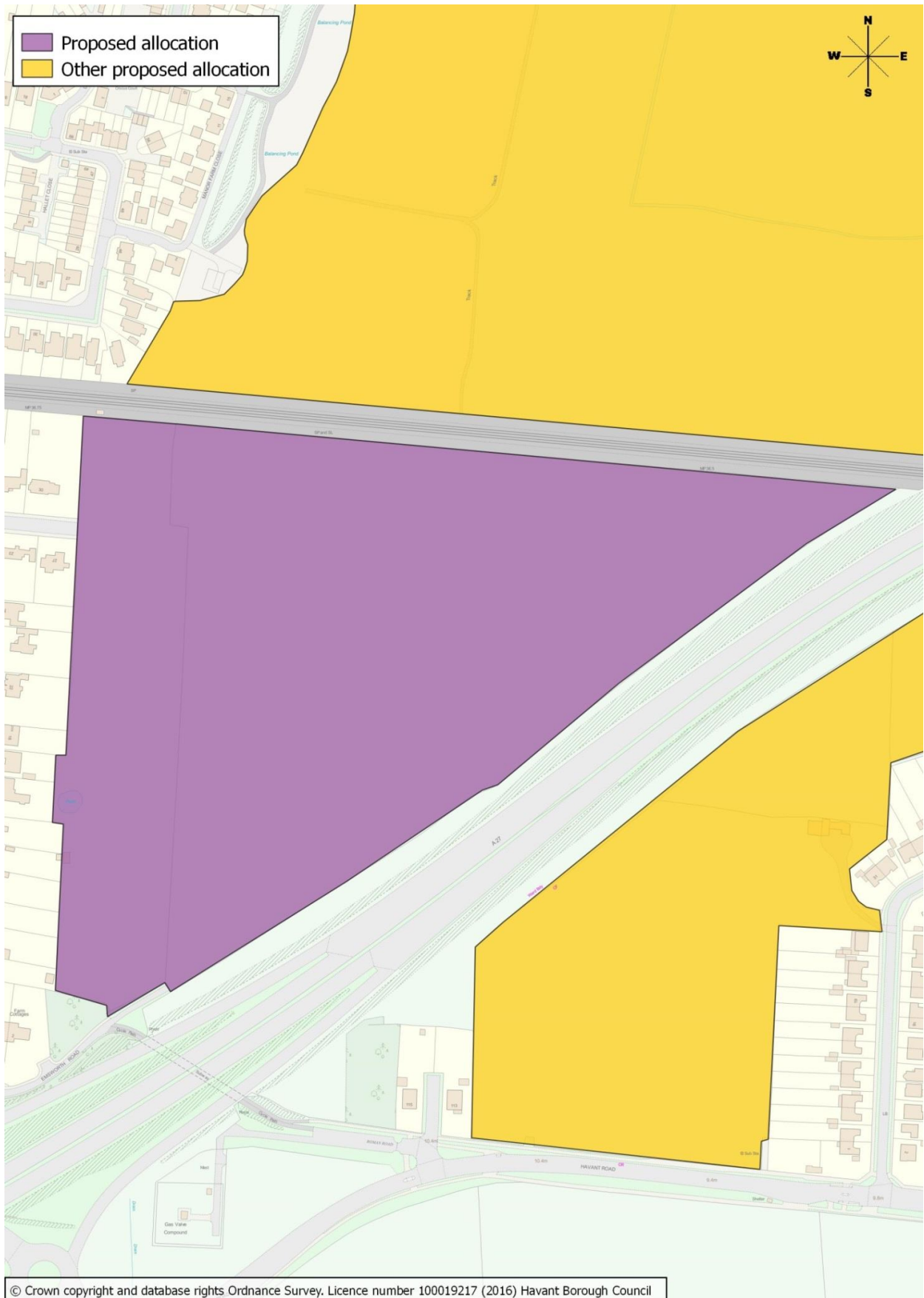
- a. The following assessments are submitted and all matters arising are addressed to the satisfaction of the local planning authority:
  - i. A transport assessment to demonstrate that additional flows can be accommodated on existing junctions onto Emsworth Road, to the satisfaction of the Highway Authority
  - ii. Ecological Assessment
  - iii. Heritage Assessment
  - iv. Air Quality Assessment
  - v. Noise Impact Assessment
  - vi. Contaminated Land Investigation Report to include gas monitoring



vii. Arboricultural Assessment

- b. The site is developed comprehensively, or if this is not possible, the development of one part must not prejudice the development of the other part;
- c. Traffic calming measures are provided on Castle Avenue, Warblington Avenue and St George's Avenue;
- d. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- e. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- f. It is demonstrated that any projected levels of noise and/or air quality, either individually or cumulatively, do not have a significant negative effect on the future users of the site or nearby occupiers in line with Policy E20;
- g. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development and to the satisfaction of the Council in line with Policy E17; and
- h. The design and layout:
  - i. Would not prejudice the delivery of junction improvements on the A27
  - ii. Takes account of and mitigates noise disturbance from the A27
  - iii. Creates an appropriate relationship with the existing properties on the East side of Castle Avenue
  - iv. Takes vehicular access to the site from St George's Avenue
  - v. Create a new pedestrian and cycle access to Emsworth Road in the south-west of the site
  - vi. Provides or, at least does not prejudice a pedestrian and cycle link under the railway line to provide easy access to Warblington Station from Southleigh (KS5)
  - vii. Incorporates on-site public open space, including community food growing provision (e.g. allotments) in the southern part of the site, in line with Policies E2 and E19.

Figure 37: Land east of Castle Avenue



## Land South of Bartons Road

6.89 This policy would update and replace site allocation reference UE3b of Policy HB1 in the Allocations Plan.

### The Site

6.90 Land South of Bartons Road is located approximately 1.6km northeast of Havant Town Centre. The area is currently in agricultural use. The site is bordered by Havant Garden Centre and residential development to the west and Southleigh Road to the south and east. The north of the site is bounded by the car park for the garden centre and the gardens of East Leigh House and Helmsley House. There is an existing public right of way through the site from Denvilles onto Bartons Road.

6.91 The site has an area of 7.16 ha and is estimated to be capable of delivering 175 dwellings. Outline planning permission was granted in December 2016 (reference APP/15/01435) for residential development with associated infrastructure.

### Site Opportunities and Constraints

- In connection with the outline permission under reference APP/15/01435, the original legal agreement which covers the land between Havant and Emsworth was amended to allow development to take place on the site
- Moderate potential for previously unidentified archaeological deposits
- The majority of the site is covered by an Area Tree Preservation Order
- The south of the site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- Adjacent to Listed Buildings
- Public foul sewer network crosses the site
- The site is adjacent to the Southleigh Strategic Site.
- Infrastructure provision should be addressed in conjunction with other development sites in the area as far as practicable
- The site overlays a Secondary Aquifer.

### H17 | Land South of Bartons Road

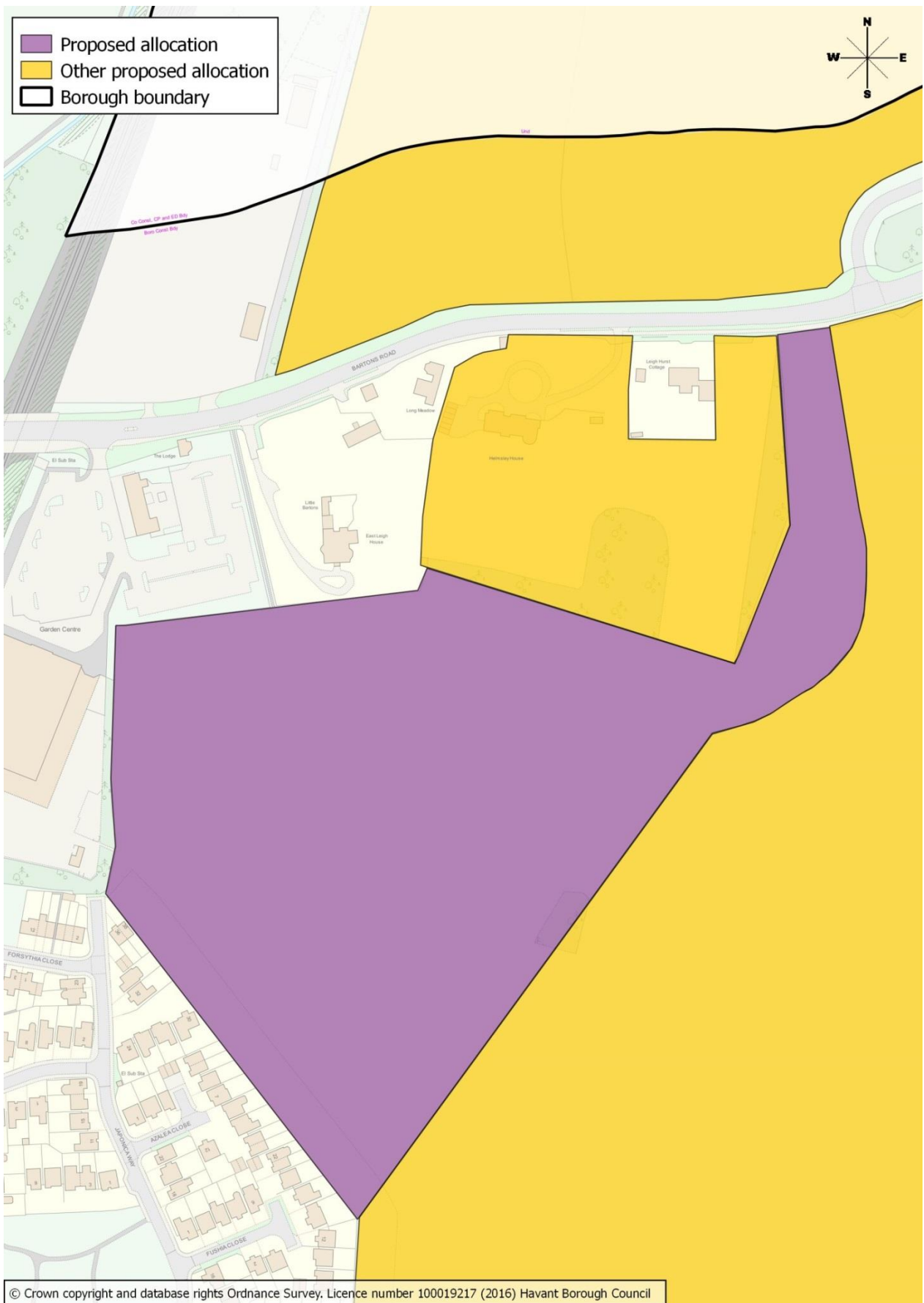
Residential development of about 175 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Arboricultural Assessment
  - iv. Flood Risk Assessment
  - v. Transport Assessment
  - vi. Travel Plan
- b. Infrastructure is delivered comprehensively across the site and the adjoining housing allocation (Policy H27) in a coordinated and timely manner;
- c. The development of the adjacent housing allocation Policy H27 is not prejudiced in line with Policy DR1;
- d. Any development of the site must not prejudice development relating to the adjacent

development addressed through Policy H27 (land at Helmsley House). No potential ransom strips should be established between the access road and adjacent site so that residential properties could be provided facing onto the access road to provide natural surveillance of the access road and provide for coordination of development;

- e. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council; and
- f. The design and layout:
  - i. Respects the context and setting of listed buildings adjacent to the site (East Leigh House)
  - ii. Retains and integrates the protected trees on the site
  - iii. Considers the integration of the site with Southleigh Strategic Site in terms of landscape, access and permeability
  - iv. Provides a pedestrian/cycle access to the south into existing residential development at Denvilles through an improvement to the existing link
  - v. Improves natural surveillance and usability of the pedestrian/cycle link onto Bartons Road (west of East Leigh House). This requirement may not be necessary should more suitable pedestrian/cycle access be made available through the proposed development of Havant Garden Centre
  - vi. Allow for vehicular access to be provided north onto Bartons Road (running to the east of land at Helmsley House); Access arrangements must be coordinated with plans for a link road through the Southleigh Strategic Site.
  - vii. Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19.

Figure 38: Land South of Bartons Road



# Portsmouth Water Headquarters

6.92 This policy would update and replace site allocation reference H14 of Policy HB1 in the Allocations Plan.

## The Site

6.93 The site is currently the headquarter offices of the Portsmouth Water Company. The site lies to the south of West Street in a predominantly residential area. Portsmouth Water Company intends to relocate their offices to Solent Road North (Policy C3). The site has an area of 3.22 ha.

## Site Opportunities and Constraints

- Within walking distance of Havant Town Centre providing an opportunity for a higher density scheme
- High amenity value potential for residents with landscaped lake to the south
- There are TPOs on the site
- Within Brockhampton Conservation Area
- Listed buildings and Buildings of Local Interest on and adjacent to the site
- Moderate potential for previously unidentified archaeological deposits
- The site is identified as a low use site for Solent Waders and Brent Geese
- Part of the site is in future Fluvial Flood Zone 3
- Potential contamination issues associated with previous and/or current use of site
- The site is in Groundwater SPZ 1 for the Bedhampton and Havant Springs
- Potential for water based landscaping as part of drainage strategy
- The site is located within 500m of a known solution feature in Portsmouth Water's catchment
- The site overlays a Secondary Aquifer.

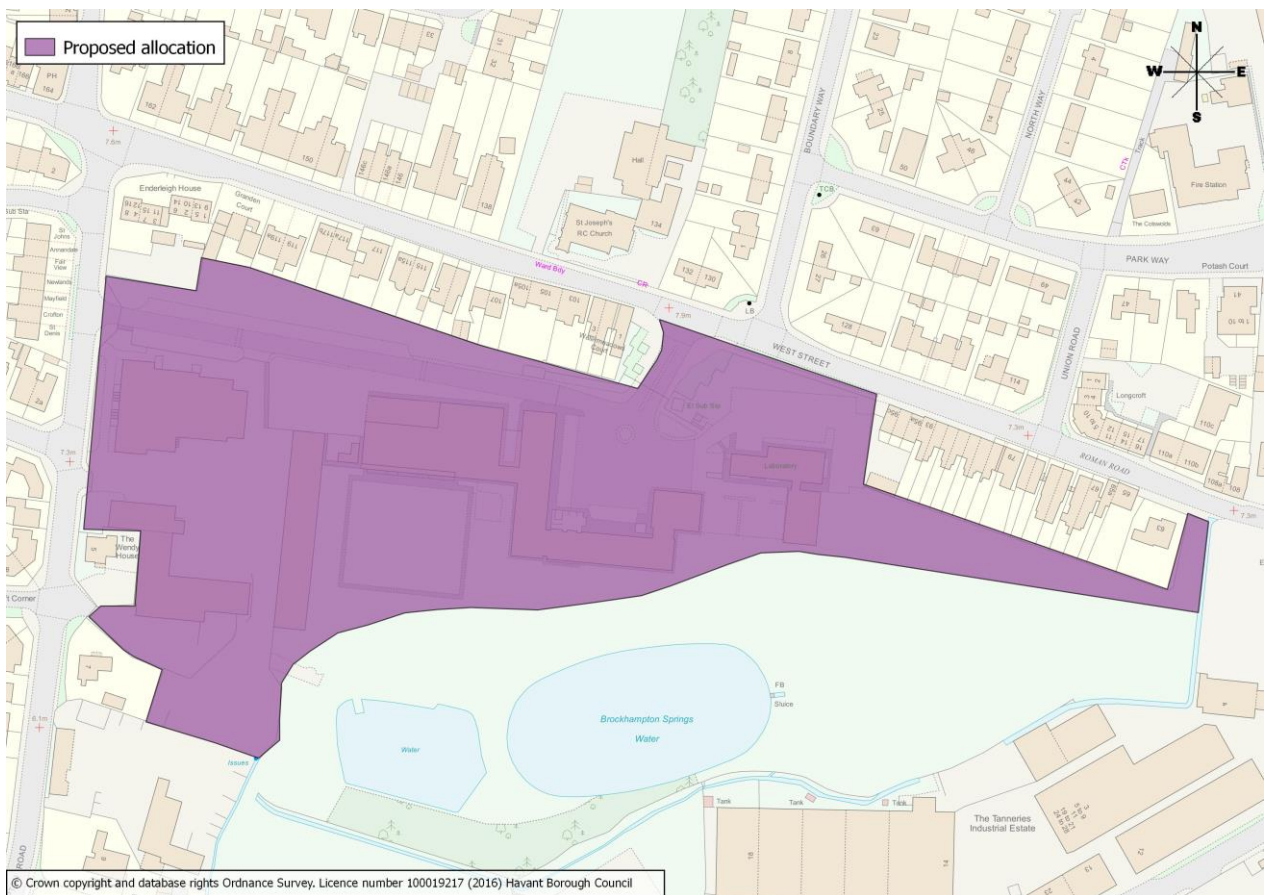
## H18 | Portsmouth Water HQ

Residential development of about 120 dwellings will be permitted where:

- a. The following assessments are submitted and all matters arising are addressed to the satisfaction of the local planning authority:
  - i. Transport Statement
  - ii. Flood Risk Assessment
  - iii. Drainage Strategy;
  - iv. An Ecological Assessment to incorporate winter bird surveys
  - v. Heritage Statement
  - vi. Land Contamination Investigation Report
- b. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development, and to the satisfaction of the Council in line with Policy E17;
- c. The design and layout:
  - i. Utilises existing access point onto West Street and/or Brockhampton Road with any necessary amendments;
  - ii. Includes appropriate surface water flood risk mitigation that is well designed and integrated into open space to provide multifunctional benefits;
  - iii. Preserves and/or enhances the character of the conservation area;

- iv. Retains and integrates the protected trees on the site;
- v. Includes on-site public open space in line with Policy E2.

Figure 39: Portsmouth Water Headquarters



## Former Oak Park School

- 6.94 This policy would update and replace site allocation reference H69 of Policy HB3 in the Allocations Plan. The previous policy identified a need to provide a replacement health centre, which has now been built on the south side of Lavant Drive, opposite the allocation site.

### The Site

- 6.95 The site relates to land formerly occupied by Oak Park Secondary School. The site is now mainly open in character with grass and low scrub. Oak Park Community Clinic lies opposite the site on the south side of Lavant Drive. The site has an area of 2.7 ha.
- 6.96 Planning permission (reference APP/15/00303) for Havant Health and Well-being Campus, comprising an 80-bed nursing home, 51 affordable extra care flats, 48 affordable and market supported living flats and community hub facilities was granted in December 2015.

### Site Opportunities and Constraints

- TPOs border the western boundary of the site, and an important hedgerow bounds the north
- Proximity to the Lavant Stream means the Environment Agency should be consulted at an early stage
- Flood Zones 2 and 3 on the eastern boundary
- Easement from existing sewage/waste infrastructure through the northern part of the site
- There is recorded evidence of landfill or probable landfill on site
- Low to moderate potential for previously unidentified archaeological deposits
- Access could be from Leigh Road, Lavant Drive and/or River Way
- A campus development close to a number of health related services
- The site is situated within Groundwater Source Protection Zone 1c
- The site is within a Class 2 radon area.
- The site overlays a Secondary Aquifer.

### H19 | Former Oak Park School

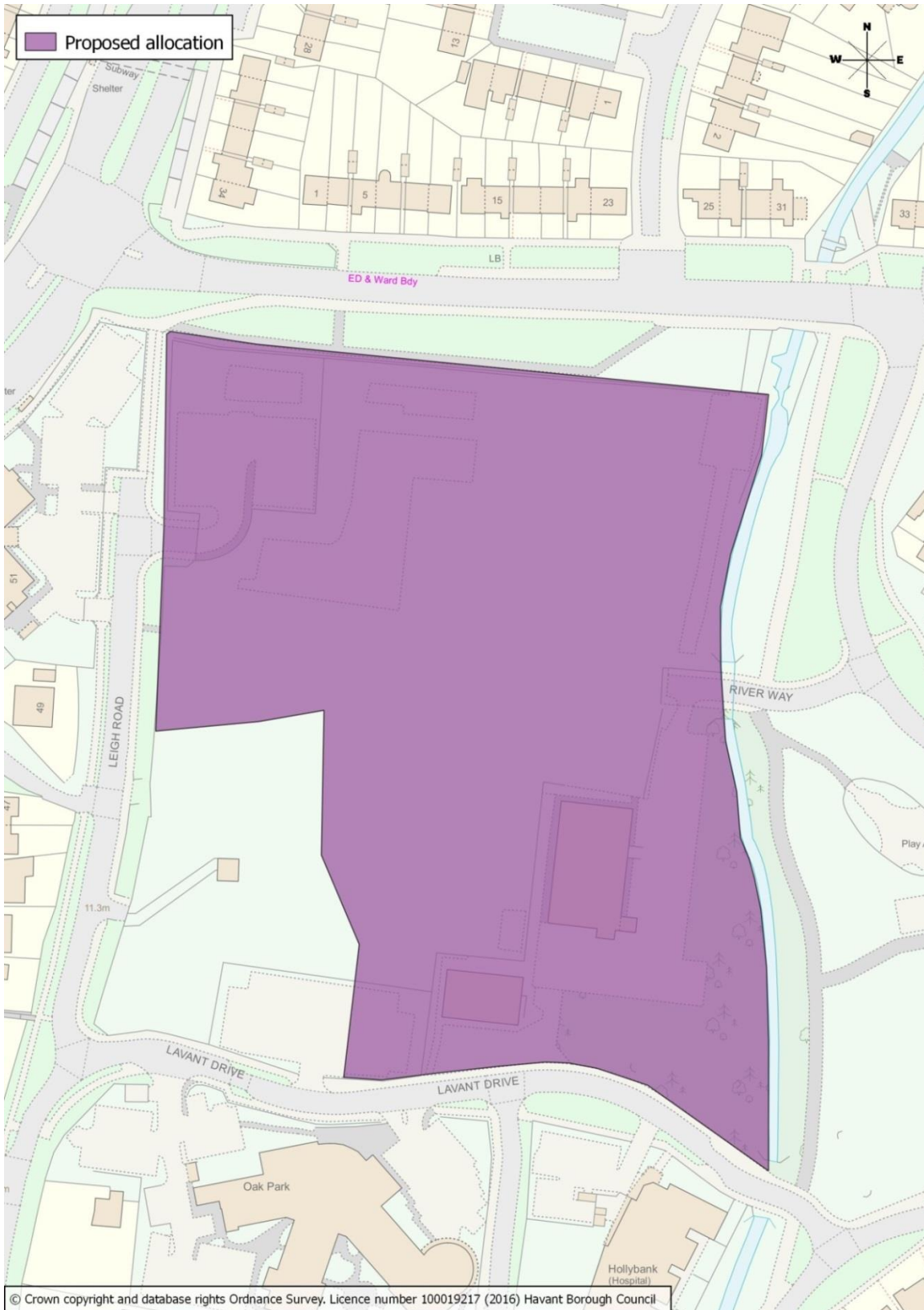
Mixed use development of about 99 dwellings (Class C3) comprising a mixture of supported living and extra care accommodation, an 80-bed nursing home (Class C2) and associated community facilities will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Transport Assessment
  - ii. Travel Plan
  - iii. Heritage Statement
  - iv. Contaminated Land Investigative Report to include gas monitoring
  - v. Arboricultural Assessment
  - vi. Flood Risk Assessment
  - vii. Drainage Strategy
  - viii. Ecological Assessment
- b. A coordinated approach is taken to the delivery of the site; and
- c. The design and layout:
  - i. Retains and integrates existing trees and hedgerows



- ii. Provides an appropriate cycle and pedestrian route through the site
- iii. Provides an appropriate easement to the watercourse and related safeguarding measures to ensure that any significant effect on the controlled water course and the existing waste water infrastructure is limited to an acceptable level.

Figure 40: Former Oak Park School



# Kingscroft Farm

6.97 This policy would update and replace site BD19 of Policy HB2 in the Allocations Plan. There is no reasonable prospect of the site coming forward and it is no longer needed for employment development. Instead it is proposed as a housing allocation.

## The Site

6.98 The site is located to the south of the Abrams Place housing development which lies off Ranelagh Road to the north. It is located immediately to the west of the industrial area on Marples Way. It is largely made up of open fields/paddocks. The site has an area of 2.65ha.

## Site Opportunities & Constraints

- This is a greenfield site
- Access could be achieved through either Abrams Place or Marples Way.
- Need to provide buffer to adjacent Industrial uses on Marples Way
- Proximity to the Hermitage Stream means the Environment Agency must be consulted an early stage
- There is potential for ground quality issues
- Much of the site is in future Fluvial Flood Zone 3
- The site is situated within Groundwater Source Protection Zone 1
- Power lines and a mains sewer diagonally cross the site
- There is recorded evidence of landfill or probable landfill on site
- There is a public right of way running diagonally through the site
- The site has potential for unidentified archaeological deposits
- The site is in a Mineral Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- The site overlays a Secondary Aquifer.

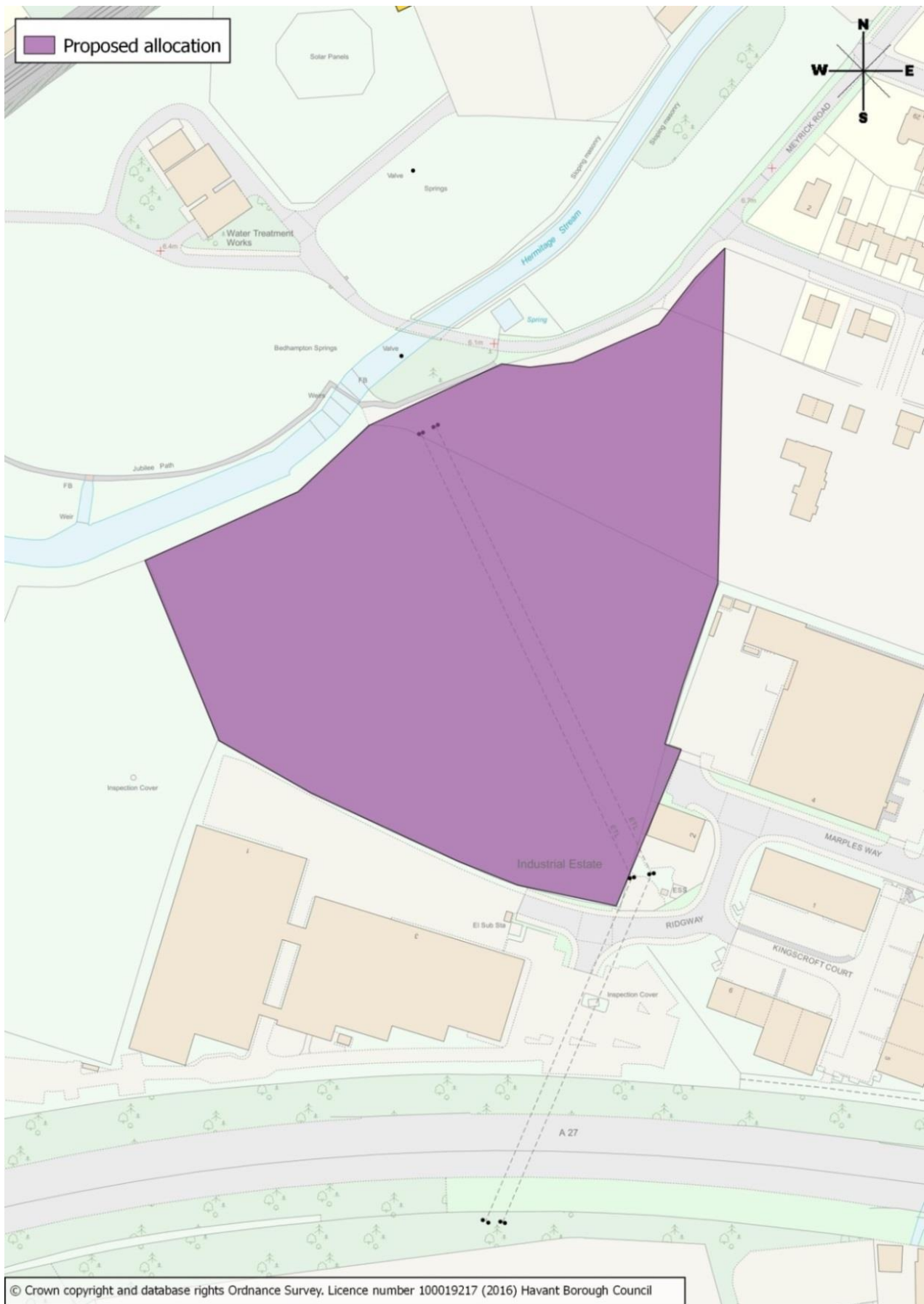
## H20 | Kingscroft Farm

Residential development of about 90 dwellings will be permitted where:

- a. The following assessments are submitted, to support a planning application:
  - i. Transport Assessment
  - ii. Travel Plan
  - iii. Noise Impact Assessment
  - iv. Air Quality Assessment
  - v. Contaminated Land Assessment
  - vi. Flood Risk Assessment
  - vii. Drainage Strategy
  - viii. Heritage Statement
- b. The design and layout:
  - i. Secures an acceptable relationship between the new dwellings and the existing industrial uses through separation and/or other appropriate mitigation measures
  - ii. Provides extensive landscaping screening and ensures the careful siting of buildings to mitigate the impacts on the undeveloped land to the west
  - iii. Provide for the retention and careful management of any important archaeological remains within and adjacent to the site, in a manner appropriate to their significance

- iv. Provides sufficient buffer zones to the power lines and main sewer in line with Policy IN1
- v. Retains and enhances the existing right of way
- vi. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the Hermitage Stream is limited to an acceptable level.
- vii. Incorporates on-site public open space, including community food growing provisions (e.g. allotments) in the western part of the site, in line with Policies E2 and E19.

Figure 41: Kingscroft Farm



# Land West of Havant Crematorium

6.99 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## The Site

6.100 The site lies to the north of Bartons Road, immediately west of Havant Crematorium and extends to 2.56ha. The land is currently in agricultural use.

6.101 An additional 3.72ha of land in the same ownership is being promoted for development to the north of the site in neighbouring East Hampshire District. It will be for East Hampshire District Council to determine whether this area of land is allocated for development through their Local Plan.

## Site Opportunities & Constraints

- This is a greenfield site
- This site sits in a cluster of allocation sites to the north and the south of Bartons Road including the Strategic Site at Southleigh. Site requirements, in particular in regard to access arrangements, need to be considered together
- Infrastructure provision should be addressed in conjunction with other development sites in the area as far as practicable
- The access road to Havant Crematorium runs immediately adjacent to the eastern boundary of the site
- Under the Cremation Act (1902), no residential development would be permissible within 183m (200 yards) of Havant Crematorium
- Moderate potential for previously unidentified archaeological deposits
- The site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- The area and its surroundings are likely to be used by Bechstein's bat
- There is a Tree Preservation Order (TPO) on the site
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- There is recorded evidence of landfill or probable landfill on site
- A foul sewer crosses the site
- The site overlays a Principal Aquifer

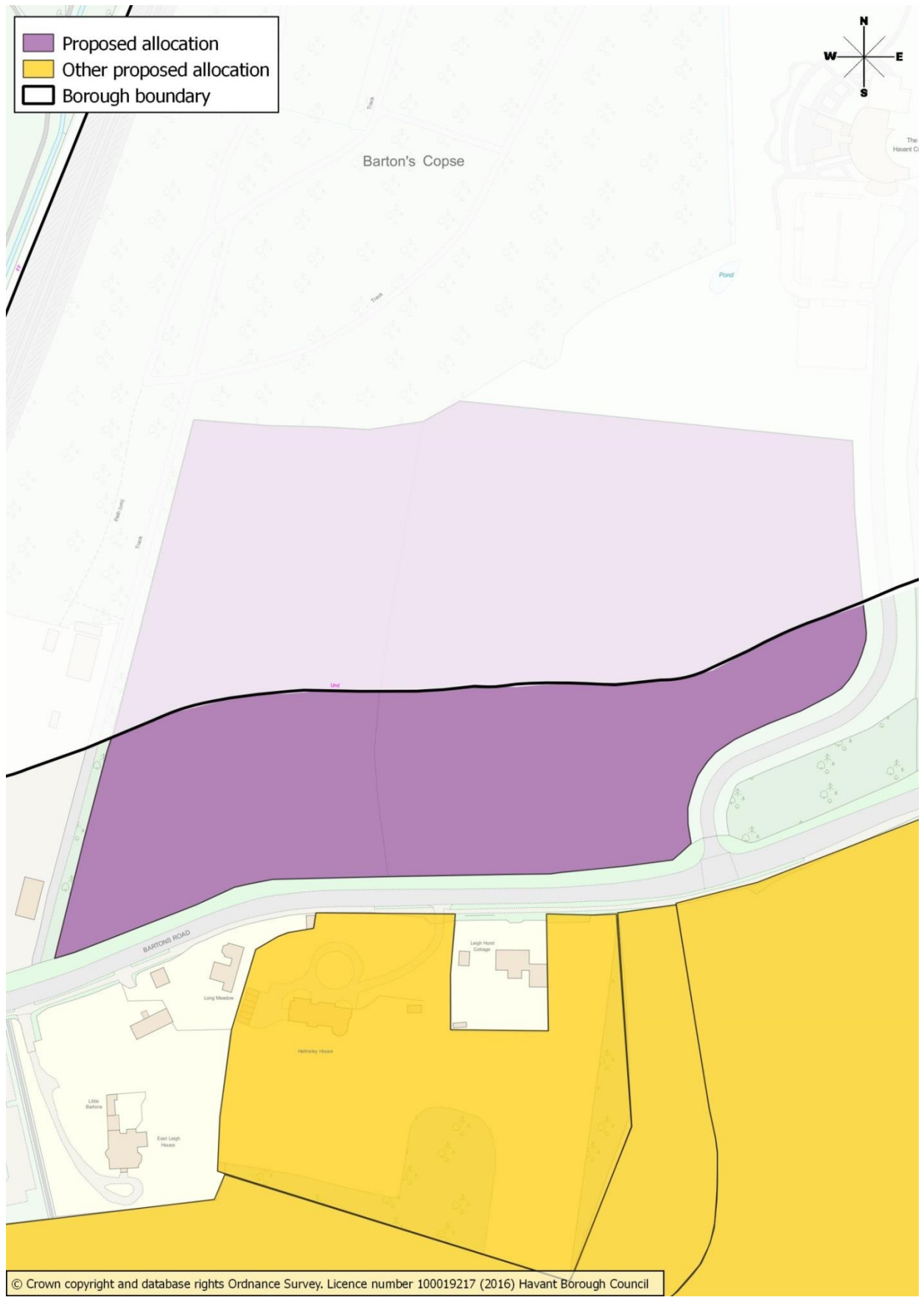
## H21 | Land to the West of Havant Crematorium

Land to the West of Havant Crematorium Residential development of about 90 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Arboricultural Assessment
  - iii. Transport Assessment
  - iv. Travel Plan
  - v. Flood Risk Assessment
  - vi. Drainage Strategy
  - vii. Landscape and Visual Impact Assessment
  - viii. Ecology Statement

- ix. Contaminated Land Investigation Report to include gas monitoring
- b. Development does not prejudice the potential for future development of the land to the north in East Hampshire District
- c. Access arrangements to this site and other sites north and south of Bartons Road are planned and delivered comprehensively, having particular regard to the proposed Southleigh Strategic Site Link Road (KS1), access to Land South of Bartons Road (H17) and the existing Crematorium Access Road;
- d. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18;
- e. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council; and
- f. The design and layout:
  - i. Does not include any residential development within 183m of Havant Crematorium
  - ii. Includes a landscape buffer between the development and the access road to the Crematorium
  - iii. Provides safe access to the site, coordinated with access arrangements for surrounding allocation sites
  - iv. Enables easy access for pedestrians and cyclists to existing routes
  - v. Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
  - vi. Retains and integrates the protected tree
  - vii. Provides an appropriate easement for existing sewerage infrastructure.

Figure 42: Land West of Havant Crematorium





# Land South of Lower Road

6.102 This policy refers to site UE30 of the Local Plan Housing Statement and does not replace any policies in the Core Strategy or Allocations Plan.

## The Site

6.103 Lower Road is located in southern Bedhampton and is bordered by residential development to the north and agricultural land to the south which leads to the railway line. The site has an area of 3.71ha and is predominately agricultural land, surrounded by trees and hedgerows. The site is also adjacent to the Old Bedhampton Conservation Area. Vehicular access to the site is through the Conservation Area.

6.104 The Council does not deem an outline application to be suitable for development of this site due to the design requirements associated with the adjoining Conservation Area. A full application is expected for this site as this would address how the constraints facing the site can be overcome. The Council expects extensive pre-application discussions to take place before any full application is submitted including details of the design and layout.

## Site Opportunities & Constraints

- This is a greenfield site
- The site is adjacent to the Old Bedhampton Conservation Area and in close proximity to the listed buildings of the Church of St Thomas and Bedhampton Rectory
- The access via Lower Road includes a triple bend with no pavements on one of the bends.
- The site is identified as a low use site for Solent Waders and Brent Geese
- The site is covered by an Area Tree Preservation Order and hedgerows surround the site
- The site is in close proximity to the Bidbury Mead Recreation Ground and Bedhampton Railway Station
- The site is near to national cycle route 22 which provides access to surroundings areas and on to Portsmouth and Chichester
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- There is the potential for previous unidentified archaeological deposits
- The railway line is close to the south of the site
- There is recorded evidence of landfill or probable landfill on or near to the site
- Storage tanks are present or were formerly present on site
- The site is located within 500m of a known/mapped solution feature in Portsmouth Water's catchment<sup>68</sup>
- The site overlays a Principal Aquifer.

## H22 | Land south of Lower Road

Residential development of about 50 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Drainage Strategy
  - iv. Ecology Assessment

<sup>68</sup> Solution features form in a range of different geological environments and are known to exist along the geological boundary between the Lambeth Group and the Chalk in the north of Havant Borough Council's administrative boundary.

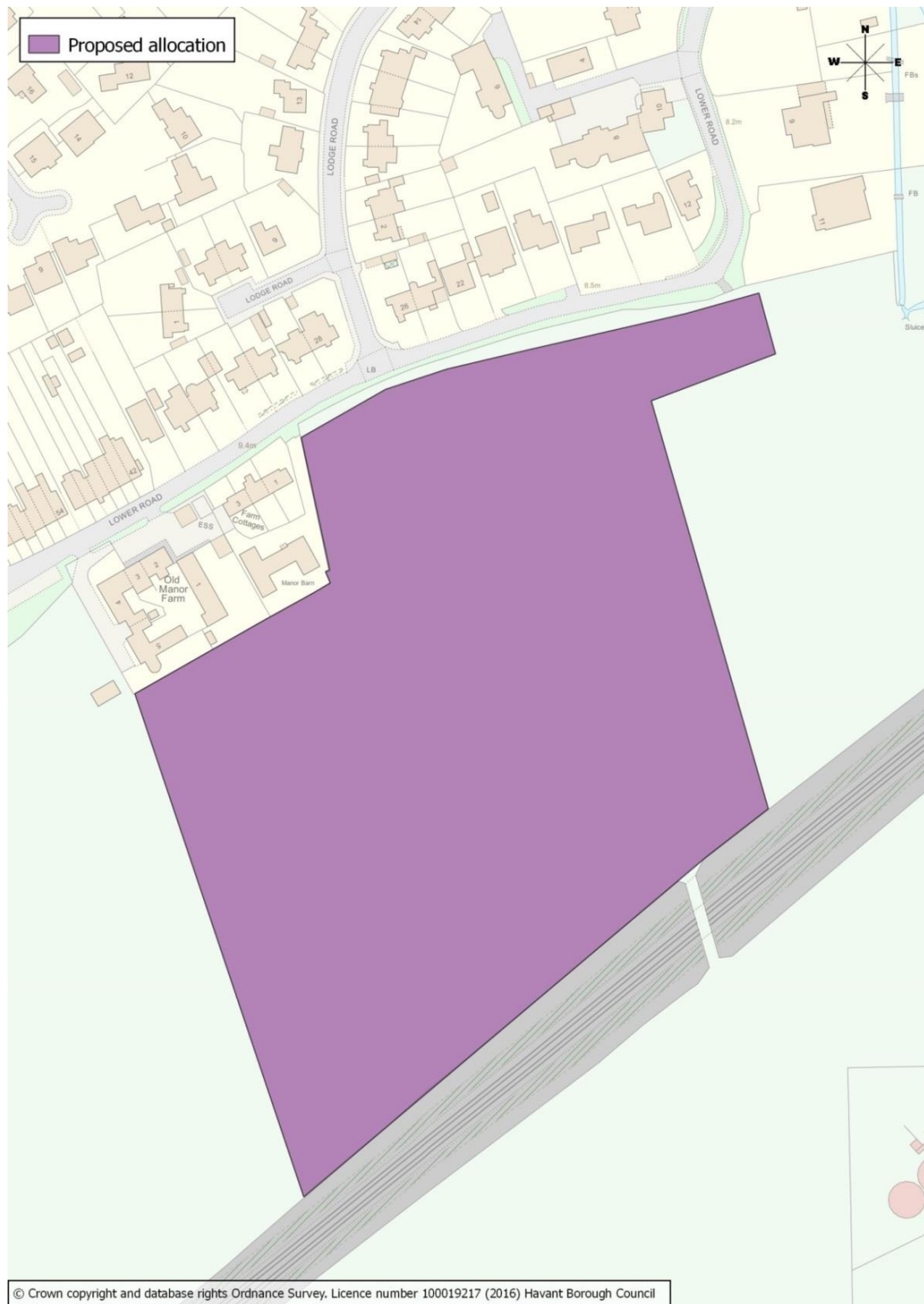
- v. Arboricultural Assessment
  - vi. Landscape and Visual Impact Assessment
  - vii. Transport Assessment (where particular emphasis is placed on the site's access constraints)
  - viii. Travel Plan
  - ix. Noise Impact Assessment
  - x. Contaminated Land Investigation Report to include gas monitoring.
- b. The impact of nearby heritage assets and their setting must be addressed in line with Policy E9. These assets are:
- i. The Old Bedhampton Conservation Area<sup>69</sup>;
  - ii. The rural setting of the Conservation Area;
  - iii. The access through the Conservation Area and need to retain the "village" feel.
  - iv. The Church of St Thomas;
  - v. Bedhampton Rectory;
  - vi. The Old Mill House;
  - vii. The Elms;
  - viii. Manor Cottage;
  - ix. Bidbury House;
  - x. Spring Lawn; and
  - xi. Manor House.
- c. An appropriate means of access is established to the satisfaction of the Highway Authority;
- d. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development, and is to the satisfaction of the Council in line with Policy E17;
- e. Mitigation is provided to ensure that development does not affect the nearby solution feature and therefore, prevents pollutants from entering the water course to the chalk aquifer which underlays the Borough. This will need to be in line with Policy E22 and be agreed with Portsmouth Water and the Environment Agency; and
- f. The design and layout:
- i. Responds to the semi-urban/rural setting of the adjacent conservation area, surrounding fields and access restrictions via Brookside Road and Lower Road
  - ii. Proposes the built development in the west part of the site so as to respect the setting of the conservation area to the east
  - iii. Proposes public open space in the east part of the site (in line with Policy E2) which should be of a semi-natural character providing facilities for informal recreation including walking and dog walking<sup>70</sup>
  - iv. Incorporates community food growing provisions (e.g. allotments) on site in the east part of the site, in line with Policy E19
  - v. Retains and integrates the protected trees found on the site
  - vi. Retains the existing hedgerows surrounding the site where possible
  - vii. Enables easy access for pedestrians and cyclists to existing routes
  - viii. Secures an acceptable relationship between the new dwellings and the railway

<sup>69</sup> <https://www.havant.gov.uk/sites/default/files/documents/Old%20Bedhampton.pdf>

<sup>70</sup> . Please note, that criteria eiii) and eiv) will still be required even if a scheme of below 50 dwellings is submitted to the Council. Any proposal will need to propose a landscape buffer between the Old Bedhampton Conservation Area and new residential development in the west of the site.

line through separation and/or other appropriate mitigation measures.

Figure 43: Land South of Lower Road



# Littlepark House

6.105 This policy refers to site UE28 of the Local Plan Housing Statement (2016) and does not replace any policies in the Core Strategy or the Allocations Plan.

## The Site

6.106 The site lies on the western edge of Bedhampton, immediately east of the A3(M) and adjacent to the residential area on Oakwood Avenue to the west. Commercial uses including an Asda supermarket and car sales business lie to the north of the site. The site has an area of 1.2 ha.

## Site Constraints and Opportunities

- The majority of the site has been previously developed with existing residential/commercial uses
- Opportunity to provide housing for older people
- The site is enclosed by Ancient Woodland and SINC designations
- TPO Areas and wet woodland present
- Within the Bechstein's bat buffer zone. The existing buildings on-site also have potential to support roosting bats
- There is potential for reptiles to be present on site and surrounding the site
- The habitats in the surrounding woodland may also support badgers and hazel dormice
- Noise from A3(M)
- Existing single access road from Oakwood Avenue
- Variation in ground level
- Deep watercourse ravine to south of site
- The site is situated within Groundwater Source Protection Zone 1c
- Off-site water mains reinforcement is likely to be required
- The site overlays a Secondary Aquifer.

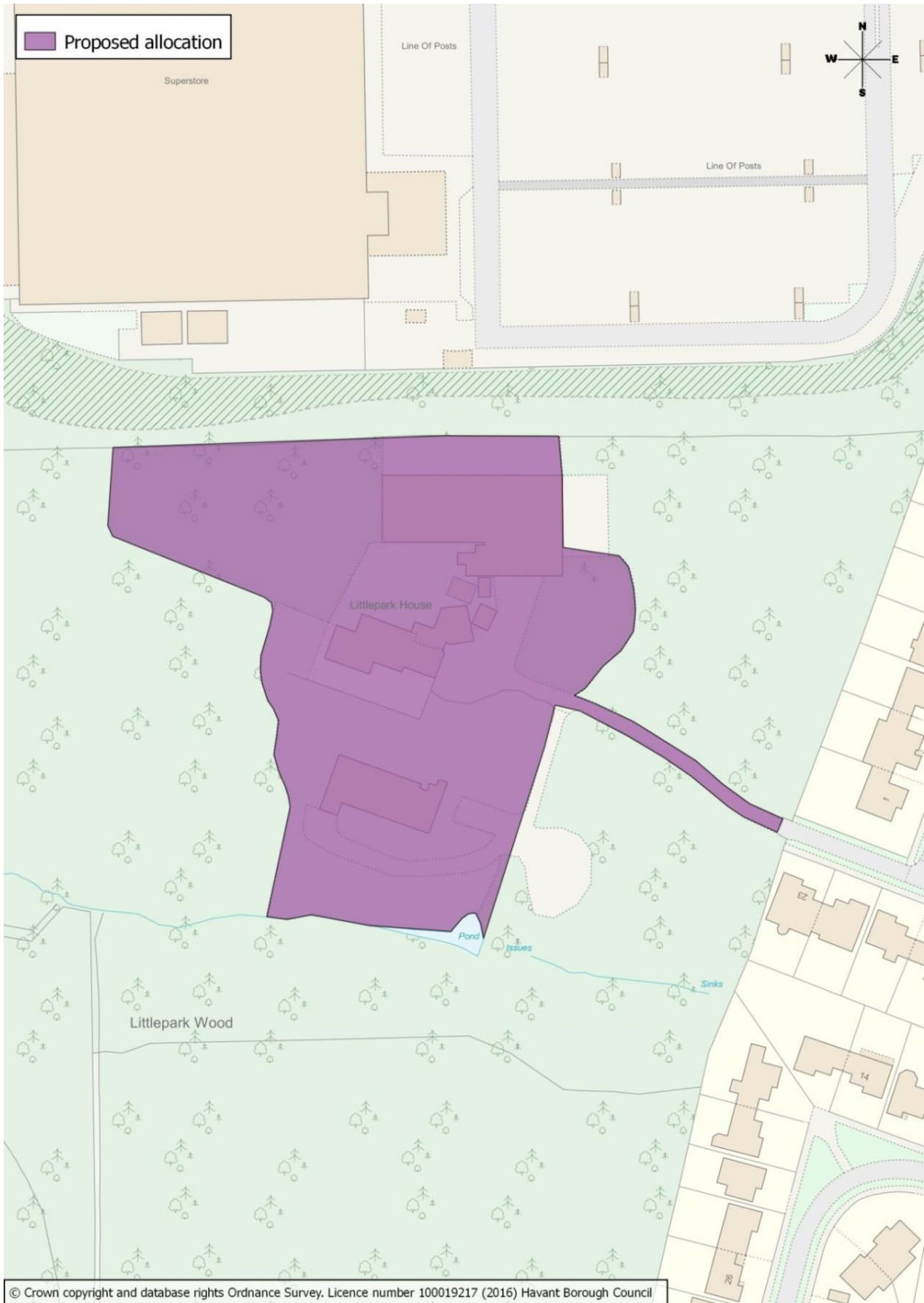
## H23 | Littlepark House

Residential development of about 45 dwellings will be permitted where:

- a. The following assessments are submitted, to support a planning application:
  - i. Transport Assessment
  - ii. Flood Risk Assessment
  - iii. Arboricultural Assessment
  - iv. Ecological Assessment
  - v. Contamination Risk Assessment
  - vi. Noise Assessment
  - vii. Utilities Assessment
- b. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18;
- c. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- d. The design and layout:
  - a. Retains and integrates the protected trees
  - b. Provides buffering to trees and woodland which are suitable for Bechstein's bat roosting

- c. The value of habitats which support protected species within and adjoining the site are retained, and where possible enhanced
- d. Secures an acceptable relationship between the new dwellings and the A3(M) and minimises noise through separation and/or other appropriate mitigation measures
- e. Provides walking and cycling routes between the development and the adjacent residential areas.

Figure 44: Littlepark House



# Car Park behind the Bear Hotel and East Street

- 6.107 This policy would update and replace site allocation reference H22 of Policy HB3 in the Allocations Plan.
- 6.108 East Street is situated to the east of Havant Town Centre. Formerly part of the town centre, a number of shops have become vacant in recent years which have reduced the attractiveness of the site. In addition to the national changing trends in retailing and the economy, East Street is no longer considered as a key retail destination. As such, the area is now in need of regeneration and has the opportunity to provide new housing.

## **The Site**

- 6.109 There is an opportunity to provide well-designed, high quality residential accommodation in East Street as it is directly adjacent to the town centre. This will attract activity and vitality to the town centre, particularly outside the core retail hours which will also help boost the early evening economy.
- 6.110 The 0.93 ha area of land behind the Bear Hotel and north of East Street, will benefit from residential led regeneration which respects the character of the conservation area through the scale and layout of the existing buildings. The Bear Hotel itself is an important element of the visitor offering of the area and should remain as a hotel. The development of the site should also retain the St Faith's Church House and St Faith's Hall.
- 6.111 Number 9 East Street has extant planning permission for the demolition of the existing storey building (Class A2) and associated outbuilding to the rear for the construction of 11 apartments with associated landscaping, cycle parking and refuse. Planning permission was originally granted in June 2014 (reference APP/14/00576).
- 6.112 The Council does not deem an outline application to be suitable for development of this site due to the design requirements associated with the adjoining Conservation Area. A full application is expected for this site as this would address how the constraints facing the site can be overcome. The Council expects extensive pre-application discussions to take place before any full application is submitted including details of the design and layout.
- 6.113 In addition to this, the Council will generally be supportive of residential conversions<sup>71</sup> along the remaining frontages of East Street providing the character of the conservation area is respected.

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<sup>71</sup> Residential conversions along East Street's main frontage may be achieved through Permitted Development.

### Site Opportunities and Constraints

- This is a brownfield site
- This is a regeneration opportunity
- The site is within the St Faith's Conservation Area and includes a number of listed and historic buildings, the setting of which must be preserved and enhanced
- There is the opportunity to enhance the heritage asset of Gazebo Garden and raise awareness of this asset
- The site is situated in an archaeological area; as such there is the moderate to high potential for previously unidentified archaeological deposits
- There is limited potential for roosting bats and nesting birds
- There is the opportunity to bring vacant buildings back into active use
- The site is adjacent to Havant Town Centre and is therefore within walking distance to shops, public transport, community facilities and services
- There is potential ground quality issues associated with the previous and/or current uses
- Storage tanks are present/have formerly been present on site
- There is recorded evidence of landfill or probable landfill on site
- The site is within a Radon Class 2 and 3 area
- There is car parking provision for existing and new uses
- The site is close to national cycle routes 2 and 22
- The site is in Groundwater SPZ 1 for the Bedhampton and Havant Springs
- The site overlays a Secondary Aquifer.

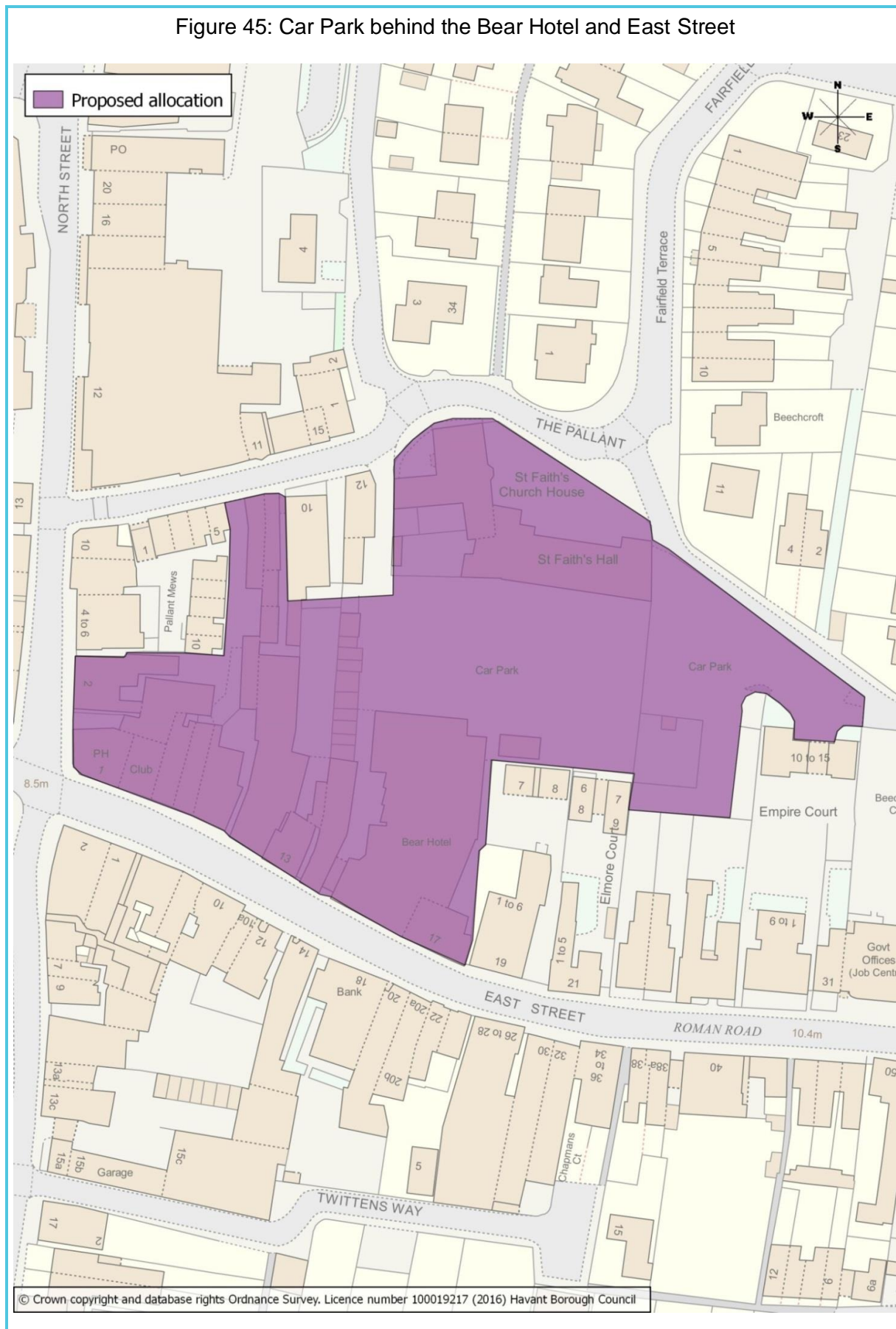
### H24 | Car Park behind the Bear Hotel and East Street

Residential development of about 50 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Transport Assessment
  - iv. Travel Plan
  - v. Contaminated Land Investigation Report to include gas monitoring
- b. Proposals contribute to the comprehensive regeneration of East Street and do not prejudice the delivery of adjacent sites for residential (re)development;
- c. The impact of nearby heritage assets and their setting must be addressed in line with Policy E9.
- d. The Bear Hotel, St Faith's Church House, St Faith's Hall and the Gazebo Garden are retained and incorporated within the scheme;
- e. An appropriate means of access is established from East Street to the satisfaction of the Highway Authority; and
- f. The design and layout:
  - i. Is informed by the context and setting of the conservation area and listed buildings
  - ii. Incorporates a pedestrian route between the Bear Hotel, The Pallant and Beechworth Road
  - iii. Secures an acceptable relationship between the new dwellings and East Street through separation and/or other appropriate mitigation measures.



Figure 45: Car Park behind the Bear Hotel and East Street



# Southleigh Park House

6.114 This policy refers to site UE55 of the Local Plan Housing Statement and does not replace any policies in the Core Strategy or Allocations Plan.

## The Site

6.115 The site is bounded on three sides by Eastleigh Road, Bartons Road and Horndean Road. Immediately to the west and the south of the site is the strategic site allocation at Southleigh (see Policy KS1), part of which historically formed the parkland associated with Southleigh Park House.

6.116 The site, including the listed main house, is currently in use as office accommodation. Surrounding the buildings are car parking areas and to the south a substantial parkland garden, with views over the parkland and agricultural land to the south.

6.117 The site has an area of 3.17ha and is estimated to be capable of delivering 35 dwellings, including through the conversion of the existing building.

## Site Opportunities & Constraints

- This is a brownfield site
- Numerous Grade II Listed Buildings, including the main house
- Existing mature parkland on site and to the south of the site; the setting of the house is a on the Hampshire register of Parks and Gardens and as such is at least of local importance
- There are protected trees on the site
- The site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Adjacent to Southleigh Forest SINC
- Adjacent to noise sensitive receptor
- The site is in the Mineral Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan and is likely to be underlain by sand and gravel
- Surveys have shown presence of Bechstein's bat on site
- Potential for previously unidentified archaeological deposits, although limited and compromised by previous development
- Existing strong landscape boundary, including mature trees and hedgerows
- Existing vehicular access from Eastleigh Road
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- There are storage tanks formerly/currently present on site
- The site overlays a Secondary Aquifer
- Infrastructure provision should be addressed in conjunction with other development sites in the area as far as practicable

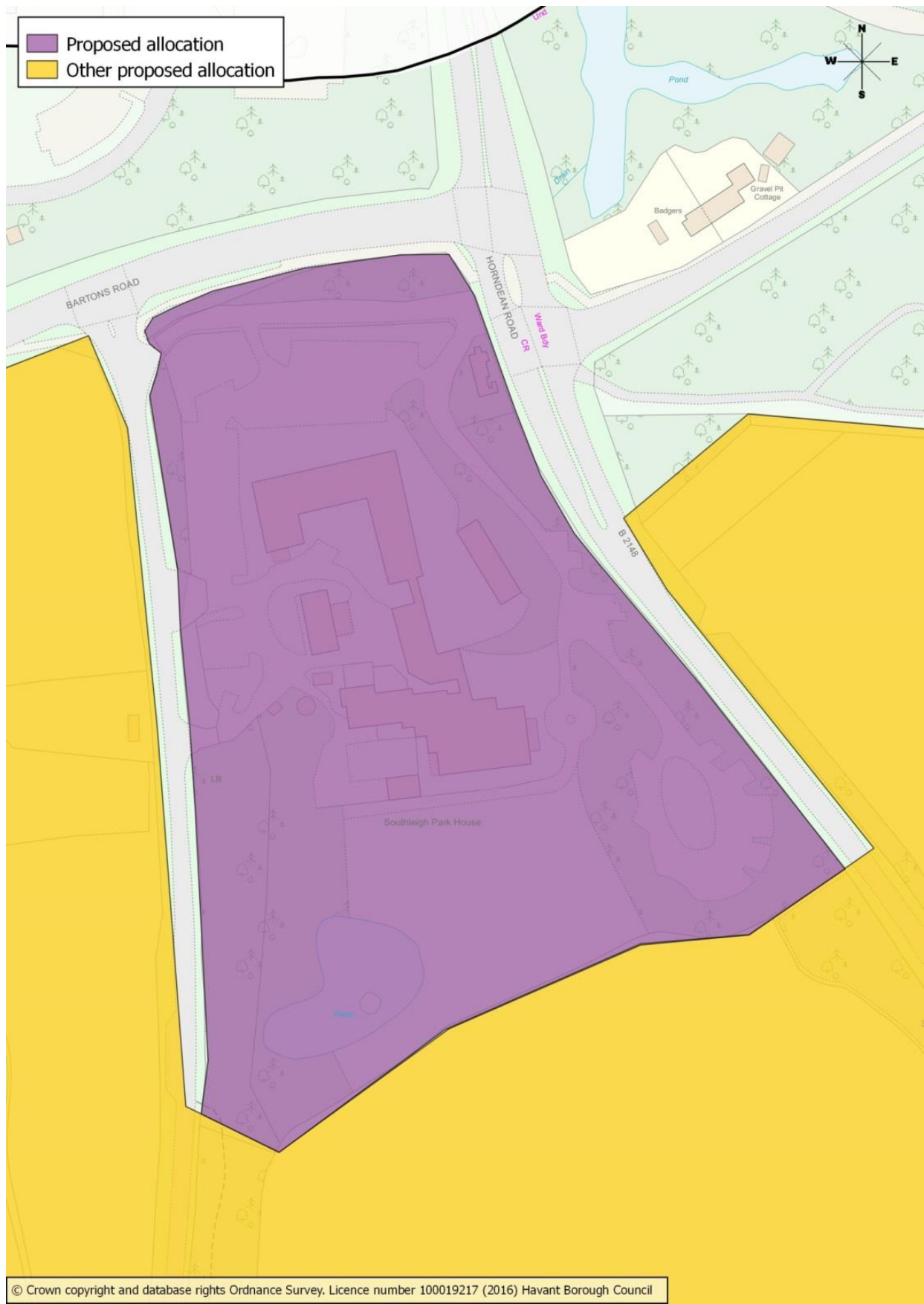
## H25 | Southleigh Park House

Residential development of about 35 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Transport Assessment
  - iii. Ecological Assessment
  - iv. Arboricultural Assessment
  - v. Noise Impact Assessment

- vi. Contaminated Land Investigation Report to include gas monitoring
  - vii. Transport Assessment
  - viii. Travel Plan
- b. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council.
- c. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18;
- d. The design and layout:
- i. Retains and sympathetically reuses the listed buildings
  - ii. Maintains a suitable setting for the listed buildings
  - iii. Retains and integrates the protected trees
  - iv. Takes access to the site from Eastleigh Road
  - v. Provides for the widening of the existing footway on the south side of Bartons Road to create a shared cycle/footway to the west, and to the east around the junction of Bartons Road and Horndean Road.

Figure 46: Southleigh Park House



## Land end of Palk Road

6.118 This policy would update and replace site allocation reference H19 of Policy HBM1 in the Allocations Plan.

6.119 As Portsmouth Water will not be progressing the residential development of the site in the next five years, temporary planning permission has been granted for open storage use (Class B8). The landowner (Portsmouth Water) has however declared it surplus to requirements and confirms that it is available for housing.

### The Site

6.120 The site is located to the south of the railway line and to the north of Hermitage Stream. Residential development lies to the north of the site. The site is currently occupied by a third party operator on behalf of Portsmouth Water. The site has an area of 0.5 ha.

6.121 Temporary planning permission was granted in May 2017 for the change of use to open storage (Class B8), and the addition of two portacabins and associated hard standing. Condition 1 limits the use of the land for B8 storage until May 2023.

### Site Opportunities and Constraints

- This is a brownfield site
- Operational pipelines cross the site
- Low to moderate potential for previously unidentified archaeological deposits
- There is recorded evidence of landfill or probable landfill on site
- Noise and vibration associated with the proximity of the railway line
- Potential ground quality issues associated with previous and/or current use of the site
- There is the potential for nesting birds and common reptiles
- The site is situated within the Groundwater Source Protection Zone 1
- Proximity to the Hermitage Stream means the Environment Agency should be consulted at an early stage
- The site overlays a Secondary Aquifer

### H26 | Land end of Palk Road

Residential development of about 20 dwellings will be permitted where:

a. The following assessments are submitted to support a planning application:

1.1

- i. Transport Assessment
- ii. Contaminated Land Investigation Report to include gas monitoring
- iii. Noise Impact Assessment
- iv. Ecological Assessment
- v. Heritage Statement
- vi. Flood Risk Assessment
- vii. Drainage Strategy

b. The design and layout:

- i. Secures an acceptable relationship between the new dwellings and the railway line through

- separation and/or other appropriate mitigation measures;
- ii. Provides an appropriate vehicular access which does not result in vehicular conflicts with the existing industrial operations on Palk Road;
- iii. Secures an appropriate relationship with adjoining residential properties and their residential amenities in terms of loss of privacy, outlook and overshadowing;
- iv. Provides for an appropriate easement and related safeguarding measures to ensure that any significant negative effect on the existing waste water infrastructure is limited to an acceptable level.

Figure 47: Land end of Palk Road



## Helmsley House

6.122 This is a new site which has not been previously identified through the Core Strategy or Allocations Plan. The site was submitted to the Council during the summer 2016 public consultation and was thus referred to in the Local Plan Housing Statement as having uncertain potential.

### The Site

6.123 The site has an area of 2ha and is located on the south side of Bartons Road. It is in close proximity to the Southleigh Strategic Site.

### Site Opportunities & Constraints

- This is a greenfield site
- The site is in close proximity to East Leigh House which is a Grade II listed building
- The site contains a building which may be worthy of retention and incorporation into any new development for the site
- There is some limited potential for previously unidentified archaeological deposits
- There is recorded evidence of landfill or probable landfill on site
- There is a possibility that bats (including the protected Bechstein's bat) forage on the site and/or roost in the site's mature trees and buildings
- Two trees on the site are protected by a Tree Preservation Order (TPO)
- The north-east of the site (which includes the current access) is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel
- The site is adjacent to the proposed access road for the site known as "Land south of Bartons Road" under planning permission APP/15/01435 and Policy H17
- The site is adjacent to the Southleigh Strategic Site
- Infrastructure provision should be addressed in conjunction with other development sites in the area as far as possible
- The site overlays a Principal Aquifer

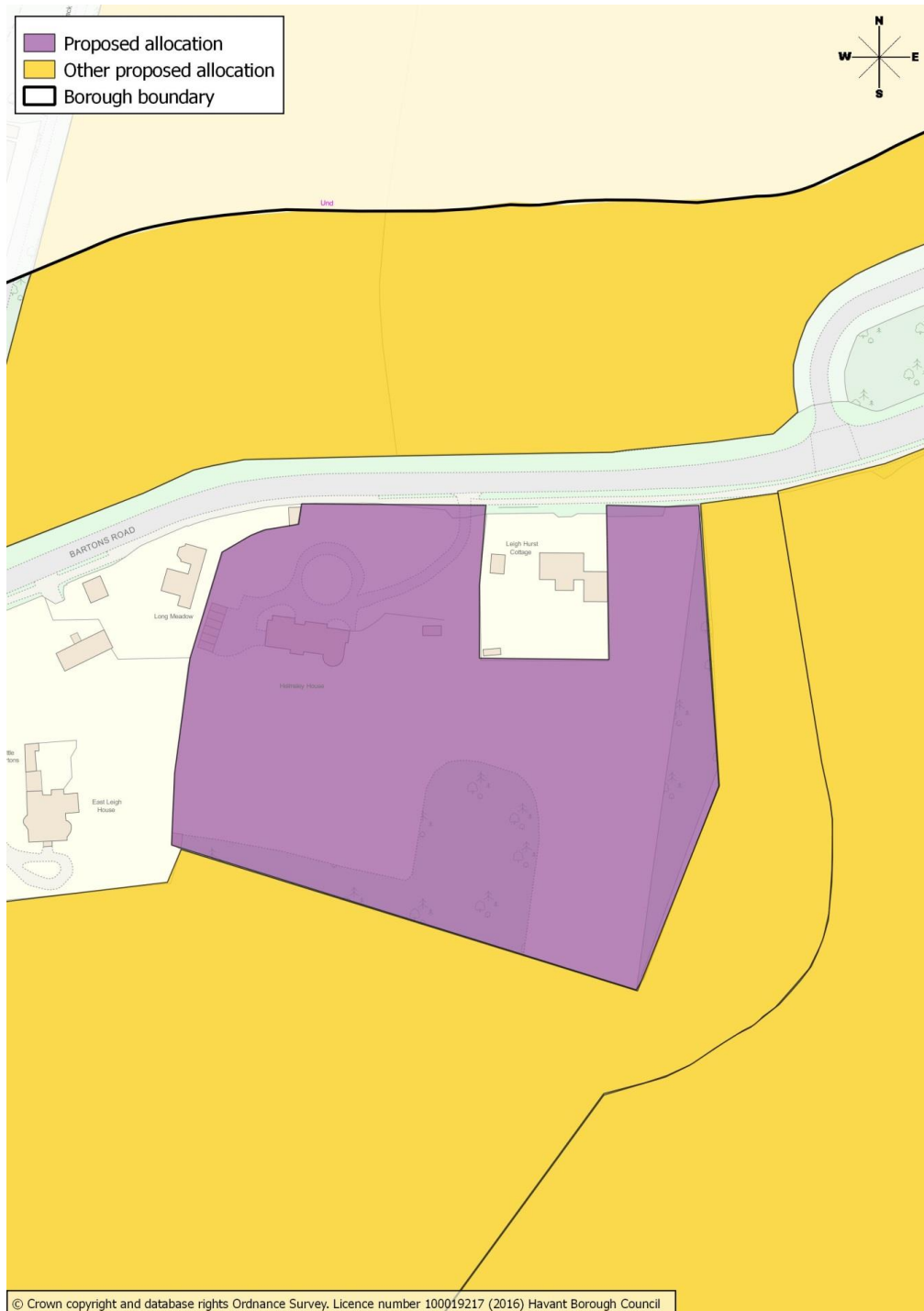
### H27 | Helmsley House

Residential development of about 15 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Arboricultural Assessment
  - iv. Contaminated Land Investigation Report to include gas monitoring
- b. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- c. The development does not undermine the future development potential of the development sites;
- d. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18; and
- e. The design and layout:

- i. Integrates the existing open space on the site and improves its value
- ii. Integrates the protected trees found on the site.

Figure 48: Helmsley House





# Hayling Island

## Approach to Hayling Island and Langstone

- 6.124 Consultation on the Draft Local Plan Housing Statement (LPHS) highlighted specific infrastructure issues requiring further investigation on Hayling Island through the Havant Borough Local Plan 2036 (HBLP). In particular, stakeholders emphasised infrastructure issues relating to flooding, highway capacity, the single access on to the island, healthcare, education and utilities provision. Since the adoption of the LPHS, the Council has further explored the sustainability of future development in the Borough, including on Hayling Island, through the Infrastructure Delivery Plan, which has informed the Draft Local Plan.
- 6.125 The comprehensive draft Infrastructure Delivery Plan identifies deliverable solutions for the infrastructure issues previously highlighted by stakeholders, with the notable exception of transport. The Council has commissioned two extensive analyses relating to transport:
- **A borough wide Transport Assessment:** this study will use the Subregional Transport Model (SRTM) to provide a high level analysis of the impact of the development allocated in the Local Plan, taking account of development which will take place outside of the Borough, on the main roads.
  - **Hayling Island Highway and Transport Infrastructure Assessment:** this study will provide a detailed analysis of the entire highway network on the island using a microsimulation model. It is more detailed than the SRTM and will enable the Council to look at detailed mitigation measures to maintain and improve the highway network functionality of the island's highway network.
- 6.126 Delays to transport modelling work which have been outside of the Council's control mean the results of the Transport Assessment have not been available to take into account during the drafting of this version of the Local Plan. This means that it has not been possible to include any necessary transport mitigation proposals in this plan. Where any such proposal requires land to be safeguarded, this will be allocated in the next iteration of this plan. It should be noted that housing, in addition to that already identified by this Draft Plan, may be required in order to enable and fund these improvements.
- 6.127 In the absence of the transport work, uncertainty remains as to whether sites on Hayling Island and the Langstone area are suitable for development at this particular point in time. At this stage in the plan's preparation, sites on Hayling Island and around Langstone therefore continue to be identified with 'uncertain potential' until the remaining uncertainty has been resolved. Development on sites identified on Hayling Island within this Draft Plan will therefore continue to be considered in accordance with Guiding Principle 4 of the LPHS which states that:
- “Development proposals on any sites not in the urban area (as identified by Policies CS17 and AL2) and not identified in Table 2 of the Local Plan Housing Statement will be resisted. This is due to the presence of site constraints which mean the adverse impacts of development would significantly and demonstrably outweigh the benefits when assessed against the National Planning Policy Framework as a whole....”*
- 6.128 Guiding Principle 4 is also clear that the strategic transport infrastructure constraints facing this part of the Borough mean it is essential there is a comprehensive framework in place before development can proceed. Only the Local Plan can guarantee the suitability of the site for housing

delivery, alongside the necessary certainty that strategic transport infrastructure issues are not an overriding constraint to sustainable development. This is because there may need to be strategic solutions to the cumulative impact of development on the island's highway network. The Council is able to plan and coordinate such interventions through this Local Plan in a way that an individual development scheme cannot.

- 6.129 The Transport Assessment and more detailed Hayling Island Highway and Transport Infrastructure Assessment will fully explore the strategic transport constraints and issues facing this part of the Borough, as well as determining whether there is scope for development proposals on these sites to mitigate constraints. The Pre-Submission Local Plan will be fully informed by the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment.

# Fathoms Reach

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 150-151 for further information.

6.130 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## The Site

6.131 The site comprises an area of informal scrubland with residential properties adjoining the site to the south and west on Southleigh Grove and Fathoms Reach respectively. It is enclosed by existing trees and vegetation separating it from agricultural land to the east and north, and Hayling Island Holiday Park beyond to the north. The site has an area of 1.6 ha.

## Site Constraints and Opportunities

- This is a greenfield site
- Access could be achieved via Fathoms Reach following the demolition of some existing residential properties adjoining the site
- The rear gardens of properties on Fathoms Reach and Southleigh Grove adjoin the southern and western boundaries of the site
- A number of protected trees are present on the eastern and western boundaries of the site, in addition to a number of TPO Groups within the site itself
- Land east and north of the site is identified as a core site for Solent Waders and Brent Geese
- Public footpaths run along the northern and eastern boundaries of the site
- The Grade II listed Newtown House Hotel lies to the north of the site
- There is potential for previously unidentified archaeology of prehistoric and Roman date
- Off-site water mains reinforcement is likely to be required.
- The site overlays a Secondary Aquifer

## H28 | Fathoms Reach

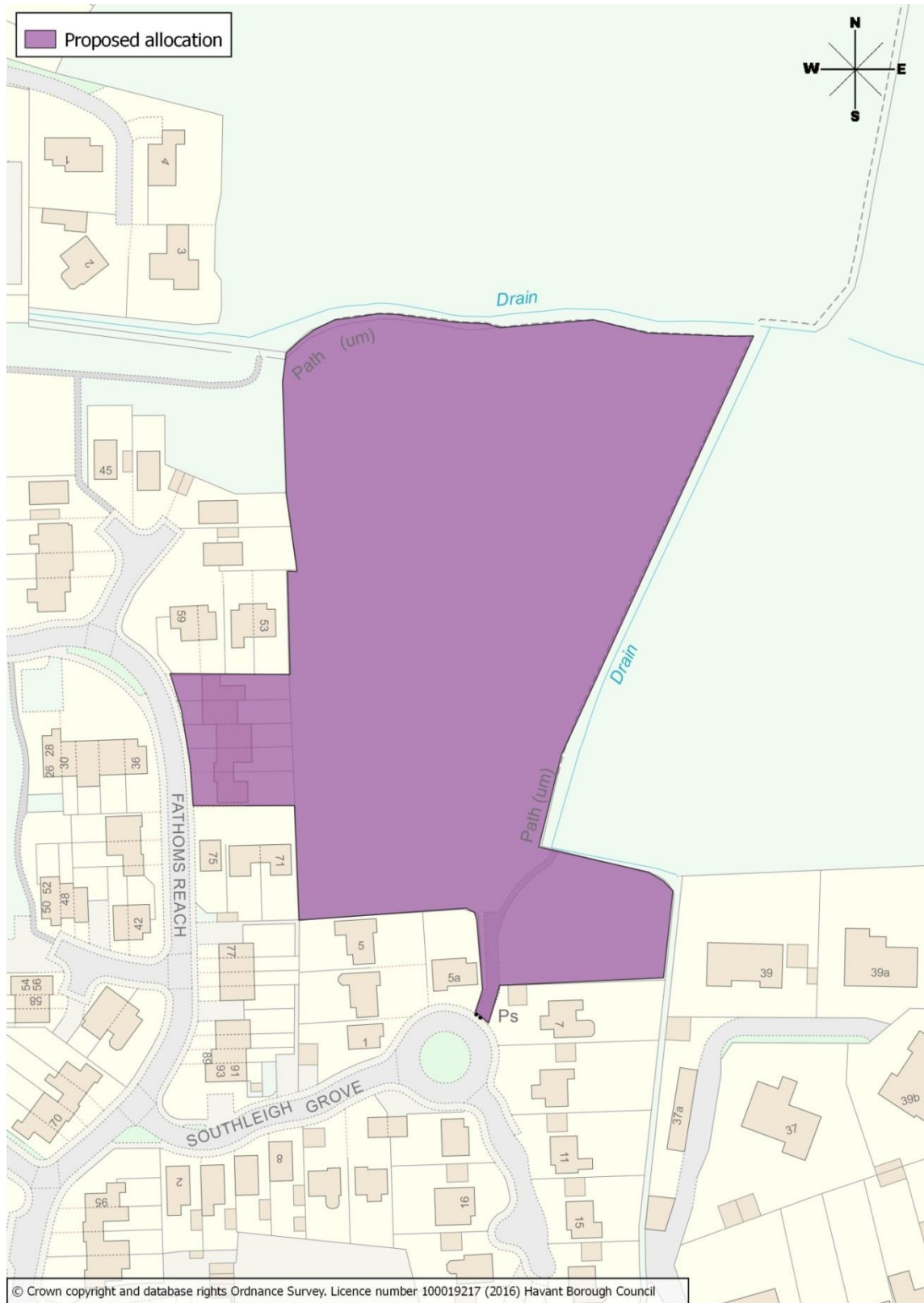
Residential development of about 50 dwellings will be permitted where:

- a. The following assessments are submitted in support of a planning application:
  - i. Transport Assessment using the Hayling Island microsimulation model
  - ii. Travel Plan
  - iii. Arboricultural Assessment
  - iv. Heritage Statement
  - v. Ecological Assessment
  - vi. Flood Risk Assessment
  - vii. Drainage Strategy
- b. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line

with Policy E17;

- c. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- d. The design and layout:
  - i. Secures an appropriate relationship between the new development and the rear of residential properties on Fathoms Reach and Southleigh Grove
  - ii. Retains and integrates the protected trees and hedgerows
  - iii. Protects or enhances the existing rights of way
  - iv. Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
  - v. Respects the setting of the adjoining heritage asset.

Figure 49: Fathoms Reach



# Land north of Selsmore Road

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 150-151 for further information.

6.132 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## The Site

6.133 The site lies to the north of Selsmore Road and is currently used as paddocks. It is bounded by residential development to the south and west, with residential curtilage and trees to the north and east. The site has an area of 1.3 ha.

## Opportunities and constraints

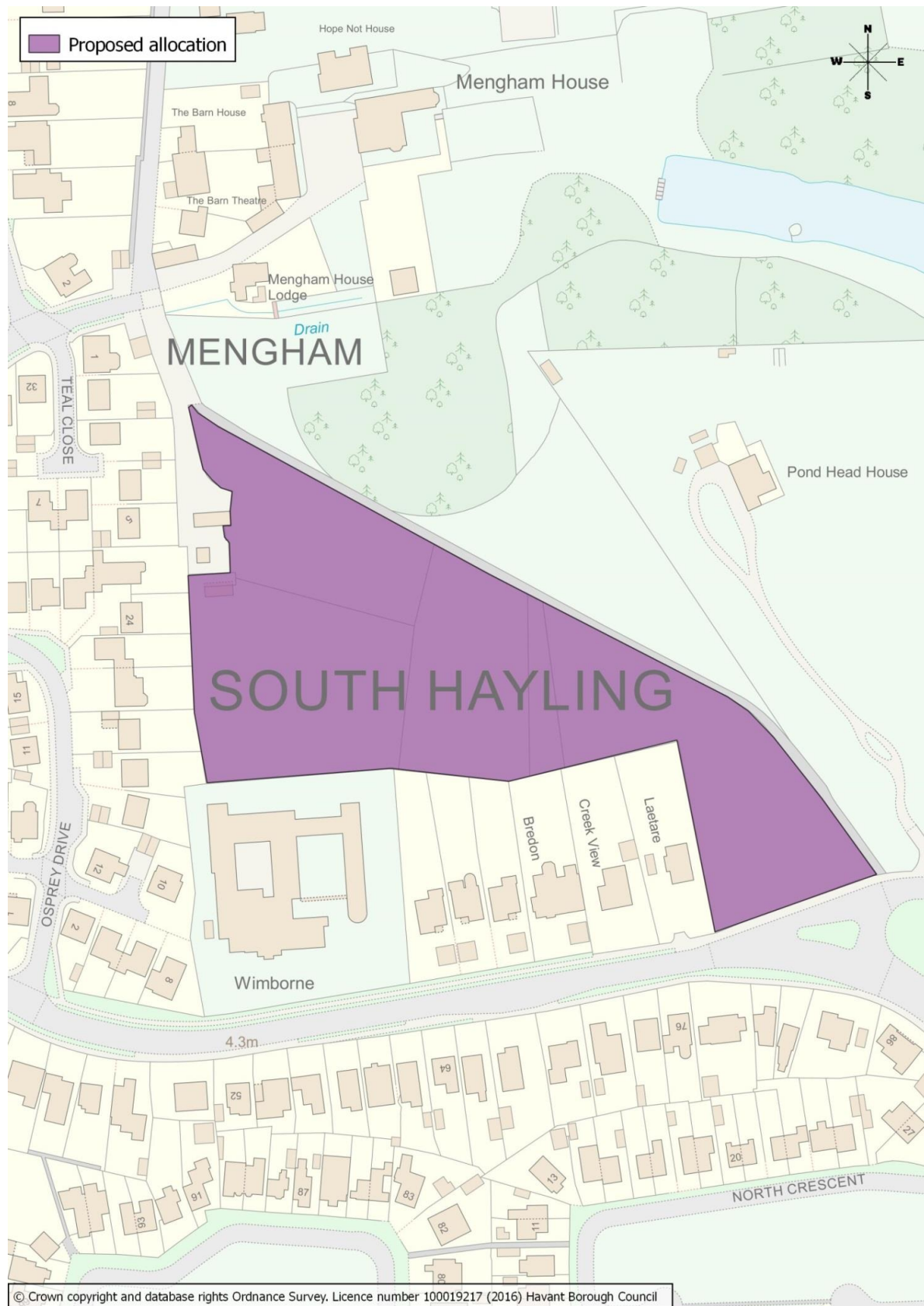
- This is a greenfield site
- Adjacent to Chichester Harbour AONB
- Opportunity to provide housing for older people
- Small part of south-east corner in Flood Zones 2 and 3
- Moderate potential for previously unidentified archaeological deposits
- Hedgerow and trees on the site
- The site overlays a Secondary Aquifer

## H29 | Land north of Selsmore Road

Residential development of about 45 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Flood Risk Assessment
  - ii. Drainage Strategy
  - iii. Ecological Assessment
  - iv. Heritage Statement
  - v. Landscape and Visual Impact Assessment
  - vi. Transport Assessment using the Hayling Island microsimulation model
  - vii. Travel Plan
- b. The design and layout:
  - i. Responds to the site's sensitive landscape location, in particular in regard to the setting of the AONB
  - ii. Secures an appropriate relationship between the development and the rear of residential properties on Osprey Drive and Selsmore Road
  - iii. Retains and integrates the protected trees and hedgerows.

Figure 50: Land north of Selmore Road



# Northney and Sparkes Marinas

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 150-151 for further information.

6.134 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## Background

6.135 MDL Marinas operate both Northney Marina (BD69) and Sparkes Marina (BD70) as marina facilities comprising:

- **Northney Marina** - 228-berth marina and associated storage areas, parking, pontoons and berths and together with other associated facilities and services
- **Sparkes Marina** -140-berth marina and associated facilities and parking.

6.136 Both of these marinas, and particularly the former, provide a range of marine employment, which is recognised as a key sector by the Solent LEP. Whilst the ELR 2017 indicates these marine sites perform relatively strongly, Policy CD2 (Protection of Existing Employment Sites) recognises such facilities are vulnerable to displacement, due to their waterfront location.

6.137 In an increasingly competitive marine market, MDL have identified a need to make substantial investment in the marina facilities at Northney Marina. At the same time, substantial repairs are needed to the sea wall at Sparkes Marina to secure and retain its marina use. The North Solent Shoreline Management Plan indicates that it is unlikely that public funding will be available for the continued maintenance of these defences.

6.138 MDL has identified that Northney Marina provides an opportunity to deliver a mixed-use redevelopment including new housing and improved facilities. This will fund investment at both marina sites.

## Northney Marina

6.139 The site lies within the northern extent of Hayling Island within the Chichester Harbour Area of Outstanding Natural Beauty (AONB). The site lies to the north-east of Langstone Hotel which is accessed via Northney Road, and joins the A3023 to the west of the site. The site has an area of 4ha.

6.140 Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development<sup>72</sup>. In such cases, an Environmental Statement will be required in support of any planning application

## Site Constraints and Opportunities

<sup>72</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments



- The site is within the Chichester Harbour AONB
- Opportunity to enhance the Chichester Harbour AONB in accordance with the design principles set out in the relevant SPD
- The site is adjacent to Chichester and Langstone Harbours SPA, Ramsar and SSSI designations and Solent Maritime SAC
- Land south, east and west of the site are identified as primary support areas and secondary support areas for Solent Waders and Brent Geese
- The southern extent of the site is within a SINC designation
- Access to the site lies within Flood Zone 3
- Improved marina facilities will regenerate the site and ensure a more efficient use of the site
- Residential development will fund essential sea wall repairs at Sparkes Marina
- The site is located on Duckard Point associated with the discovery of Bronze Age cremation and bronze tools
- There is recorded evidence of landfill or probable landfill on site
- Off-site water mains reinforcement is likely to be required.
- The site overlays a Principal Aquifer

Figure 51: Northney Marina

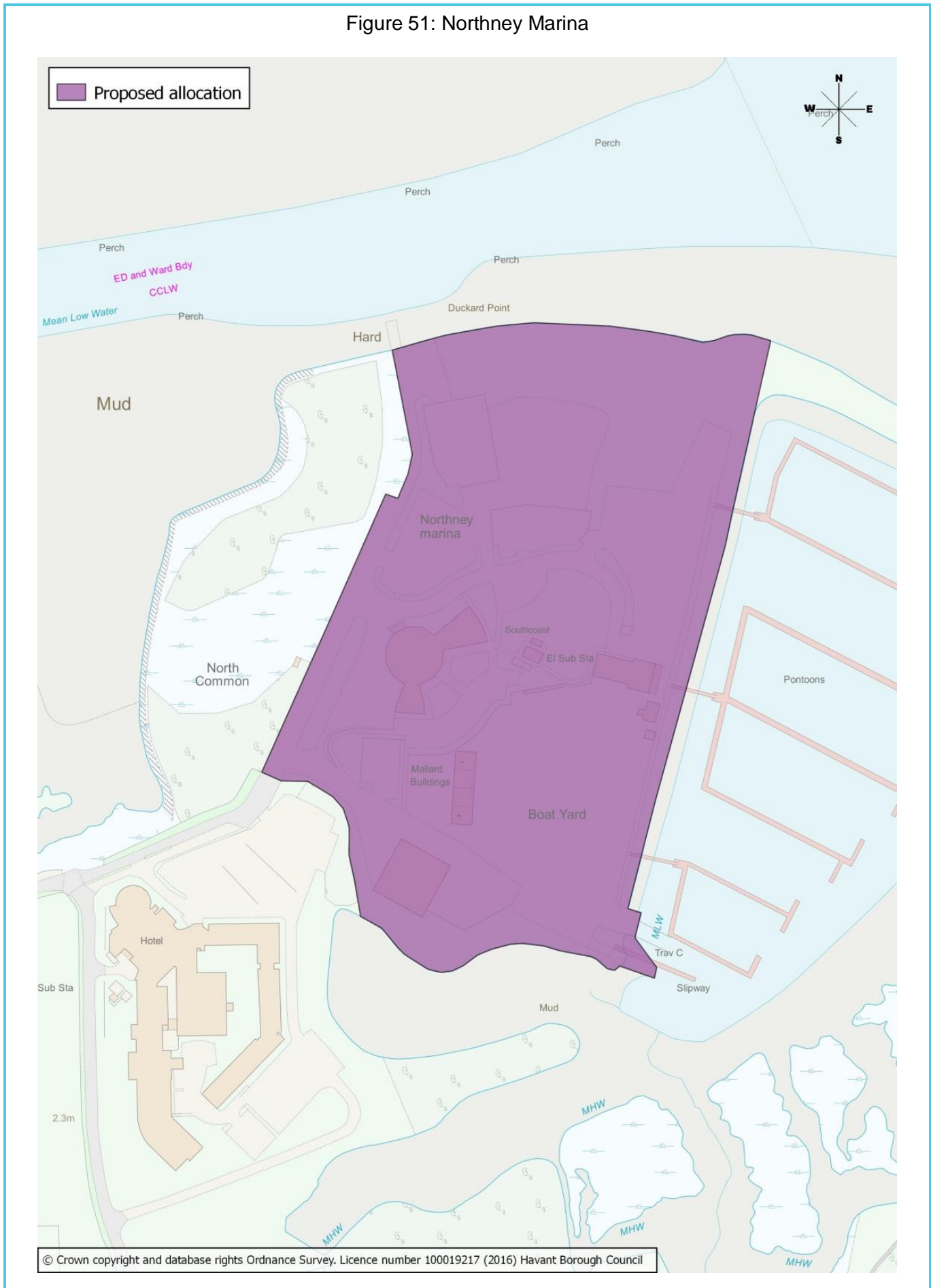
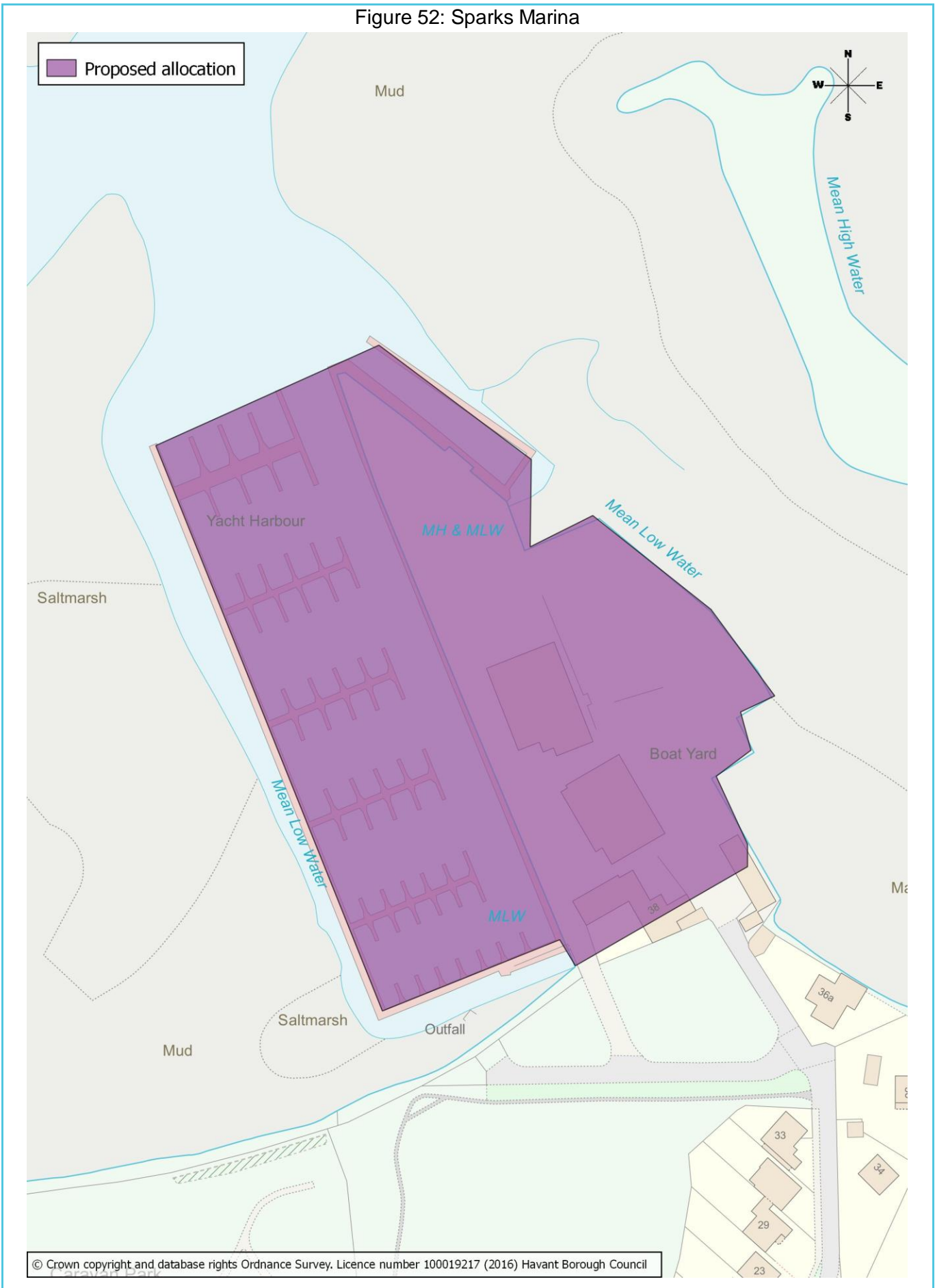


Figure 52: Sparks Marina



### **Sparkes Marina**

6.141 The site lies within the far south-eastern tip of Hayling Island within the Chichester Harbour Area of Outstanding Natural Beauty (AONB). The site lies at the end of Wittering Road, with residential areas primarily to the south and south-west respectively. The site has an area of 2.3 ha.

#### **Site Constraints and Opportunities**

- The site is within the Chichester Harbour AONB, Chichester Harbour SPA, SAC, Ramsar and SSSI
- Opportunity to enhance the Chichester Harbour AONB in accordance with the design principles set out in the relevant SPD
- The marina is almost entirely within Flood Zones 2 and 3
- Investment needed to secure repairs to sea wall and protect existing businesses.
- Land to the north-west of the site is identified as a Core Site for Solent Waders and Brent Geese.

### **H30 | Northney and Sparkes Marinas**

The mixed use redevelopment of Northney Marina is supported on the basis that this will enable both Northney Marina and Sparkes Marina to continue to be used for marina purposes.

#### **Northney Marina**

Mixed use development of about 40 dwellings and 1,000 sqm of employment and commercial floorspace will be permitted where:

- a. The residential development of the site will not adversely affect the primary function and operation of the site for marina purposes nor result in the net loss of employment from the site;
- b. The proposals form part of an Estates Strategy to provide substantial investment in the redevelopment and refurbishment of the marina facilities at Northney Marina and sea wall repairs at Sparkes Marina;
- c. The following assessments are submitted to support a planning application:
  - i. Ecological Assessment
  - ii. Landscape and Visual Impact Appraisal
  - iii. Contaminated Land Investigation Report to including gas monitoring
  - iv. Flood Risk Statement
  - v. Transport Assessment using the Hayling Island microsimulation model
  - vi. Travel Plan
  - vii. Emergency Plan
  - viii. Heritage Statement
- d. The design and layout:
  - i. Secures buildings which are of a low profile appropriate to the character of Chichester Harbour AONB
  - ii. Provides built form appropriately set back from the edge of Chichester Harbour to minimise recreational disturbance to the SPA designation
  - iii. Makes appropriate improvements to the existing highway to ensure safe access and egress throughout the lifetime of the development
  - iv. Conserves and enhances its immediate and wider setting within the Chichester Harbour AONB
- e. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any

package of avoidance and mitigation measures in line with Policy E17.

- f. Coastal defences are appropriately designed and avoid the use of hard engineering if possible having regard to the European environmental designations surrounding the site;
- g. The significance of Duckyard Point and any other heritage assets within and adjacent to the site is identified and assessed according to their significance;
- h. A detailed landscaping scheme mitigates any increase in the built up area of the site, having regard to the landscape and scenic beauty of the Chichester Harbour AONB;
- i. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures in line with Policy E17; and
- j. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval.

### **Sparkes Marina**

Development proposals involving repairs to the sea wall will be permitted where:

- k. Coastal defences are appropriately designed and avoid the use of hard engineering if possible having regard to the European environmental designations surrounding the site;
- l. Where appropriate, the development includes measures to avoid and mitigate any adverse effect on the integrity of European sites, including the Chichester and Langstone Harbours SPA, SAC and Ramsar and Solent Maritime SAC; and
- m. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures in line with Policy E17.

# Sinah Lane

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 150-151 for further information.

6.142 This policy refers to site UE18 of the Draft Local Plan Housing Statement, although it was not identified for development in the adopted Housing Statement. It does not replace any policies in the Core Strategy or Allocations Plan.

## The Site

6.143 The site comprises agricultural land located in the southern part of Hayling Island. It is located to the north of Sinah Lane and west of Furniss Way. Residential areas lie to the west and south respectively. The site is separated from the Hayling Billy Business Centre and Station Road industrial units by the Hayling Billy Trail which runs northwards from Sinah Lane. Agricultural land lies beyond to the north. The site has an area of 4.6 ha.

6.144 Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development<sup>73</sup>. In such cases, an Environmental Statement will be required in support of any planning application.

## Site Opportunities & Constraints

- This is a greenfield site
- The site contains Grade 3a agricultural land.
- The site is identified as a primary support area for Solent Waders and Brent Geese
- The site is adjacent to Chichester and Langstone Harbours SPA, Ramsar and SSSI designations and Solent Maritime SAC
- Potential for reptiles and bats
- The Hayling Billy Trail lies to the east of the site
- There is moderate potential for previously unidentified archaeological deposits
- Off-site water mains reinforcement is likely to be required
- Complex drainage system in the area - affected by tide locking, coastal change and tight levels; likely to require drainage solutions and maintenance of systems beyond site boundary.

## H31 | Sinah Lane

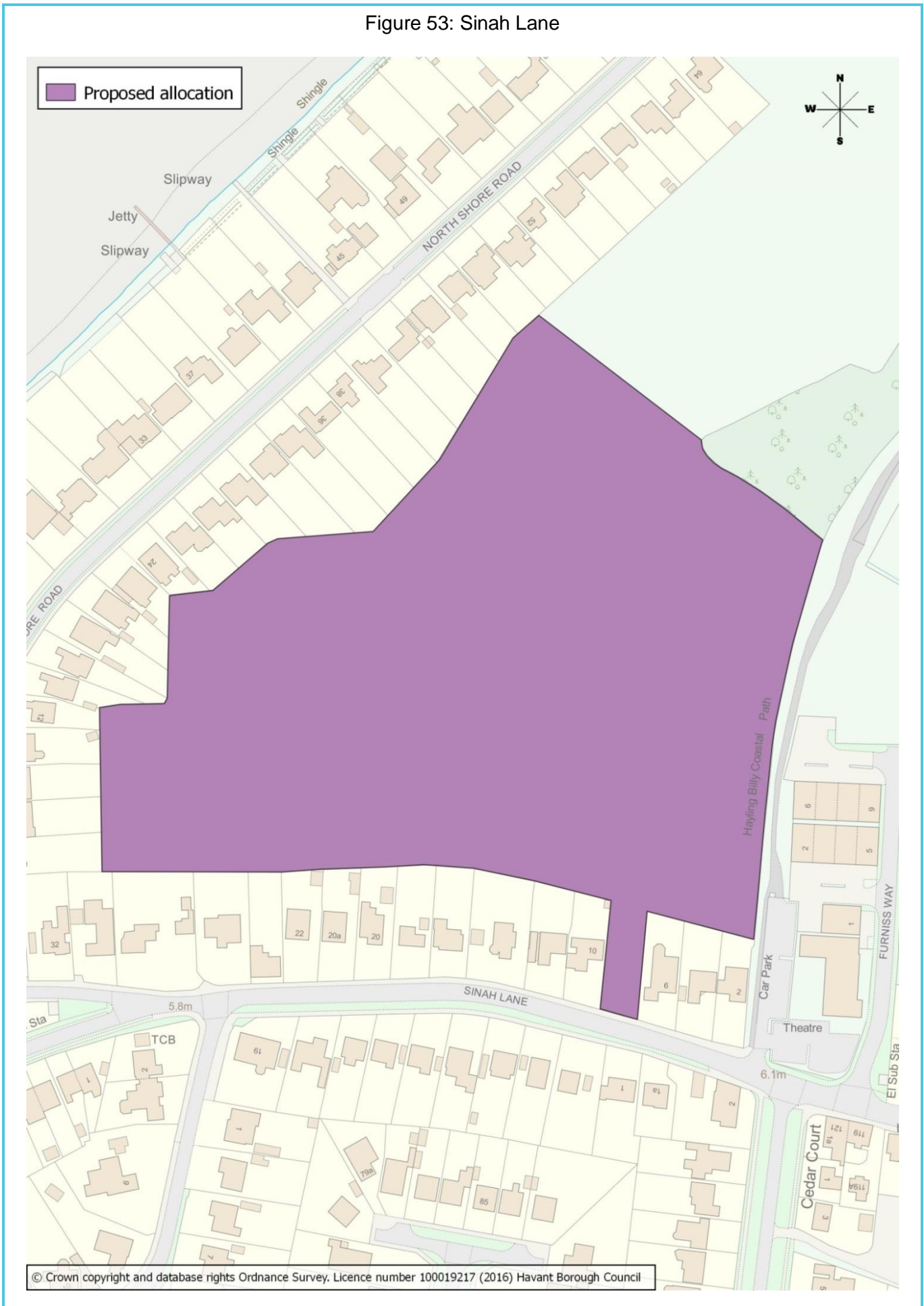
Residential development of about 160 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Landscape and Visual Impact Appraisal
  - iv. Flood Risk Assessment
  - v. Drainage Strategy

<sup>73</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

- vi. Transport Assessment using the Hayling Island microsimulation model
  - vii. Travel Plan
  - viii. Air Quality Assessment
  - ix. Noise Impact Assessment
  - x. Contaminated Land Investigation Report to include gas monitoring
- b. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17;
- c. The development includes measures to avoid and mitigate any adverse effect on the integrity of European sites;
- d. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- e. The design and layout:
- i. Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
  - ii. Secures an appropriate relationship between the development and the rear of residential properties on Station Road and North Shore Road
  - iii. Retains and enhances the Hayling Billy Trail for pedestrians and cyclists
  - iv. Provides pedestrian and cycle routes through the site, and from the site onto the Hayling Billy Trail.

Figure 53: Sinah Lane





## Land north of Tournerbury Lane

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 150-151 for further information.

6.145 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

### The Site

6.146 The site comprises an area of pastureland to the south and west of Tournerbury Golf Centre. It lies immediately to the north of the golf centre car park which partially separates the site from Tournerbury Lane to the south, with Tournerbury Farm to the south-east. A further area of grazing land lies immediately to the north. There are predominantly residential areas to the west and south with Eastwood Close immediately to the south-west of the site. The site has an area of 0.6 ha.

### Site Opportunities & Constraints

- This is a greenfield site
- The site is identified as a secondary site for Solent Waders and Brent Geese
- Potential to provide semi-formal open space on land north of the site (within the same ownership)
- A footpath (No. 66) runs along the western boundary of the site towards Mill Ryde Holiday Village
- The Chichester and Langstone Harbours SPA, Ramsar and Solent Maritime SAC designations lie to the east
- Chichester Area of Outstanding Beauty (AONB) lies to the south, east and north of the site
- A drainage ditch and hedgerow bound the site to the north
- Mature trees to the northwest and north of the site
- Access could be taken from either Eastwood Close or Tournerbury Lane
- The Tournier Bury Scheduled Ancient Monument lies to the south-west of the site
- Off-site water mains reinforcement is likely to be required
- The site is within a Radon Class 2 area
- The site overlays a Secondary Aquifer.

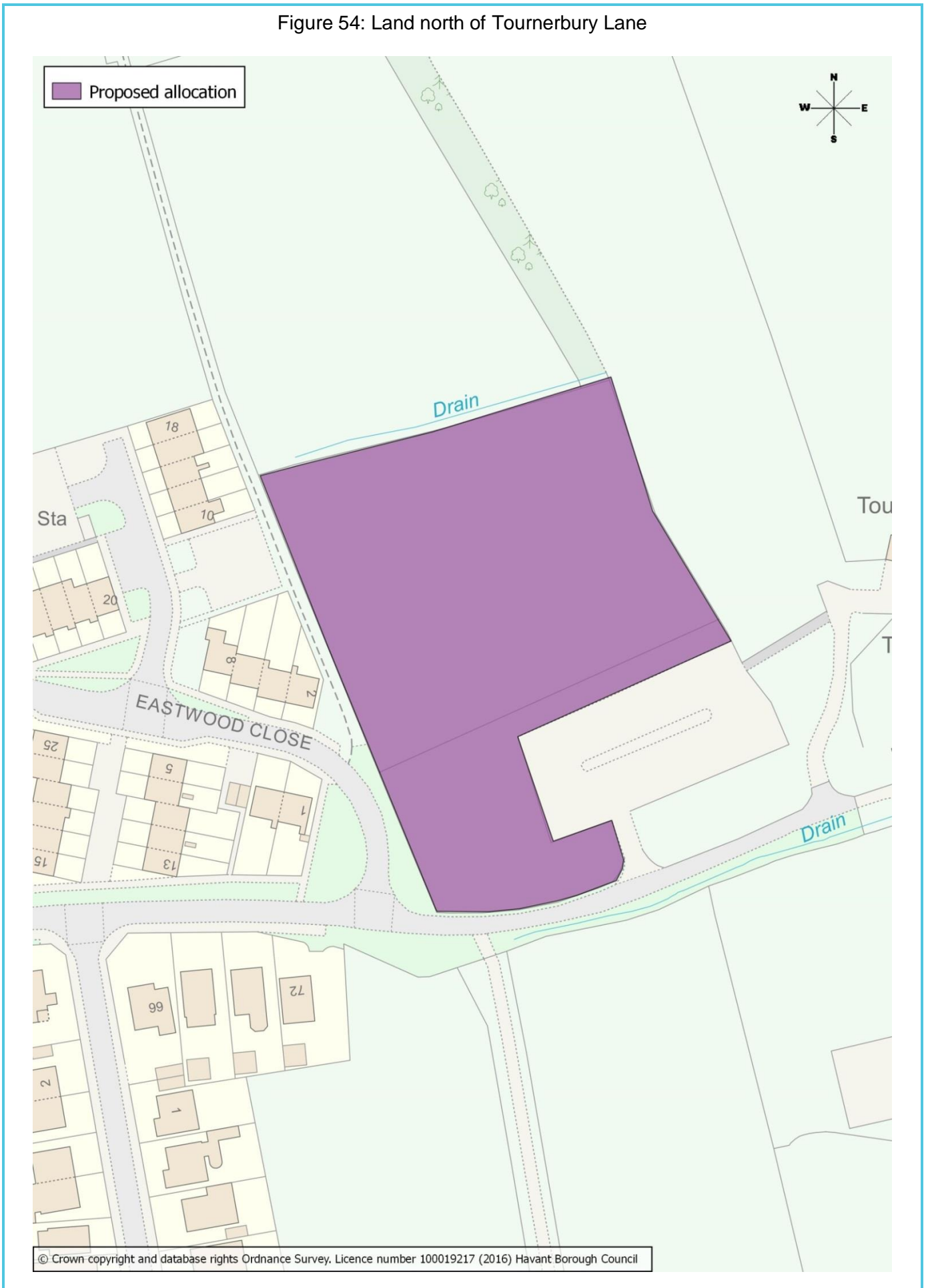
### H32 | Land north of Tournerbury Lane

Residential development of about 20 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Landscape and Visual Impact Assessment
  - iii. Arboricultural Assessment
  - iv. Transport Assessment using the Hayling Island microsimulation model
  - v. Travel Plan
  - vi. Ecological Assessment

- vii. Utilities Assessment
  - viii. Drainage Strategy
- b. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development, and is to the satisfaction of the Council in line with Policy E17;
- c. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- d. The design and layout:
- i. Provides an appropriate setting to the edge of the existing settlement in line with Policy E10
  - ii. Is appropriate in scale and form to the character of the area
  - iii. Responds to the site's sensitive landscape location, in particular in regard to the setting of the AONB
  - iv. Retains and improves the public footpath from Tournerbury Lane to Mill Rytte and pedestrian and cycle routes between the site and the public footpath
  - v. Retains and integrates the trees and hedgerows found on the site
  - vi. Secures an appropriate relationship between the development and the rear of residential properties on Eastwood Close and their residential amenity in terms of loss of privacy, outlook and overshadowing.

Figure 54: Land north of Tournerbury Lane



# Manor Nurseries

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the borough-wide Transport Assessment and the Hayling Island Highway and Transport Infrastructure Assessment which are underway. Please refer to pages 150-151 for further information.

6.147 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

## The Site

6.148 The site is currently used as a plant nursery with a residential dwelling, greenhouses and open storage for caravans. The site is adjacent to existing residential areas to the south and west with agricultural land to the north. Access to the site is off Manor Road. The site has an area of 0.38ha.

## Site Opportunities & Constraints

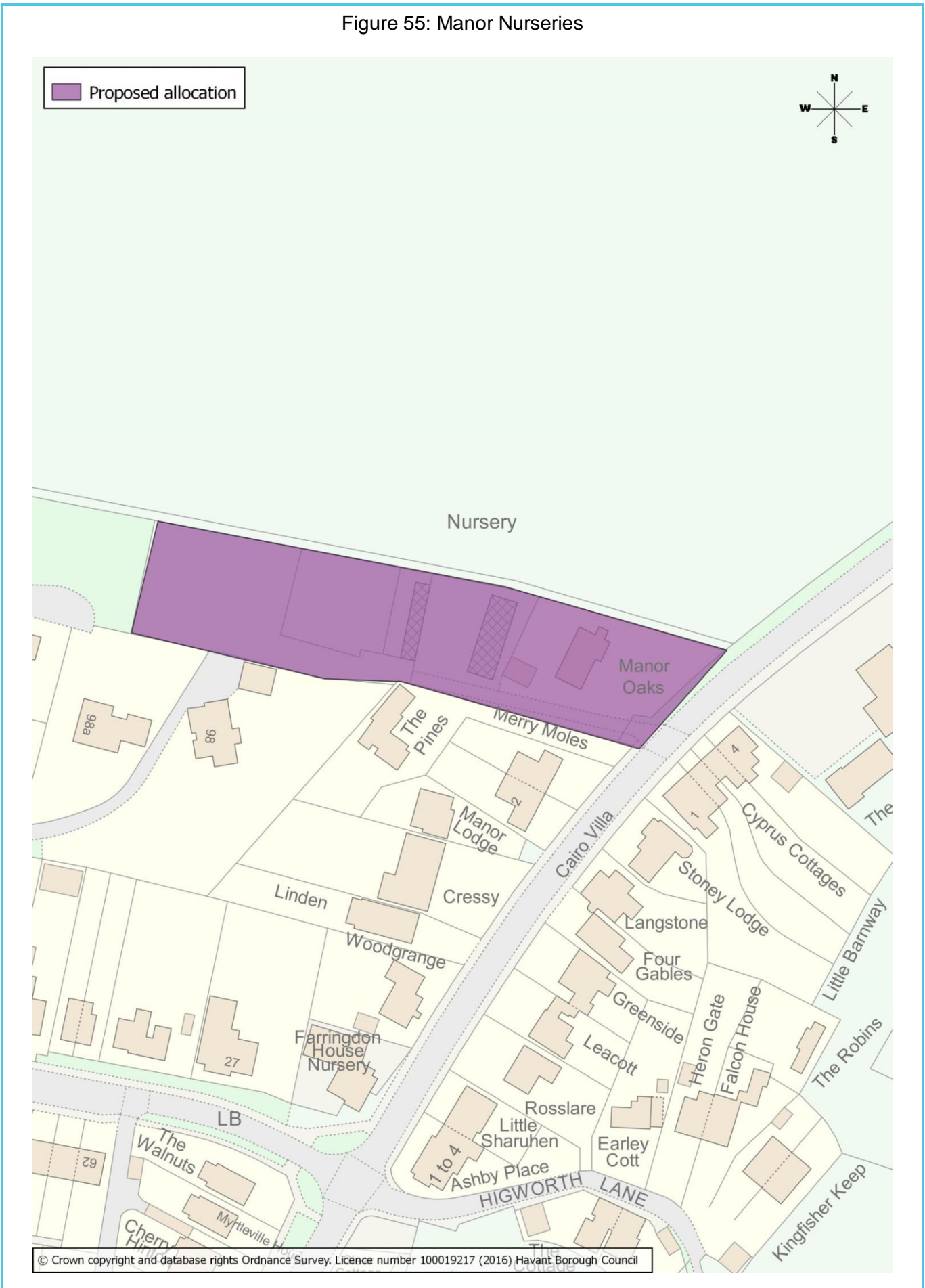
- Combination of brownfield and greenfield
- Public footpath to north of site
- Grade 2 agricultural land
- Adjacent to a primary network site for Brent Geese and waders
- Grade II Listed Building adjacent to site
- Buildings of local interest adjacent to site
- The site is within a Radon Class 2 area
- Nursery is potentially contaminating use (fuel storage likely).

## H33 | Manor Nurseries

Residential development of about 15 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Transport Assessment using the Hayling Island microsimulation model
  - ii. Heritage Statement
  - iii. Ecological Assessment
  - iv. Contaminated Land Investigation Report.
- b. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

Figure 55: Manor Nurseries



# Cabbagefield Row

6.149 This policy would update and replace site allocation reference UE6a of Policy LP1 of the Allocations Plan.

## The Site

6.150 It is a greenfield site to the north of the existing built up area of Leigh Park. The area to the east is allocated for the Havant Thicket Reservoir and Park Lane Stream runs parallel to the west. The site has an area of 3.86 ha and is estimated to be capable of delivering about 115 dwellings.

6.151 Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development<sup>74</sup>. In such cases, an Environmental Statement will be required in support of any planning application.

## Site Opportunities & Constraints

- Adjacent to SINC
- Adjacent to ancient/semi-ancient woodland
- Low to moderate potential for previously unidentified archaeological deposits
- Bechstein's bat roosts and foraging habitat is found on and surrounding the site
- Mature trees and hedgerows which should be retained wherever possible
- On the edge of the settlement
- Potential ground quality issues associated with informal use of site by vehicles
- Mobile communication mast on east side of site
- Less than 100m from a watercourse
- Significant drainage issues due to heavy clay on the site
- Opportunity to overcome existing occasional misuse of field by motorcyclists.

## H34 | Cabbagefield Row

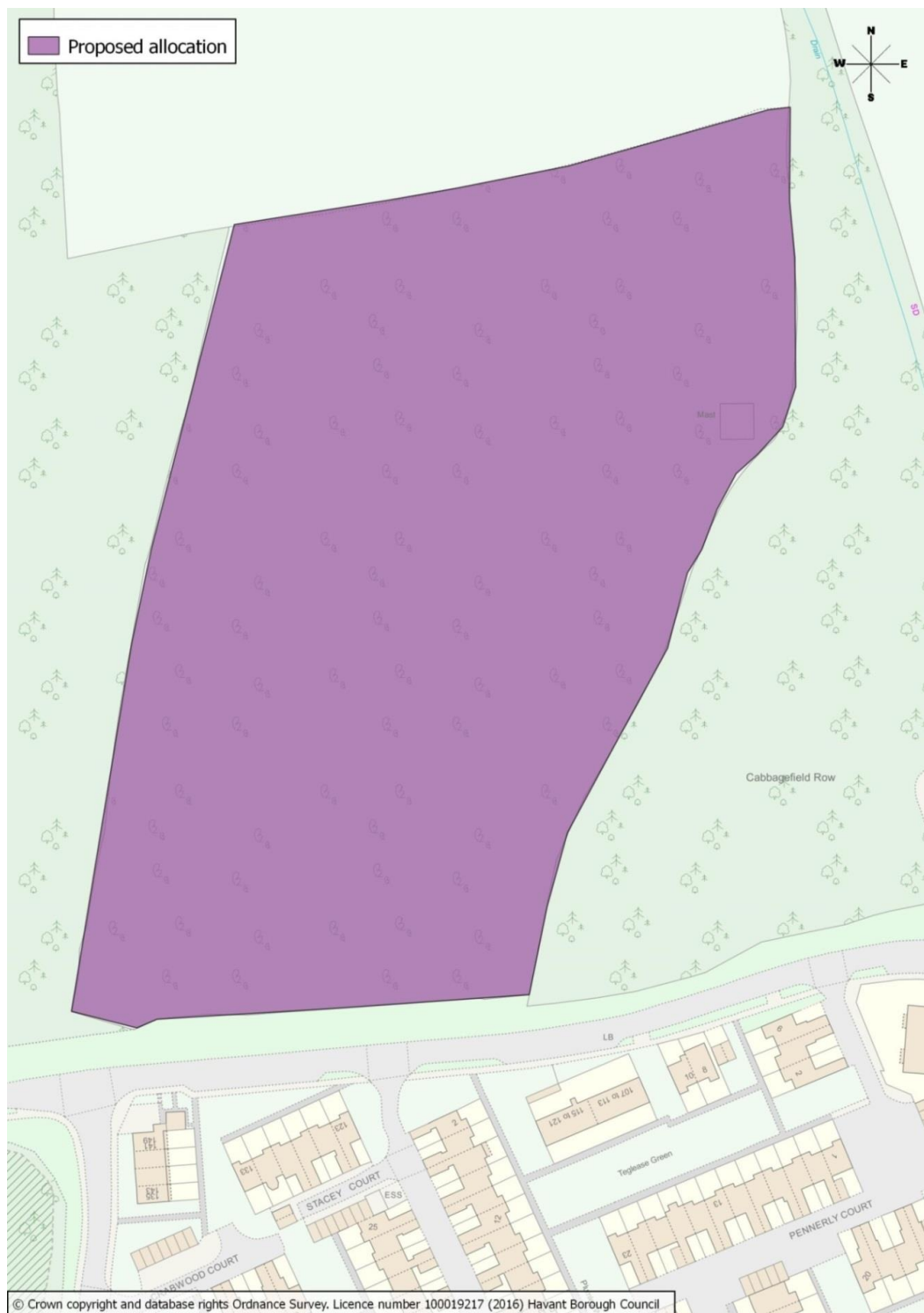
Residential development of about 115 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Drainage Strategy
  - iv. Transport Assessment
  - v. Travel Plan
  - vi. Landscape and Visual Impact Assessment
  - vii. Contaminated Land Investigation Report
  - viii. Ecological Assessment
- b. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18
- c. The design and layout:
  - i. Provides access south onto Swanmore Road
  - ii. Provides on-site public open space in line with Policy E2 which includes opportunities for

<sup>74</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

- active travel and physical activity
- iii. Retains and strengthens where possible the strong landscape boundary to the site;
- iv. Retains and integrates existing trees and hedgerows
- v. Allows for attenuation of flood waters in SuDS design to prevent flooding beyond the site.

Figure 56: Cabbagefield Row



## Former Colt Site, New Lane

6.152 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

6.153 Due to the historic use of the site and construction type of the buildings on the site, there is extensive asbestos content, and therefore a need for an extensive remediation scheme. The site is in an important gateway location to the New Lane established employment area. In order to retain and enable the New Lane frontage to be retained in employment purposes, it is proposed to re-allocate the western extent of the site for housing. Such a higher land value will help to offset any abnormal costs associated with the redevelopment of the site.

### The Site

6.154 The site lies in a prominent location on the corner of Bartons Road and New Lane at the gateway to the New Lane industrial area. It is located immediately north of Marsh Plant Hire (Class B2 use), with Nest Business Park beyond to the south-west. The site is bounded by Martins Road to the west, with residential areas on Bartons Road to the north and west respectively. The site has an area of 1.9 hectares.

6.155 The site is vacant following the relocation of Colt International Ltd, although some operations have relocated to Kenwood Business Park to the south. The site has subsequently been acquired by Homes England (formerly Homes and Community Agency). The employment accommodation is outdated and no longer fit for purpose. Prior to their relocation, Colt occupied around a third of the accommodation. As part of any redevelopment, it is therefore expected that the new employment floorspace will support at least the equivalent number of jobs.

### Site Constraints and Opportunities

- Asbestos content and contamination associated with the historic use of the site
- Considerable change in land levels from west to east
- Adjoining industrial uses to the south-west and south-east
- The existing drainage ditch running through the site discharges to the Lavant Stream, which means the Environment Agency should be consulted at an early stage
- Retaining structure to highway on Bartons Road
- Retention of existing trees and vegetation
- Existing accesses from New Lane and Martins Road
- There is storage tanks formerly/currently present on site
- The site is situated within Groundwater Source Protection Zone 1c
- Site drains into NEST Business Centre and Lavant Stream; historic uses in the area (watercress beds) may have influence on drainage systems
- The south-west corner of the site is situated within Flood Zones 2 and 3
- The site overlays a Secondary Aquifer.

### H35 | The Former Colt Site, New Lane

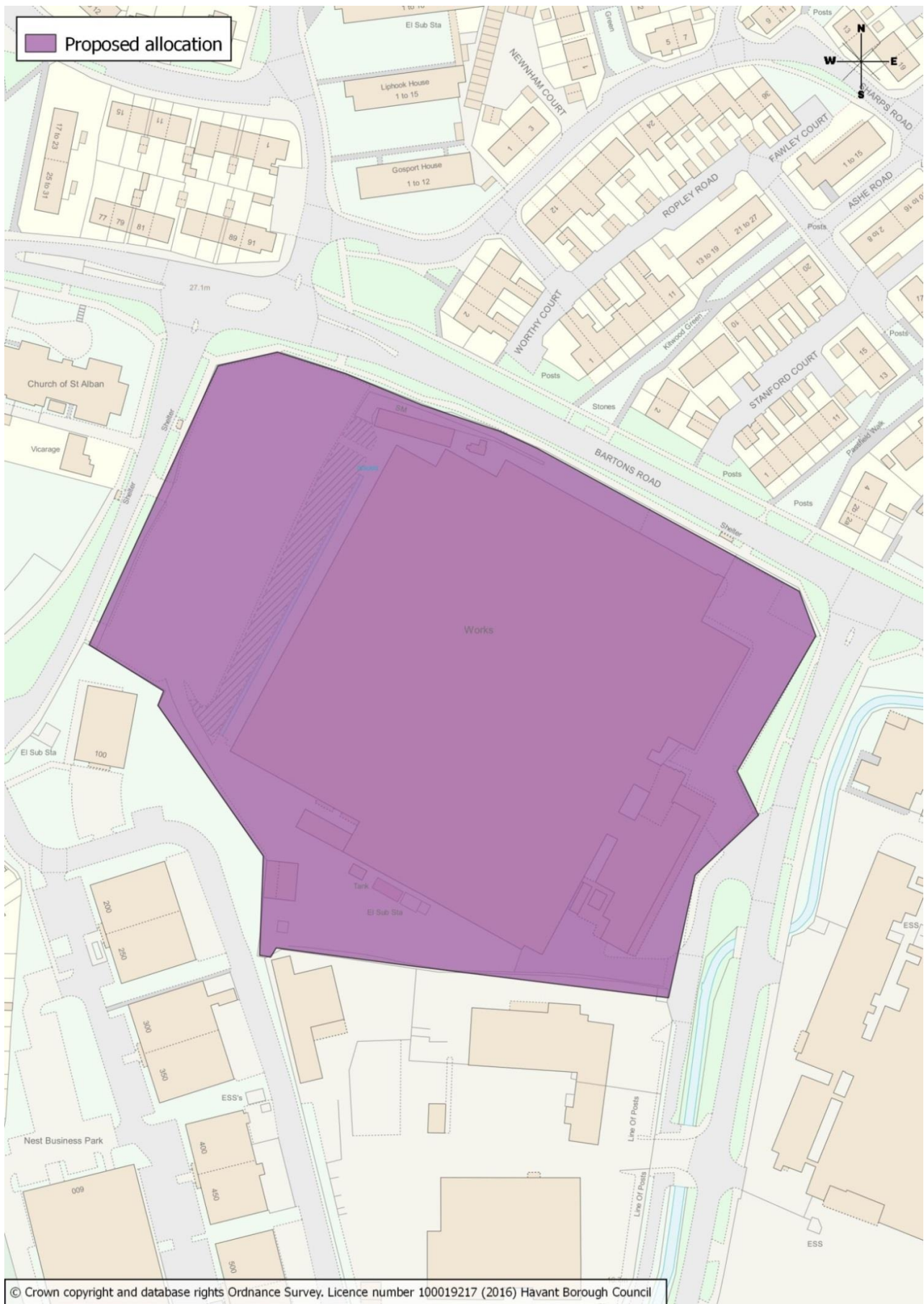
Mixed use development of about 90 dwellings and about 5,900 sqm of employment floorspace (classes B1, B2 and B8) will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Contamination Risk Assessment



- ii. Transport Assessment
  - iii. Travel Plan
  - iv. Ecological Assessment
  - v. Noise Assessment
  - vi. Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan
  - vii. Flood Risk Assessment
  - viii. Drainage Strategy
  - ix. Heritage Statement
- b. The employment uses complement the function and operation of the New Lane established employment area;
- c. The size, format and layout of the employment units proposed are attractive to prospective occupiers in the locality and the wider Havant area;
- d. There is no overall net loss in the number of jobs when compared to the last occupation of the site for employment purposes; and
- e. The design and layout:
- i. Retains appropriate employment use(s) on north-west corner of New Lane and Bartons Road to act as a gateway to the wider New Lane established employment area
  - ii. Ensures the residential uses are located within the western part of the site fronting onto Martins Road and Bartons Road
  - iii. Secures an acceptable relationship between the new dwellings and existing industrial uses through separation and/or other appropriate mitigation measures
  - iv. Locates class B2 uses so as to minimise noise and disturbance to residential properties
  - v. Locates the residential uses in areas least at risk of flooding in line with Policy E12
  - vi. Considers the site levels and the potential for overlooking from higher storeys of residential development
  - vii. Provides appropriate easement and related safeguarding measures to ensure any significant negative effect on the drainage ditch running through the site is limited to an acceptable level
  - viii. Provides pedestrian and cycle routes across the site having regard to the variation in site levels
  - ix. Maintains the open sections of watercourse on site and seeks opportunities to daylight the remainder.

Figure 57: Former Colt Site



## Dunsbury Way

6.156 This policy would update and replace site allocation reference L119 of Policy LP1 of the Allocations Plan.

### **The Site**

6.157 The site has an area of 0.36ha and is located on Dunsbury Way. The site was formerly part of the redevelopment of the Procter and Gamble factory site. As outlined in the original legal agreement, the site was included for community use as a part of the outline permission. Nevertheless, it is no longer considered necessary or suitable for this use due to the availability of more appropriate community sites in Leigh Park District Centre.

6.158 The redevelopment of this redundant brownfield site is in a prominent location for easy access to schools, public transport, employment, shops and other local facilities.

### **Site Opportunities & Constraints**

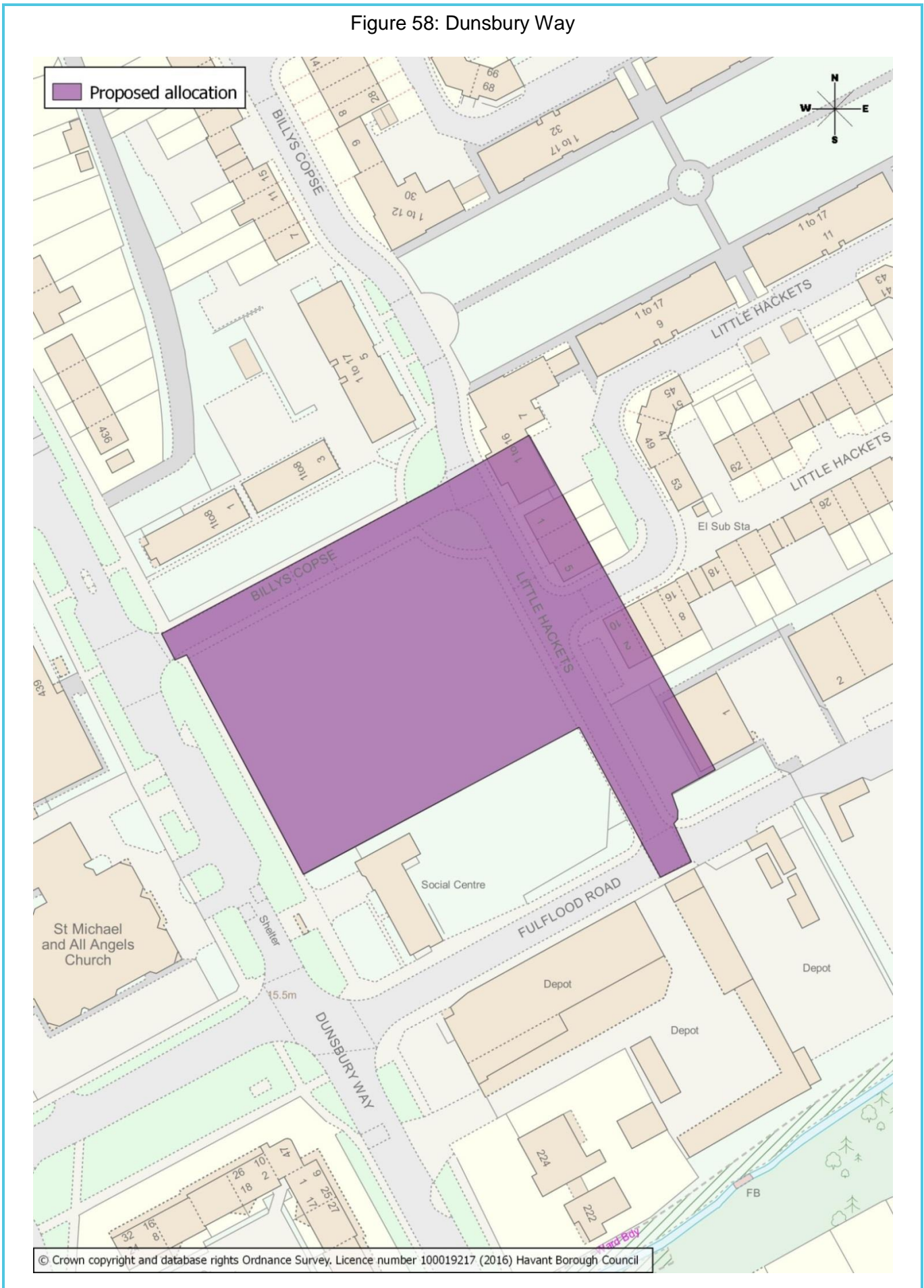
- This is a brownfield site
- There may be potential ground quality issues associated with the previous user of the site
- There is recorded evidence of landfill or probable landfill on site
- Storage tanks are present/have formerly been present on site
- The site may support nesting birds and common reptiles and has potential for foraging bats
- Three roads bound the site offering a number of potential access points although Fulflood Road should not be used due to heavy use by commercial vehicles
- In order to take advantage of the site's proximity to Leigh Park District Centre, there is the potential for an apartment scheme which could take the form of retirement living accommodation
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- Close to Riders Lane Stream

### **H36 | Dunsbury Way**

Residential development of about 70 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Ecological Assessment
  - ii. Transport Assessment
  - iii. Travel Plan
  - iv. Contaminated Land Investigation Report to include gas monitoring
- b. A variation to the original legal agreement for community use, as part of the Procter and Gamble factory site, is sought;
- c. The access is not from Fulflood Road; and
- d. The design and layout includes on-site public open space provision in line with Policy E2.

Figure 58: Dunsbury Way



# Riders Lane

6.159 This policy would update and replace Policies L83 of the Core Strategy and Allocations Plan.

## The Site

6.160 The former Riders Lane site comprises a large area of open space to the north-east of the Hermitage Stream in Leigh Park. The lawful use of the site is as allotments. There are residential properties which back onto the north and east of the site and it is adjacent to the proposed pipeline route for the Havant Thicket Reservoir.

## Site Opportunities & Constraints

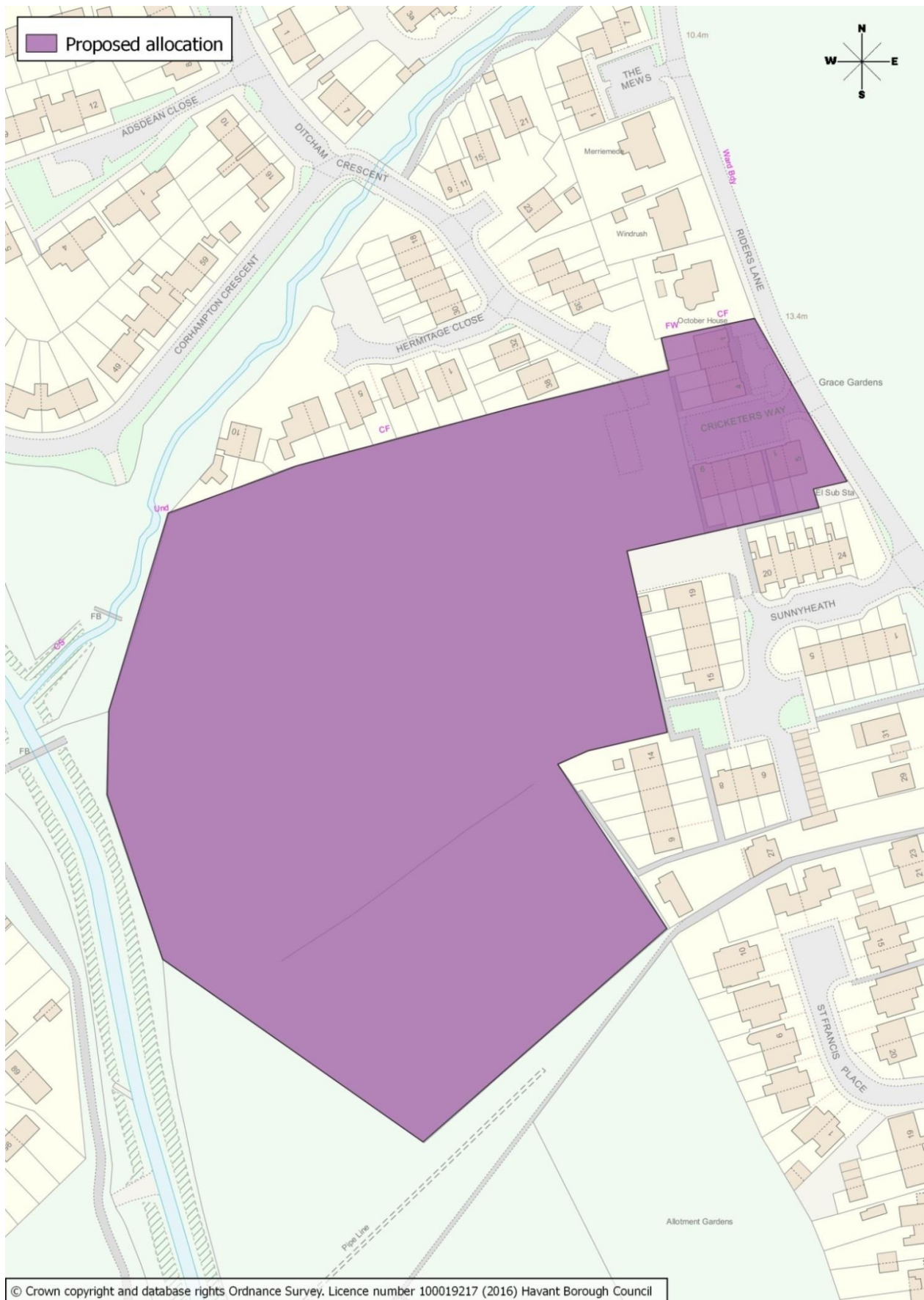
- Part of the site is located in flood zones 2 and 3
- Two footpaths are located immediately adjacent to the site
- The Hermitage Stream runs adjacent to the site
- There is an opportunity to provide allotments alongside new housing
- A main sewer crosses the site
- Close to Riders Lane Stream
- There is the potential for previously undiscovered archaeological deposits
- Underlain by heavy clay, making direct infiltration impossible - open water storage likely to be necessary

## H37 | Riders Lane

A mixed use development of about 65 dwellings and allotments will be permitted where:

- a. The following assessments are submitted, to the satisfaction of the Local Planning Authority, to support a planning application:
  - i. Heritage Assessment
  - ii. Flood Risk Assessment
  - iii. Ecology Assessment
  - iv. Transport Assessment
  - v. Noise Impact Assessment
  - vi. Contaminated Land Investigation
- b. Any identified significant negative impacts on the local road network are mitigated to the satisfaction of the Highway Authority;
- c. An appropriate means of access is established to the satisfaction of the Highway Authority; and
- d. The design and layout:
  - i. Is informed by the presence and setting of the Hermitage Stream in line with Policy E5
  - ii. Preserves and enhances the public access to the Hermitage Stream
  - iii. Plan in flood storage/attenuation before outfall to Hermitage Stream
  - iv. Takes into account the proposed route for the Havant Thicket Reservoir pipeline (see Policy KS8)
  - v. Safeguards the required easement from the existing sewage infrastructure on the site
  - vi. Incorporates on-site public open space, including the provision of allotments in the western part of the site, in line with Policies E2 and E19.

Figure 59: Riders Lane



## Former SSE Offices, Bartons Road

6.161 This policy would update and replace site allocation reference L145 of Policy LP1 in the Site Allocations Plan.

### The Site

6.162 This site is located in a prominent location on the corner of Petersfield Road and Bartons Road. The site has been cleared following the demolition of the former SSE building under prior approval reference APP/16/00940 in 2016. The site has an area of 1.72 hectares.

### Site Constraints and Opportunities

- This is a brownfield site
- There is low potential for previously unidentified archaeological deposits
- Potential ground quality issues associated with the previous use of the site and adjacent uses
- Potential air quality/noise issues due to the proximity of Petersfield Road
- Mature trees around perimeter of the site, and Tree Preservation Order in centre of the site
- There is the potential for nesting birds and foraging bats
- The site is situated in the Groundwater Source Protection Zone (SPZ) 1c for the Bedhampton and Havant Springs
- The site overlays a Secondary Aquifer
- Access point exists from Bartons Road;
- Separation of access for commercial and residential uses may be necessary

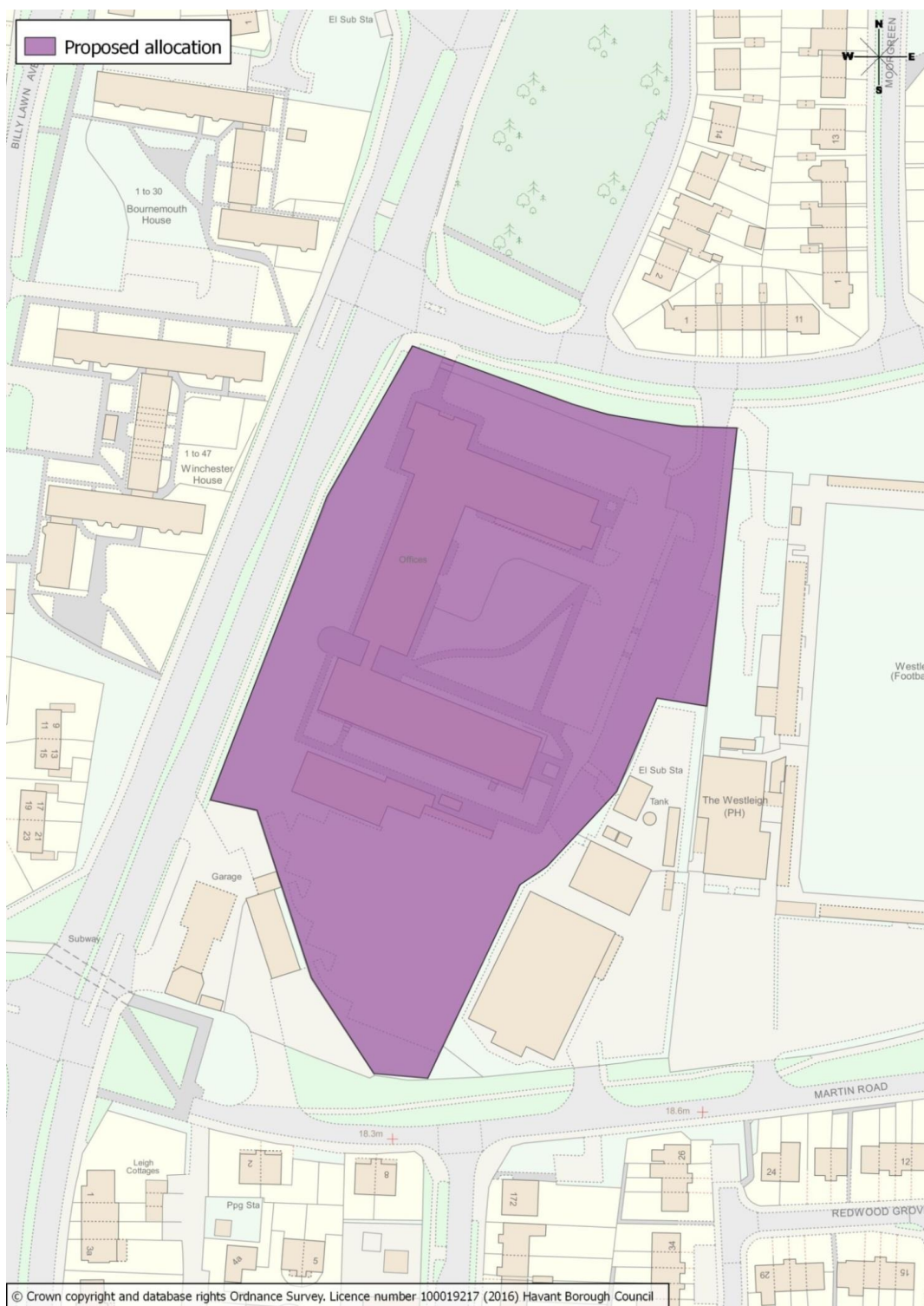
### H38 | Former SSE offices, Bartons Road

Planning permission will be granted for mixed use development of around 45 dwellings and a builders yard where:

- a. The following assessments are submitted to support a planning application:
  - i. Flood Risk Assessment
  - ii. Drainage Strategy
  - iii. Transport Assessment
  - iv. Travel Plan
  - v. Air Quality Assessment
  - vi. Noise Impact Assessment
  - vii. Heritage Assessment
  - viii. Arboricultural Assessment
  - ix. Ecological Assessment (Phase 1)
  - x. Lighting Strategy
  - xi. Contaminated Land Investigation Report to include gas monitoring
- b. The design and layout:
  - i. Safeguards the amenity of occupants having particular regard to noise from Petersfield Road and the adjacent playing field;
  - ii. Provides a suitable street frontage to Petersfield Road and Bartons Road, with suitable boundary treatment and perimeter landscaping;
  - iii. Addresses the ground quality conditions through remediation measures prior to the occupation of the development in line with Policy E20;
  - iv. Provides an appropriate easement from existing sewage/waste infrastructure;

- v. Provides separate access points for the commercial and the residential elements, to the satisfaction of the Highway Authority.

Figure 60: Former SSE Offices





# Strouden Court

6.163 This policy would update and replace site L25 of Policy LP3 in the Allocations Plan.

## The Site

6.164 The site comprises the Strouden Court precinct, the garage and green space off of Dummer Court, as well as some of the residential "H" blocks. The site is surrounded by the Warren Park Primary Schools to the east, St Clare's Open Space to the west and residential development to the north and south.

6.165 The site has an area of 1.88ha. The redevelopment of this site is in a prominent location for easy access to schools, public transport, employment, shops and other local facilities.

## Site Opportunities & Constraints

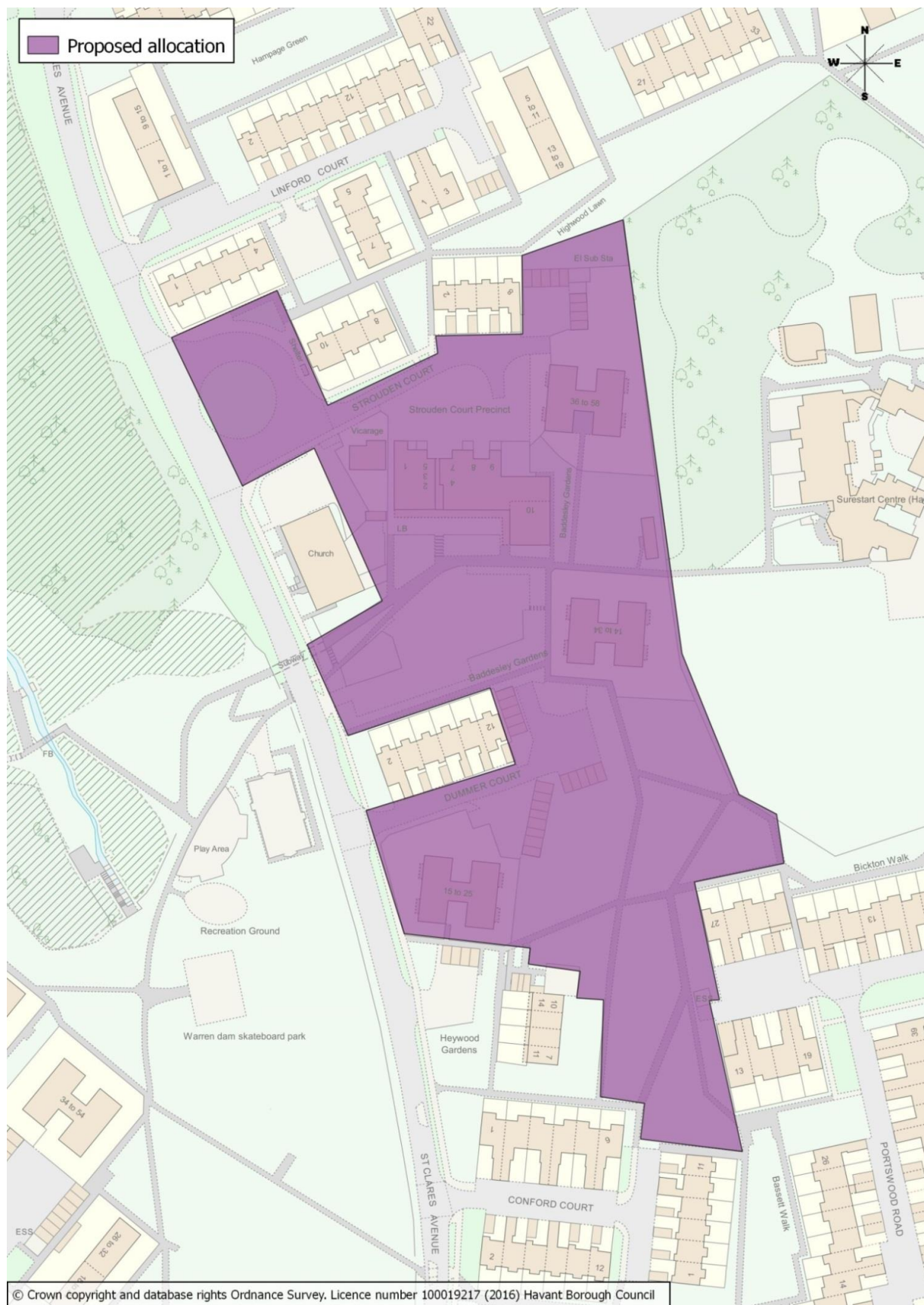
- This is a brownfield site
- A number of buildings are still in active use and the uses will need to be replaced as part of any proposed redevelopment
- There may be potential ground quality issues associated with the previous/current uses of the site
- There is some limited potential for previously unidentified archaeological deposits
- The site is within a Radon Class 2 area
- There is the possibility of roosting bats and nesting birds on the site
- The site is to the east of The Warren, a designated SINC
- The site provides two access options from Strouden Court and St Clare's Avenue
- The site lies in Groundwater SPZ 1 for the Bedhampton and Havant Springs
- The site overlays a Secondary Aquifer.
- There is potential to improve the value and quality of the retained amounts of public open space and the natural surveillance of the retained amounts of public open space

## H39 | Strouden Court

A mixed use development of about 40 dwellings, retail provision and public open space, will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Transport Assessment
  - iv. Travel Plan
  - v. Contaminated Land Investigation Assessment
- b. The existing community and retail uses are reprovided on the site with sufficient vehicle and cycle parking;
- c. An access is provided from Strouden Court and St Clare's Avenue to the satisfaction of the Highway Authority;
- d. The design and layout integrates the existing public open space and improves its value.

Figure 61: Strouden Court



## Land at Oakshott Drive

The following policy is provided as a starting point for any subsequent site allocation included in the Pre-Submission Local Plan. It will be updated as necessary to reflect the findings of the Open Space and Play Pitch Strategy. Any development proposal for the site will need to meet criterion a. of Policy E2.

6.166 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

### The Site

6.167 The site has an area of 0.14ha and is currently used as public amenity grassland. Millbrook Drive, Oakshott Drive and Crawley Avenue bound the site to the east, south and west respectively, while residential development is located to the north. Staunton Country Park lies to the west of the site, and slightly further east is Sharps Copse Primary School.

### Site Opportunities & Constraints

- This is a greenfield site
- There is some limited potential for previously unidentified archaeological deposits
- A footpath runs diagonally across the site from the southwest to the northeast
- The Sir George Staunton Conservation Area (which includes Staunton Country Park) is in close proximity to the west of the site
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs.

### H40 | Land at Oakshott Drive

Residential development of about 8 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Flood Risk Assessment
  - iv. Drainage Strategy
  - v. Travel Assessment
  - vi. Travel Plan
- b. The character of the Sir George Staunton Conservation Area is preserved and enhanced; and
- c. Access to the proposed dwellings is provided from Crawley Avenue and Millbrook Drive to the satisfaction of the Highway Authority.

Figure 62: Land at Oakshott Drive



## Land East of College Road, Campdown

6.168 This policy refers to site UE70 of the Local Plan Housing Statement and does not replace any policies in the Core Strategy or Allocations Plan.

### The Site

6.169 Campdown is located on the northern slope of Portsdown Hill as it slopes down towards Crookhorn. It is also immediately south of South Downs College and adjacent to the A3M. The site has an area of 15.78ha and is grazing pasture with boundary trees and hedgerows.

### Site Opportunities & Constraints

- This is a greenfield site
- A buried Roman villa is located in the northern section of the site and is designated as a scheduled monument
- The site is identified as a primary support area for Solent Waders and Brent Geese
- The far north of the site is made up of Littlepark Wood (West), which is designated as a SINC. Hazel Dormice have been recorded in the adjacent woods
- The site's landscape value is particularly sensitive, being largely elevated on Portsdown Hill
- There are high quality hedgerows within and surrounding the site
- Scratchface Lane, a public right of way, runs adjacent to the site, linking to the footbridge over the A3(M) to Leigh Park
- National Cycle Network route 222 which provides links north to Waterlooville and south to Portsmouth, runs close to the site
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- The A3(M) runs along the eastern boundary of the site
- A 3.2ha area to the south-east of the site was previously used as landfill
- The site is close to the former Morelands Battery with a risk of unexploded ordnance on the site
- Off-site water mains reinforcement is likely to be required
- Development would create a capacity issue at Morelands School. An appropriately scaled contribution will need to be made towards education provision either through the expansion of Morelands School or a new primary school one of the proposed development sites
- The site overlays a Principal Aquifer

### H41 | Land east of College Road, Campdown

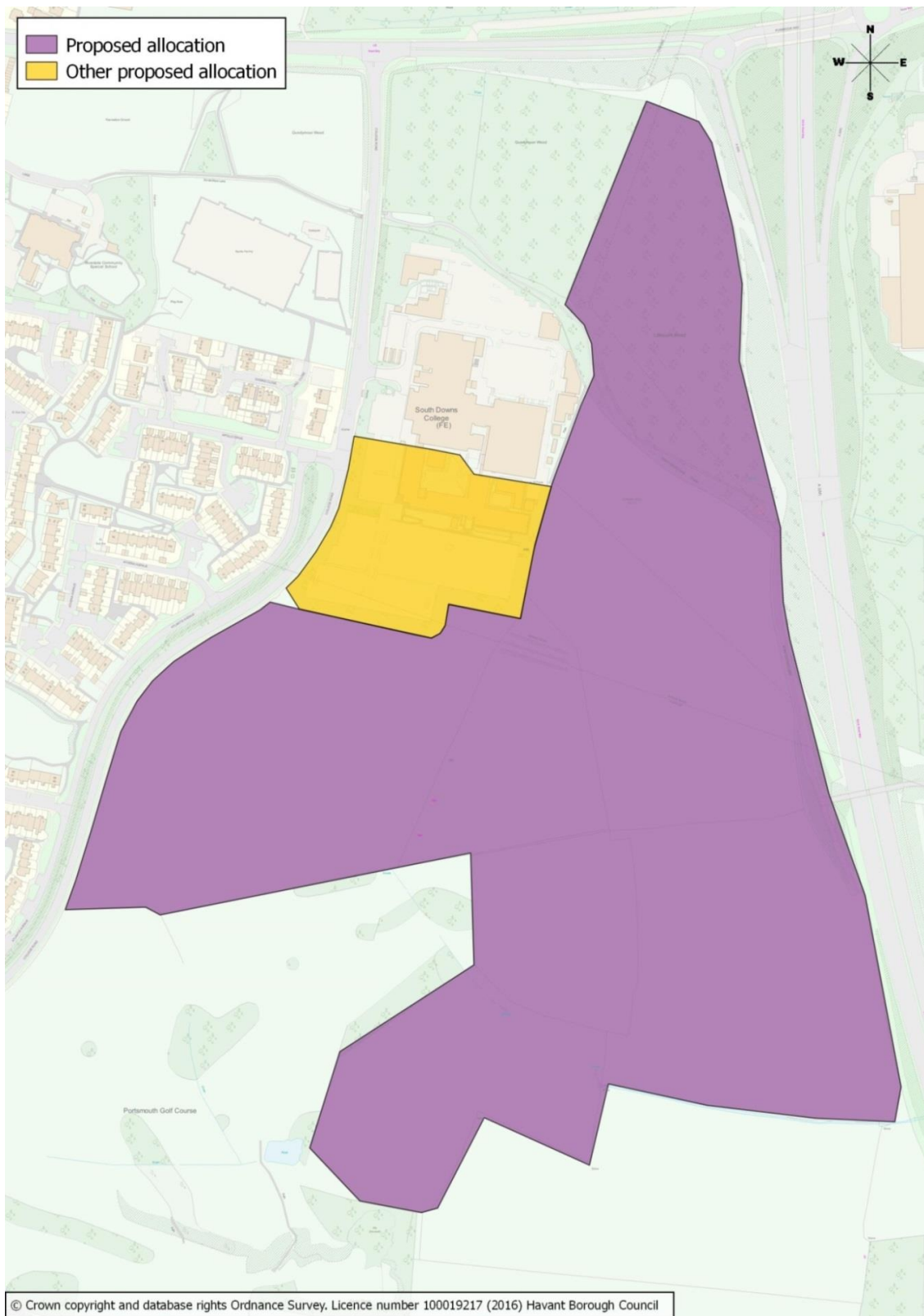
A mixed use development of about 560 dwellings, a convenience store and sports facilities will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - a. Heritage Statement
  - b. Flood Risk Assessment
  - c. Ecology Assessment
  - d. Transport Assessment
  - e. Travel Plan
  - f. Noise assessment
  - g. A risk assessment for unexploded ordnance
  - h. Landscape and Visual Impact Assessment
  - i. Arboricultural and hedgerow survey and impact assessment

- b. Infrastructure is delivered comprehensively across the site and nearby sites (H15, H44 & H45) in a coordinated and timely manner;
- c. The development of the adjacent housing allocation Policy H45) is not prejudiced in line with Policy DR1;
- d. The convenience store is located at a gateway point to the development and should have a maximum net sales area of 280sqm;
- e. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17;
- f. The extent and significance of the buried Roman Villa, the Roman Road and any other heritage assets within and adjacent to the site are identified and assessed;
- g. An appropriately scaled contribution is made for the expansion of Morelands School or the provision of a new primary school;
- h. A proportionate site investigation must assess the risk of contamination due to the previous use of part of the site as landfill;
- i. Opportunities have been explored for the prior extraction of minerals;
- j. Off-site water mains reinforcements, including any necessary pressure valves, are installed to Portsmouth Water's design and approval; and
- k. The design and layout:
  - i. Preserves and enhances the site of the Roman villa and road and secure their long term management by making them an integral part of the development scheme. Green space utilising this area responds to the presence of the villa and road with appropriate planting and interpretation of the archaeology together with public art
  - ii. Responds to the site's sensitive location in landscape terms on the northern slope of Portsdown Hill
  - iii. Preserves the existing trees and hedgerows on the site
  - iv. Creates a network of semi-natural habitat which also links to the surrounding natural environment
  - v. Does not propose residential development or sports facilities in the Littlepark Wood (West) SINC in the north of the site
  - vi. Provide a high degree of permeability through an extensive network of walking and cycling routes across the site, linking to Scratchface Lane bridleway and other routes and roads adjacent to the site
  - vii. Provides pedestrian and cycle routes that are integrated throughout the development and provide connectivity between this site and Land at South Downs College (Policy H45)
  - viii. Provide on-site public open space, including play provision, in line with Policy E2
  - ix. Provides an opportunity to provide a safe and suitable access to site H45 through access road into this site
  - x. Provides sports facilities which are appropriately designed for the sport in question

- considering any applicable league requirements and include parking and the necessary off-pitch facilities
- xi. Responds to the noise impact of the A3(M) to the east.

Figure 63: Land East of College Road, Campdown



# Woodcroft Farm

6.170 This policy would update and replace Policy CS18(5) of the Core Strategy.

## **The Site**

- 6.171 The site has an area of 10.45ha and is currently used as horse paddocks. It is situated north of Wecock Farm, a large housing estate in northwest Waterlooville. The site is bounded between Woodcroft Lane and the Borough's administrative border with East Hampshire District Council; both Wecock Open Space and Woodcroft Primary School are located directly south and southeast of the site. A part of Woodcroft Primary School has been allocated for housing development under reference H47.
- 6.172 Given the scale of the development, applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development<sup>75</sup>. In such cases, an Environmental Statement will be required in support of any planning application.
- 6.173 Outline planning permission was granted in May 2015 (reference APP/13/00804). Planning was granted for 288 residential units, the retention of the existing farmhouse, along with a new access road, diversion of the bridleway, internal road use, associated car parking, open space and landscaping. This also included works to the trees protected under TPO 1931.
- 6.174 The bridleway has now been diverted as part of the works required for the addition of playing field for the local school<sup>76</sup>. It is expected that this scheme will start to be built during 2017/2018. If this is the case, the allocation will be removed from the plan at the next stage of consultation.

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<sup>75</sup> In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

<sup>76</sup> Please see information and response under planning reference APP/15/00538



### Site Opportunities & Constraints

- This is a greenfield site
- The site is predominately Grade 4 agricultural land with a section of Grade 3a in the far north-west
- The most appropriate point of access is through housing allocation H47 (Woodcroft Primary School), the principle of which has already been established by Hampshire County Council
- The existing farmhouse, although not a listed building, is deemed worthy of retention and incorporation into any development of the site
- There is the potential for previously unidentified archaeological deposits as archaeological sites have been found on adjacent sites
- The site is adjacent to James Copse Woodland which is designated as a SINC
- The site is directly adjacent to Wecock Open Space and is in close proximity to Wecock Common
- The site is covered by an Area Tree Preservation Order (TPO)
- There are high quality hedgerows surrounding the site which may support hazel dormice, nesting birds and common reptiles
- The existing farm buildings may support roosting bats and nesting birds.
- There are footpaths along Woodcroft Lane and the western boundary of the site
- There is recorded evidence of landfill to the west of the existing farmhouse in the western section of the site
- The site is near to London Road which is also part of National Cycle Network 222 providing access to Portsmouth and the surrounding areas
- The entire site is in the Minerals Safeguarding Area (MSA) as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel
- Off-site water mains reinforcement is likely to be required
- The site is situated within Groundwater Source Protection Zone 1
- The site overlays a Principal and Secondary Aquifer.

### H42 | Woodcroft Farm

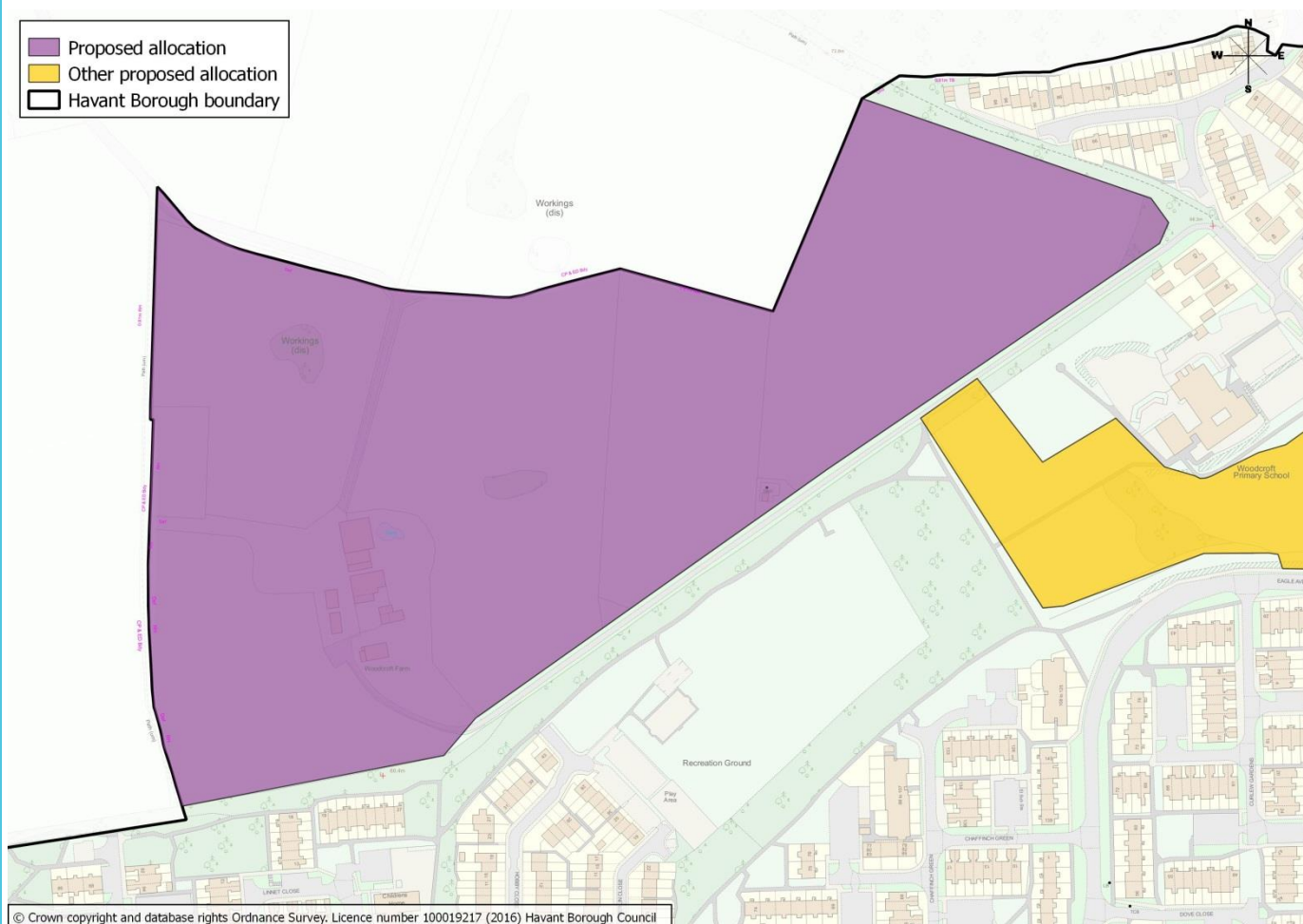
Residential development of about 288 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Drainage Strategy
  - iv. Ecology Assessment
  - v. Arboricultural Assessment
  - vi. Transport Assessment
  - vii. Travel Plan
  - viii. Air Quality Assessment
  - ix. Contaminated Land Investigation Report to include gas monitoring
- b. It is demonstrated that any projected levels of noise and/or air quality, either individually or cumulatively, do not have a significant negative effect on the future users of the site or nearby occupiers in line with Policy E20;
- c. An appropriate means of access is established through housing allocation H47 from Eagle Avenue to the satisfaction of the Highway Authority;
- d. Sports facilities/play space is provided to offset the access arrangements through the school site

H47;

- e. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- f. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- g. The design and layout:
  - i. Has regard to the adjacent SINC designations and includes measures to prevent unnecessary and inappropriate disturbance
  - ii. Retains and integrates the protected trees found on the site
  - iii. Retains and integrates the existing hedgerows found on the site where possible
  - iv. Provides on-site public open space in line with Policy E2
  - v. Enables easy access for pedestrians and cyclists to existing routes.

Figure 63: Woodcroft Farm



## Blue Star

6.175 This policy would update and replace site W135 of Policy WA2 in the Allocations Plan.

6.176 The site was previously included in Waterlooville Town Centre and was allocated for mixed-use development to include 50 dwellings and main town centre uses. However, the 2017 Town Centres Study has recommended that the site is removed from the town centre boundary and not used for main town centre uses. As discussed in the study, the removal of the site from the town centre will help channel proposals for new comparison retail provision into the remainder of Waterlooville Town Centre. This is in line with the shift in the national retail market towards smaller town centres. As such, this policy reallocates the site for the purposes of residential development only.

### The Site

6.177 This site lies to the south-west of the Asda supermarket. The site is currently an open field with mature trees to the boundaries. It also includes a fire station. Hampshire Fire and Rescue have indicated that they are pursuing an option for a combined facility with Hampshire Constabulary and the South Central Ambulance Service. This would free up existing fire station for inclusion in this allocation.

6.178 The site sits directly adjacent to the Berewood development, with existing residential development to the south. The site is separated from Waterlooville Town Centre by Maurepas Way (A3), with a pedestrian crossing linking the site to the town centre. The site has an area of 2.17ha.

### Site Constraints and Opportunities

- The majority of the site is greenfield (except the fire station)
- Situated between Berewood and Waterlooville Town Centre
- Close to Maurepas Way (A3) as a source of noise pollution
- A number of protected trees lie on the northern boundary of the site
- Moderate potential for previously unidentified archaeological deposits
- Potential ground quality issues associated with previous and/or current use of the site
- The site is situated within Source Protection Zone 1c.

### H43 | Blue Star

Residential development of about 100 dwellings will be permitted where:

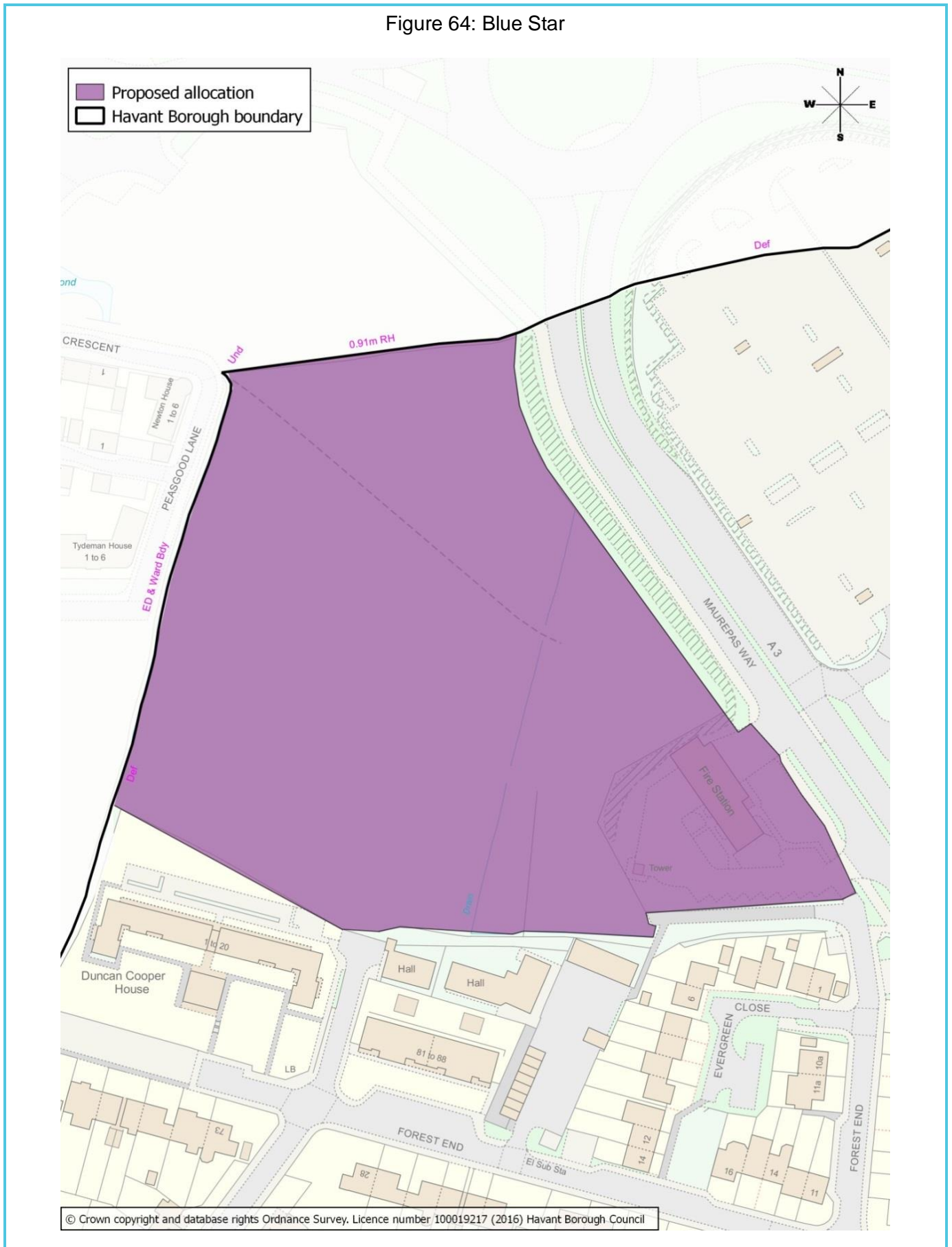
- a. The following assessments are submitted to support a planning application:
  - i. Transport Assessment
  - ii. Travel Plan
  - iii. Ecological Assessment
  - iv. Heritage Statement
  - v. Arboricultural Assessment
  - vi. Noise Assessment
  - vii. Air Quality Assessment
  - viii. Contaminated Land Investigation Report to include gas monitoring
  - ix. Flood Risk Assessment
  - x. Drainage Strategy
- b. It is demonstrated that any projected levels of noise and/or air quality, either individually or cumulatively, do not have a significant negative effect on the future users of the site or nearby

occupiers in line with Policy E20; and

c. The design and layout:

- i. Secures an acceptable relationship between the new dwellings and the A3 through separation and/or other appropriate mitigation measures
- ii. Provides for the integration of cycle and pedestrian routes to and from Waterlooville Town Centre, Berewood and the adjacent housing allocation (Policy H50)
- iii. Retains and integrates the protected trees as appropriate according to their quality and value.

Figure 64: Blue Star



## Land north of Fort Purbrook

6.179 This policy refers to site UE72 of the Local Plan Housing Statement (2016) and does not replace any policies in the Core Strategy or the Allocations Plan.

### The Site

6.180 Campdown is located on the northern slope of Portsdown Hill as it slopes down towards Crookhorn. The site is immediately north of Fort Purbrook, a scheduled monument. The site has an area of 9.41ha and is currently part of Portsmouth Golf Course with mixed woodland.

### Site Opportunities & Constraints

- This is a greenfield site
- The site is in close proximity to Fort Purbrook, a Scheduled Ancient Monument
- The site contains a large amount of high quality trees
- The site's landscape value is particularly sensitive, being largely elevated on Portsdown Hill
- There are high quality hedgerows surrounding the site
- The site is mixed, broadleaved woodland with ancient woodland present on the site
- National Cycle Network route 222 which provides links north to Waterlooville and south to Portsmouth, runs close to the site
- The Wayfarers Walk right of way runs north of the site, adjacent to Fort Purbrook;
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- The site offers an opportunity for a lower density housing development which responds to the extensive woodland on the site
- Known drainage problems in the vicinity of the site, due to former clay quarries
- Development would create a capacity issue at Morelands School. An appropriately scaled contribution will need to be made towards education provision either through the expansion of Morelands School or a new primary school one of the proposed development sites
- The site overlays a Principal and Secondary Aquifer

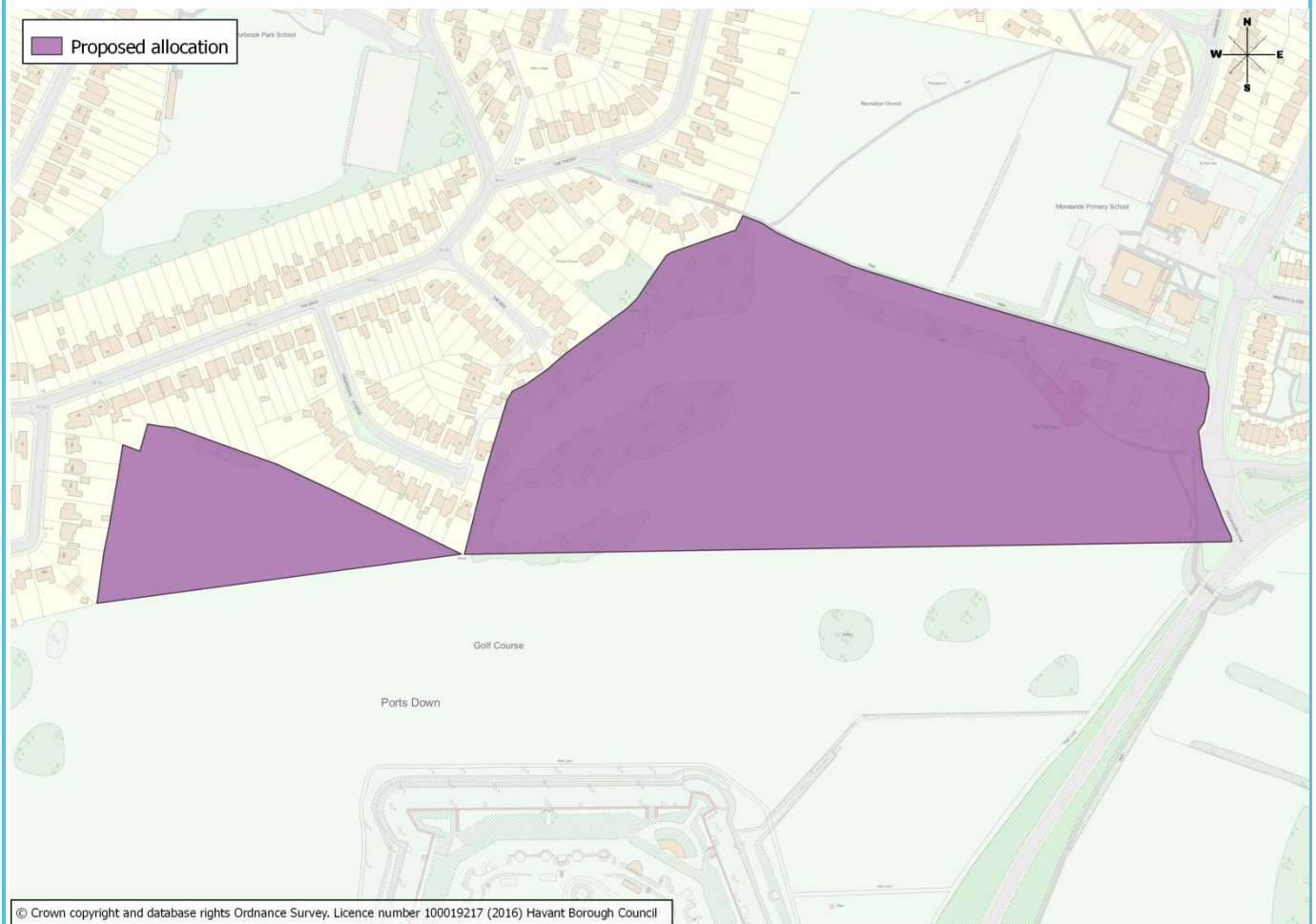
#### H44 | Land north of Fort Purbrook

Residential development of about 100 dwellings will be permitted where:

- a. The following assessments are submitted, to the satisfaction of the Local Planning Authority, to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Ecology Assessment
  - iv. Transport Assessment
  - v. Travel Plan
- b. Any identified significant negative impacts on the local road network are mitigated to the satisfaction of the Highway Authority;
- c. Infrastructure is delivered comprehensively across the site and nearby sites (H15, H41 & H45) in a coordinated and timely manner;
- d. The integration of the existing cycle and pedestrian network into the proposed site is maximised;
- e. An appropriate means of access is established to the satisfaction of the Highway Authority;

- f. An appropriately scaled contribution is made for the expansion of Morelands School or the provision of a new primary school;
- g. Residential development must be located in the eastern section of the site, avoiding the ancient woodland and SINCs; and
- h. The design and layout:
  - i. Responds to the site's sensitive location in landscape terms on the northern slope of Portsdown Hill;
  - ii. Is informed and positively responds to the extensive woodland, including ancient woodland, which is present on the site;
  - iii. Proposes residential to the east of the site as to protect the ancient woodland to the west of the site;
  - iv. Proposes public open space to the west of the site
  - v. Does not cause any harm to the setting of the Fort Purbrook Scheduled Monument, this includes the 'field of fire' to the north of the fort itself.
  - vi. Incorporates on-site public open space, including community food growing provisions (e.g. allotments) in the western part of the site, in line with Policies E2 and E19.

Figure 65: Land North of Fort Purbrook, Campdown



## Former South Downs College Car Park

6.181 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

### The Site

6.182 The site is currently part of the College's South Downs Campus which extends to around 6.5ha in area. It is adjacent to the 'East of College Road, Campdown' site (site ref UE70) is identified by Policy H41.

6.183 As part of the College's Estates Strategy, the southern part of the site has been identified as being surplus to requirements and is proposed for housing in order to fund refurbishment and remodelling work at the retained South Downs and Havant campuses (as set out by Policy KS7).

6.184 The southern part of site comprises a number of teaching buildings and large areas of surface car parking. It is currently bounded by College Road to the west, with primarily residential areas to the south-west respectively. The site has an area of 2.65ha.

### Site Opportunities and Constraints

- This is a brownfield site
- The disposal of the site will help deliver transformed facilities at Havant and South Downs College
- Opportunity for a shared vehicular access with the East of College Road, Campdown site
- The adjacent allocation is used in part by Curlew, an overwintering wader species
- The site has potential for various protected species including reptiles, bats, badgers and Great Crested Newts.
- The site is situated within Groundwater Source Protection Zone 1c
- Development would create a capacity issue at Morelands School. An appropriately scaled contribution will need to be made towards education provision either through the expansion of Morelands School or a new primary school one of the proposed development sites
- The site overlays a Secondary Aquifer

### H45 | Former South Downs College Car Park

Residential development of about 95 dwellings will be permitted where:

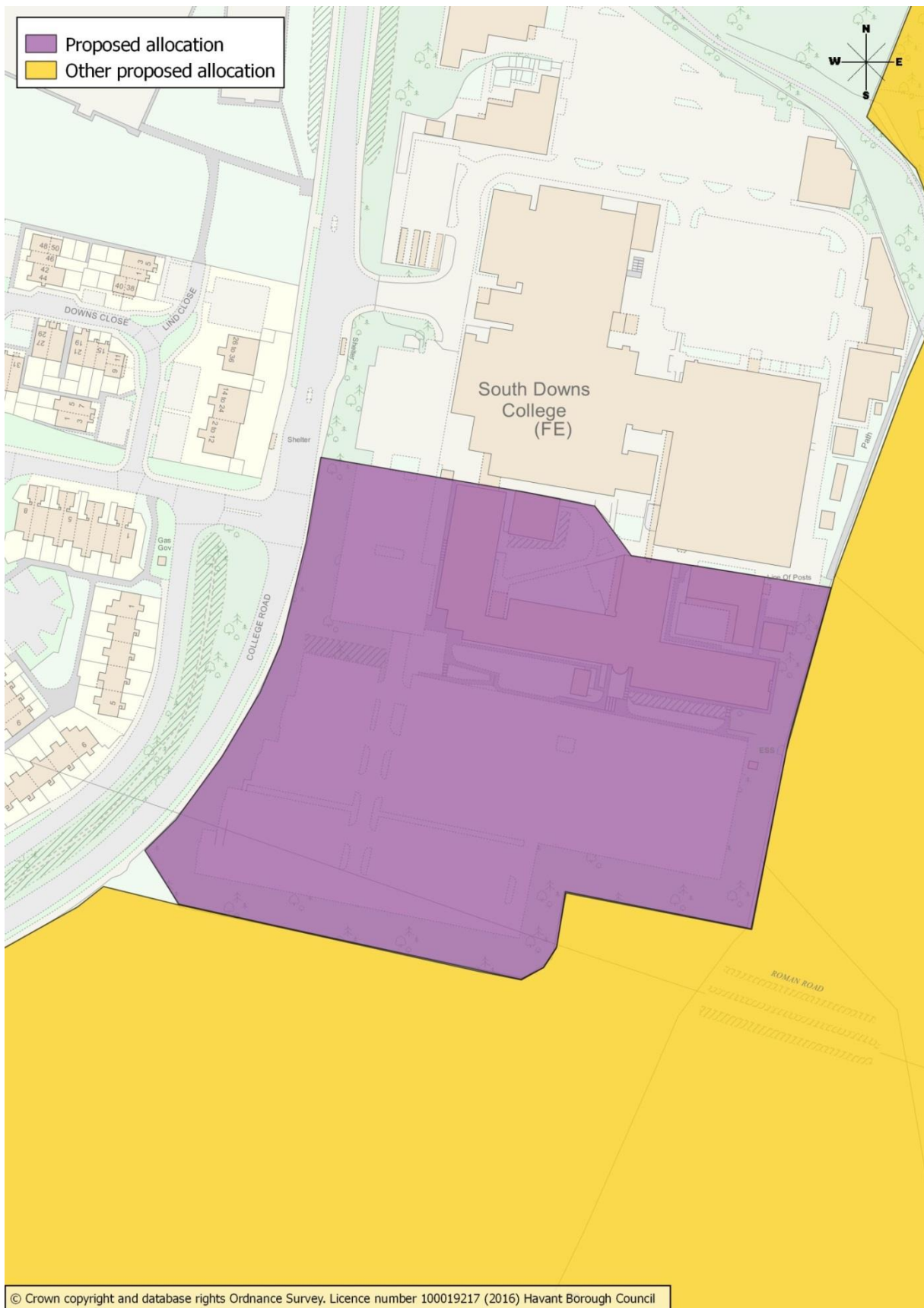
- a. The following assessments are submitted to support a planning application:
  - i. Transport Statement;
  - ii. Arboricultural Assessment;
  - iii. Ecology Statement;
  - iv. Flood Risk Assessment;
  - v. Heritage Statement;
  - vi. Landscape and Visual Impact Assessment.
- b. The refurbishment of the college facilities can be delivered within the extent of the retained college campus (Policy KS7);
- c. The development of the adjacent housing allocation (Policy H41) is not prejudiced in line with



Policy E6;

- d. Infrastructure is delivered comprehensively across the site and nearby sites (H15, H41 and H44) in a coordinated and timely manner;
- e. An appropriate means of vehicular access is established in a coordinated manner with the adjacent site (Policy H41);
- f. An appropriately scaled contribution is made for the expansion of Morelands School or the provision of a new primary school;
- g. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17; and
- h. The design and layout:
  - i. Responds to the site's sensitive location in landscape terms, being located on Portsdown Hill;
  - ii. Provides an appropriate street frontage and relationship with residential properties on College Road;
  - iii. Ensures that pedestrian and cycle routes are integrated throughout the development and provide connectivity between College Road, this site and the East of College Road site (Policy H41);
  - iv. Retains and integrates existing trees and hedgerows according to their quality and value;
  - v. Integrates cycle and pedestrian routes to and from College Road and the adjacent housing allocation (Policy H41);
  - vi. An appropriately scaled contribution is made towards primary education provision.

Figure 66: Former South Downs College Car Park



# Padnell Grange

6.185 This policy would update and replace site allocation reference W126 of Policy WAM1 in the Allocations Plan.

## The Site

6.186 The site has an area of 2.64ha, situated on the edge of Cowplain. It is currently occupied by the property and associated buildings known as Padnell Grange.

6.187 To the west and south are the residential properties on Cherry Tree Avenue. Immediately to the north lies Hazleton Wood, and to the east lies Waterlooville Golf Club.

## Site Opportunities and Constraints

- This is a brownfield site
- There are a number of existing buildings on the site
- Padnell Grange itself is a historic building with a high potential to be retained for residential use and to form the focal point of a development scheme and associated landscaping proposals
- Cottage/office building in farmyard group has merit for retention and re-use
- Low/moderate potential for previously unidentified archaeological deposits
- Vehicular access exists from the end of Padnell Road
- Nearby A3(M) is a source of noise
- Significant level changes within the site
- Significant number of high quality mature trees and hedges with TPOs on site
- Hazleton Common and Waterlooville Golf Course SINC are adjacent to the site
- Dwelling and ancillary buildings may contain bat roosts, several species of bat recorded foraging within site and known Bechstein's bat roosts and foraging areas nearby to east,
- Potential for badger, hazel dormouse, nesting birds and common reptiles.
- Potential ground quality issues associated with previous and/or current use of the site
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- Drains into Hermitage Stream
- Storage tanks are known to be present on site
- Human remains may be present on site
- The site overlays a Secondary Aquifer.

## H46 | Padnell Grange

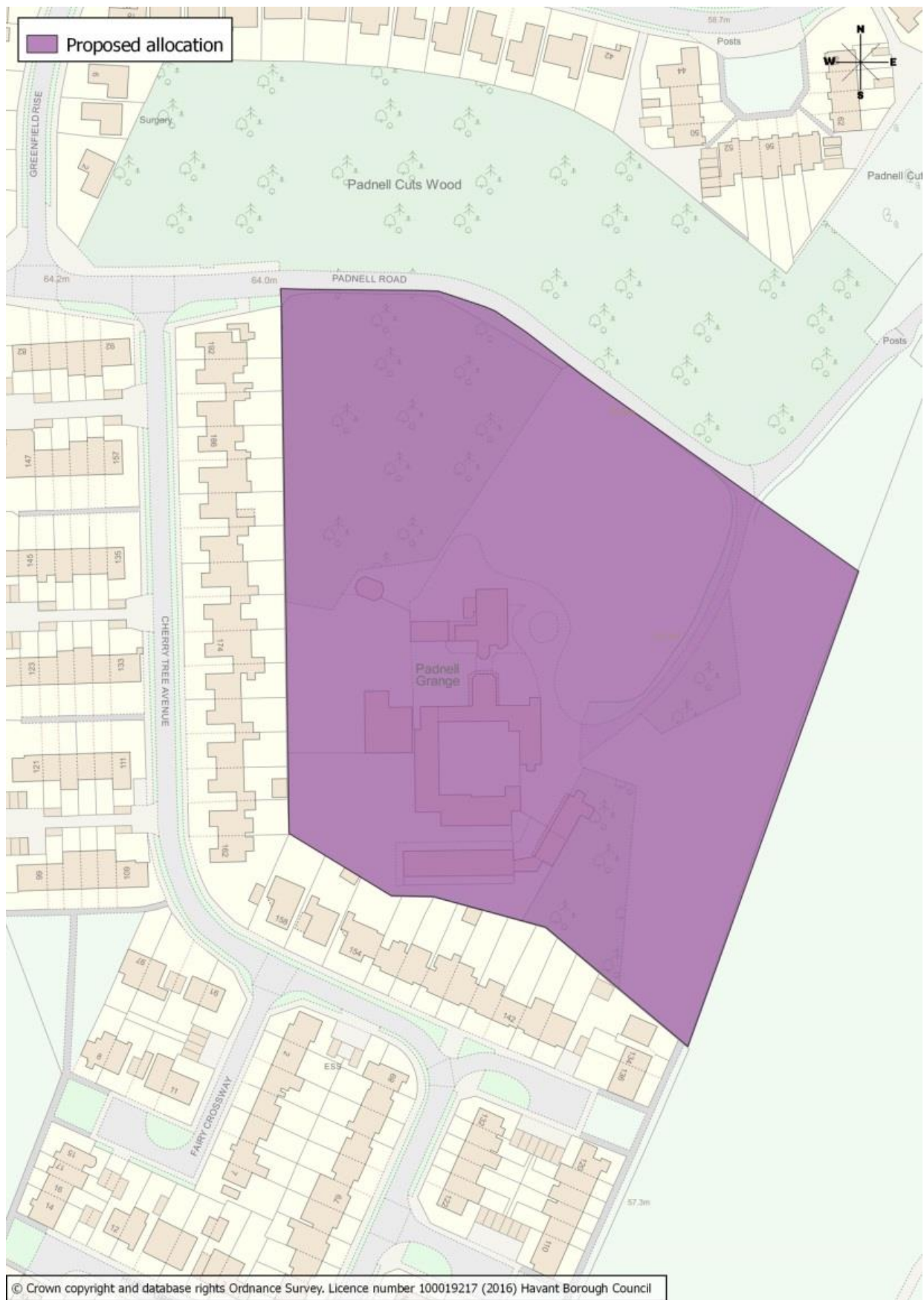
Land at Padnell Grange is allocated for residential development of 85 dwellings. Planning permission will be granted where:

- a. The following assessments are submitted in support of the planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Contaminated Land Investigation Report to include gas monitoring
  - iv. Transport Assessment
  - v. Travel Plan
  - vi. Arboricultural Assessment
  - vii. Noise Impact Assessment
- b. Efforts are made to retain and adapt historic buildings on the site, in particular Padnell Grange

and the cottage/office in the farmyard group;

- c. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E18;
- d. The design and layout:
  - i. Retain and protect TPO trees and hedgerows
  - ii. Address any potential effects upon the Hazleton Common and Waterlooville Golf Course SINCS
  - iii. Site lighting is carefully designed so as to avoid negative impacts on trees and woodland
  - iv. Creates an acceptable relationship with the existing residential properties immediately adjacent to the site
  - v. Sets development back from the western boundary and includes a strong landscape buffer to the golf course
  - vi. Retains a footpath link to Cherry Tree Avenue
  - vii. Addresses any noise issues arising from the nearby A3(M).

Figure 67: Padnell Grange



# Woodcroft Primary School

6.188 This policy would update and replace site allocation reference W130 of Policy WA1 in the Allocations Plan. The policy has been updated to reflect the fact that outline planning permission was granted in August 2016 for 43 units (APP/15/01235).

## The Site

6.189 The site has an area of 1.39ha comprising residual land resulting from the former Meadowlands Infant and Junior Schools combining to form Woodcroft Primary School. The site is located in the northern part of Waterlooville, directly south of Woodcroft Farm which has been allocated for about 288 dwellings and, to the north of Eagle Avenue.

6.190 Outline planning permission was granted in August 2016 under reference APP/15/01235. Planning was granted for 43 residential units.

## Site Opportunities & Constraints

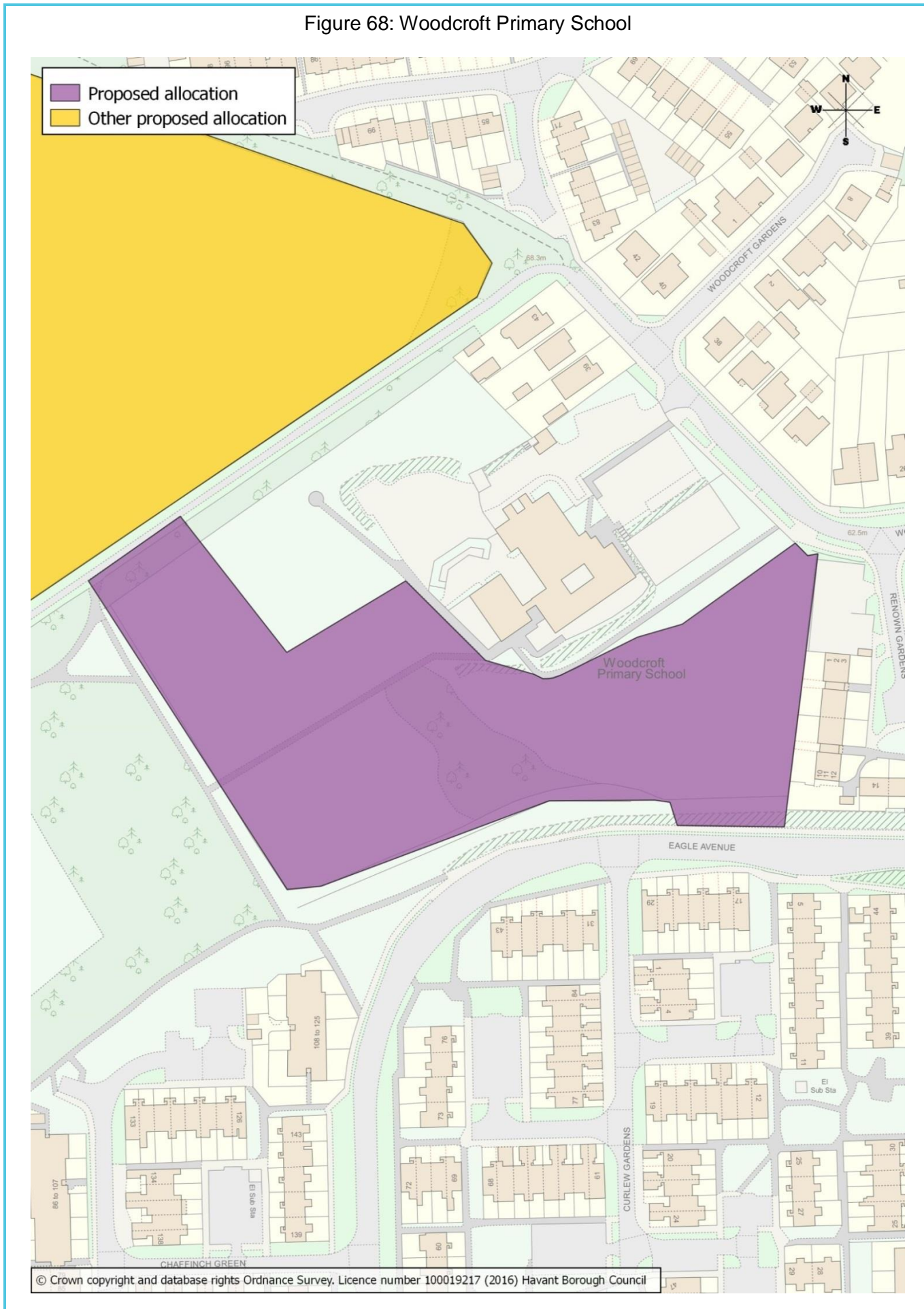
- This is a greenfield site
- Given the location, there is potential for previously unidentified archaeological deposits of prehistoric and Roman date.
- Provide an access road to the Woodcroft Farm site from the north of the site
- TPO trees adjacent to the site
- Potential for roosting, foraging and/or commuting bats
- Hampshire County Council (HCC) carried out surveys in 2015 and found a small number of slow-worms present on the site
- The site is in Groundwater SPZ1 for the Bedhampton and Havant Springs
- The site overlays a Principal and Secondary Aquifer.

## H47 | Woodcroft Primary School

Residential development of about 43 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Flood Risk Assessment
  - iii. Drainage Strategy
  - iv. Ecological Assessment
  - v. Arboricultural Assessment
  - vi. Transport Assessment
  - vii. Contaminated Land Investigation Report
- b. Provision is retained for future access to Woodcroft Farm (Policy H42)
- c. The sports facilities/play space which will be lost by the school for the development of this site are re-provided on the adjacent Woodcroft Farm site (H42)
- d. The design and layout:
  - i. Creates easy access for pedestrians and cyclists to existing routes
  - ii. Provides a suitable relationship between the development and the adjoining school site.

Figure 68: Woodcroft Primary School



## Land at Waterlooville Golf Club

6.191 This is a new site. It has not previously been identified through the Core Strategy, Allocations Plan or the Local Plan Housing Statement.

### The Site

6.192 The site has an area of 1.22ha and is currently used as a golf club practice ground with the south of the site containing mature woodland. Anvil Close serves the properties directly adjacent to the west of the site with Waterlooville Golf Course bounding the remainder of the site which includes mature woodland adjacent to the north-east boundary. The A3(M) is located a short distance to the south-east of the site.

### Site Opportunities & Constraints

- This is a greenfield site
- There is limited potential for previously unidentified archaeological deposits
- The site is within Waterlooville Golf Course SINC
- There is an area of woodland in the southern part of the site
- Bechstein's bat may be found on and surrounding the site with a maternity roost likely to be present
- Site is underlain by heavy clay
- Potential noise from the A3(M)
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs.

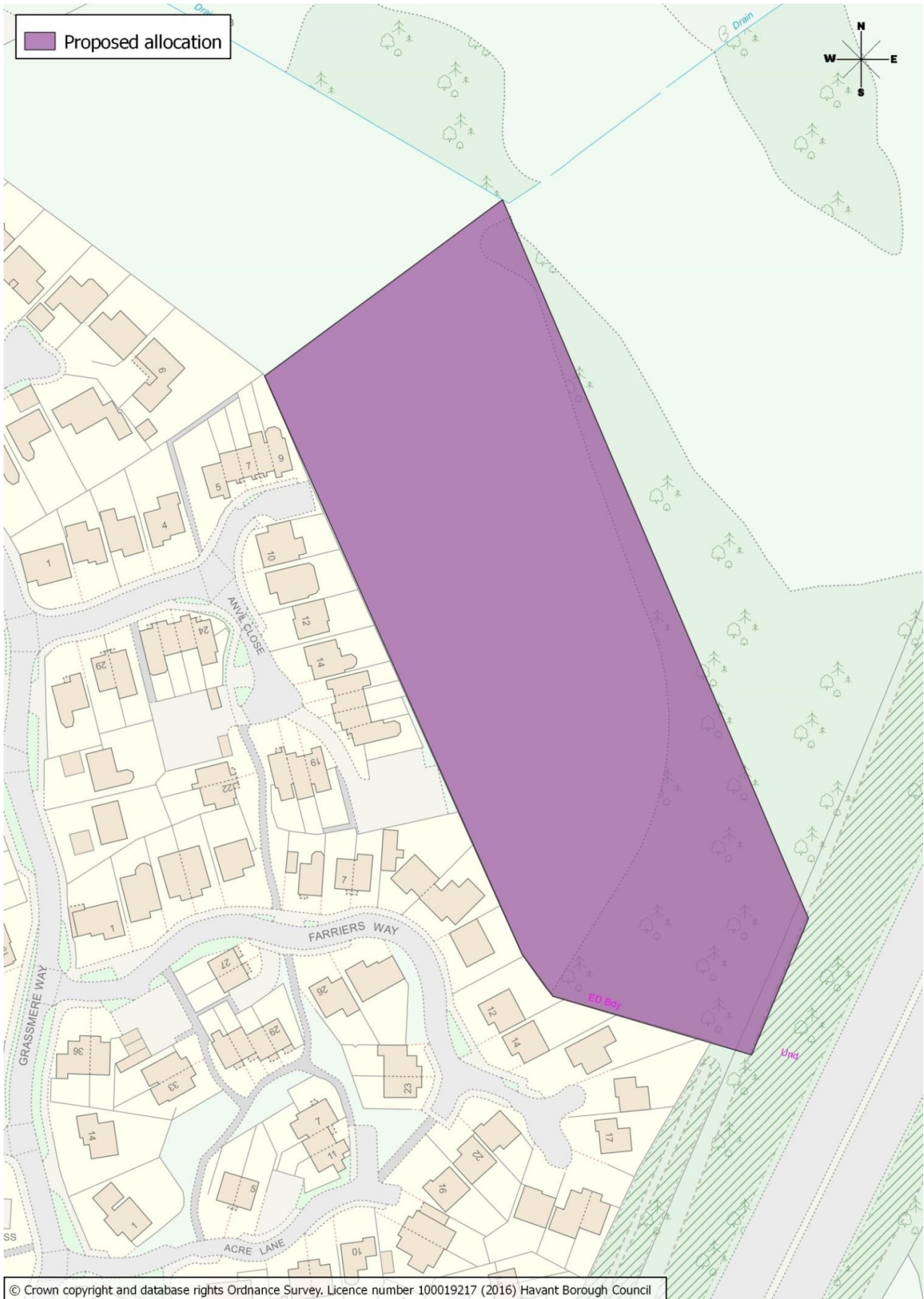
### H48 | Land at Waterlooville Golf Club

Residential development of about 40 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Ecological Assessment
  - ii. Flood Risk Assessment
  - iii. Drainage Strategy
  - iv. Transport Assessment
  - v. Noise Assessment
- b. The design and layout:
  - i. Provides appropriate mitigation measures, including buffers, with regard Bechstein's bat in line with Policy E18
  - ii. Responds to the noise impact of the A3(M) to the south
  - iii. Does not propose residential development within the adjoining woodland areas
  - iv. Provides appropriate separation and protection to the adjoining woodland
  - v. The impact on the Waterlooville Golf Course SINC must be addressed in line with Policy E15.



Figure 69: Land at Waterlooville Golf Club



# 7 | Commercial Development

## New Employment Provision

- 7.1 This policy would update and replace policies CS2 (Employment) and DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

### **Why this policy is needed**

- 7.2 The Employment Land Review 2017, PUSH Economic and Employment Land Evidence Base Paper (March 2016) and the Business Needs, Site Assessment and Employment Land Study have informed this part of the HBLP2036. At a national and subregional level, the manufacturing sector has generally seen a decline. The diverse and varied nature of the Borough's economy based on high-tech and advanced manufacturing has proved relatively resilient.
- 7.3 The PUSH Economic and Employment Land Evidence Base Paper (March 2016) prepared by GL Hearn provides a high level assessment of where growth could be located based on 'trend based' labour demand forecasts at a subregional level<sup>77</sup>. Significantly however, this did not take into account employment land supply and the availability of supply. The Business Needs, Site Assessment and Employment Land Study identifies a need for employment floorspace requirement of 82,780 sqm over the plan period. This provides a more realistic assessment of the Borough's employment land supply, having regard to realistic deliverable employment floorspace and past take up trends.
- 7.4 The Borough's diverse and varied industrial based economy is supported by a wealth of small and an increasing number of medium-sized enterprises. These businesses are largely served by the Borough's established industrial areas which offer affordable accommodation for start up businesses, with many small businesses operating across multiple sites. The high tech and advanced manufacturing enterprises within these areas support a skilled labour supply which may be vulnerable to displacement if such uses are lost.
- 7.5 The manufacturing based economy means the Borough's industrial and warehousing stock is largely characterised by older secondary and tertiary accommodation. These sites and premises serve an important economic function in terms of providing affordable accommodation for SMEs and start-up businesses, evidenced by few vacancies. The disparity between new build and secondary stock rental values mean that many indigenous businesses do not have the incentive to invest or relocate due to the associated cost and risk.
- 7.6 The supply and availability of industrial stock both within the Borough and the wider Solent subregion has continued to decline in recent years. This is largely due to increasing occupier demand with relatively limited speculative development activity despite the availability of employment land for development.
- 7.7 Recent uncertainties in the macroeconomic climate have led many international and national businesses within the Borough to restructure and reorganise their business models. As a result, there is a need to ensure continuing flexibility for the redevelopment and intensification within the Borough's established employment areas, whilst ensuring there is sufficient churn in the market for existing businesses to relocate.

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<sup>77</sup> Paragraph 5.10 of the PUSH Economic and Employment Land Evidence Base Paper (March 2016)

7.8 As market conditions improve, there is a need to strengthen and reinforce the function and role of the Borough’s established employment areas. This will help to support market confidence and deliver further speculative development within these areas. This will be critical to ‘free up’ floorspace within existing employment areas, enable local businesses to relocate to premises more suited to their needs, whilst attracting inward investment from companies outside of the Borough.

7.9 The Borough’s older industrial areas will continue to serve and support local industry. There is significant potential to upgrade the quality of the employment floorspace within these older industrial areas. The Council will continue to support proposals for the redevelopment where it supports the function and role of the wider employment area. However, it is anticipated that the older industrial stock will come under increasing pressure for uses with higher land values. The change of use and redevelopment of land for non-employment uses will only be permitted where it is shown to be appropriate in accordance with the criteria in Policy C2 (Protection of existing employment sites).

**The employment floorspace requirement for Havant Borough**

7.10 Table 7 shows the amount of floorspace which has already been completed since the start of the Plan period, and those which are seen as committed. Employment sites which will contribute to the employment requirement were assessed through the Employment Land Review (ELR).

	Need Requirement	Net Floorspace (sqm)
<b>Employment floorspace requirement</b> Between 2016 and 2036 based on employment land availability and past take up trends	82,780	
<b>Completed floorspace</b> The amount of employment floorspace completed in the Borough in year 2016/17		19,912
<b>Outstanding planning permissions</b> Total new employment floorspace with planning permission on 1/4/2017		7,686 <sup>78</sup>
<b>Allocations</b> Total employment floorspace for allocation in this draft plan		59,182 <sup>79</sup>
<b>Intensification opportunities</b> Within established employment areas		2,275
<b>Total</b>		89,055

Table 7: employment need in Havant Borough and sources of employment supply from 2016-2036. All figures are net.

7.11 The ELR assessed the opportunities for existing local businesses to relocate to alternative premises, and identified a need to ensure continuing flexibility in the market for employment land. This includes the redevelopment and intensification of employment sites to ensure an effective use

<sup>78</sup> Including the second phase of the Fat Face distribution centre yet to be constructed at Dunsbury Park.

<sup>79</sup> Including Dunsbury Park which accounts for 53,742 sqm.

of land. This may result in the net loss of employment floorspace in order to facilitate the delivery of new employment floorspace provision within the Borough’s established employment areas.

### C1 | New Employment Provision

- a. This Local Plan makes provision for the delivery of about 89,055 net sqm of employment floorspace (Classes B1, B2 and B8) in Havant Borough between 2016 and 2036 through sites already completed, sites with outstanding planning permission and the following allocations:
- i. 2,275 sqm of employment floorspace on the sites within the established employment areas in the table below;
  - ii. 5,440 sqm of employment floorspace at Solent Road North;
  - iii. 53,742 sqm of employment floorspace at Dunsbury Park.
- b. The following redevelopment and intensification opportunities for employment development have been identified on the following sites (identified by Figure 70) within established employment areas:

Site reference	Site Name	Approximate level of development (net sqm)
Emsworth		
BD39	Interbridges East <sup>80</sup>	600
Havant & Bedhampton		
BD9	Site Four / Harts Farm North	12,675
BD10	Land North of Regional Business Centre	3,500
Leigh Park		
BD65	Land South of Fulflood Road	2,815
BD83	Leigh Park Gas Holder	1,250
BD84	Velocity, Stanbridge Road	-3,500
BD85	Former Colt Site	-14,200
Hayling Island		
BD77	Northney Marina	-865
<b>Total</b>		<b>2,275</b>

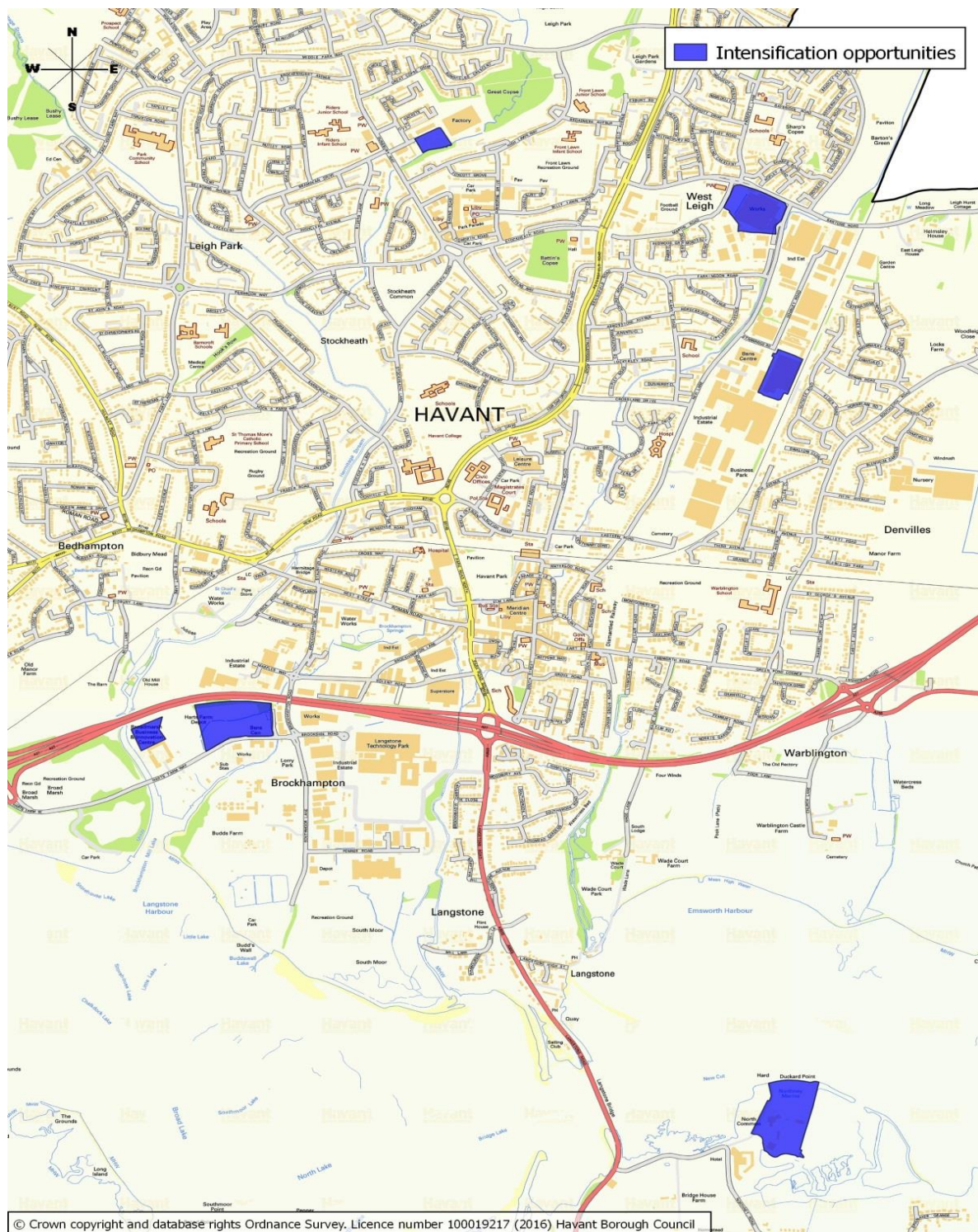
- c. The improvement, redevelopment, and intensification of employment uses is supported in principle within the established employment areas as defined by Figure 71.

### How the policy works

<sup>80</sup> Planning permission has lawfully commenced in accordance with planning permission reference APP/07/54901/007 as extended by planning permission reference APP/10/00912.

7.12 This policy will be implemented through the individual site allocations within the Plan. Policy C2 (Protection of existing employment sites) sets out how development proposals for the change of use or redevelopment of employment land to non-employment uses will be considered.

Figure 70: Intensification opportunities



# Protection of Employment Sites

7.13 This policy would update and replace policy DM3 (Protection of Existing Employment and Tourism Sites) of the Core Strategy.

## Why this policy is needed

7.14 There is a wide range of existing employment sites in the Borough, which will be shown on the proposals map and are in Figure 71. The Council recognises that there may be instances where it is appropriate to allow the loss of land and/or premises last in use for employment where there is no reasonable prospect of a site being used for that purpose<sup>81</sup>. Where applications for alternative uses are submitted, the Council will treat them on their merits having regard to market signals provided they are supported by appropriate and robust evidence.

7.15 The purpose of this policy is to set out the Council's approach to the assessment of applications which propose alternative use(s) and whether there is sufficient justification to release the site and/or buildings from employment purposes, whilst providing appropriate protection against the businesses which are vulnerable from displacement as a result of development proposals.

7.16 Whilst the policy is generally intended to safeguard B-Class uses including office (B1a), general industrial (B2) and warehouse (B8) from alternative uses, the Council recognises there are other employment generating uses which support economic development<sup>82</sup> in the Borough. For example, car sales, MOT/servicing and other automotive uses do not fall within a particular use class (i.e. are considered *sui generis*) and are therefore vulnerable to displacement. The specialised nature of these businesses means they have specific operating requirements, in a similar way as some marine businesses require a waterfront location. This means that such businesses have difficulty in finding alternative accommodation, and should be protected from development which would result in the loss of employment from the site to alternative purposes (see paragraph 1.8).

## C2 | Protection of Existing Employment Sites

Premises currently or last in use for employment within the established employment areas (as defined on the proposals map) will be protected. The change of use or redevelopment of an employment site within these areas to a non-employment use only will be permitted where:

- a. There is available and suitable alternative accommodation which enables the occupier(s) to relocate within Havant Borough; and
- b. It can be demonstrated that either:
  - i. It is not financially viable for employment purposes considering the costs of any development or refurbishment; or
  - ii. There is no reasonable offer for employment purposes having been received for sale or rent, following a realistic and active marketing exercise.

Outside of the established employment areas, the change of use or redevelopment of employment sites to a non-employment use within the defined settlement boundary will only be permitted where there is available

<sup>81</sup> In accordance with paragraph 22 of the NPPF.

<sup>82</sup> Annex 2 of the NPPF defines economic development as those uses including those within B Use Classes, public and community uses and main town centre uses (but excluding housing development).

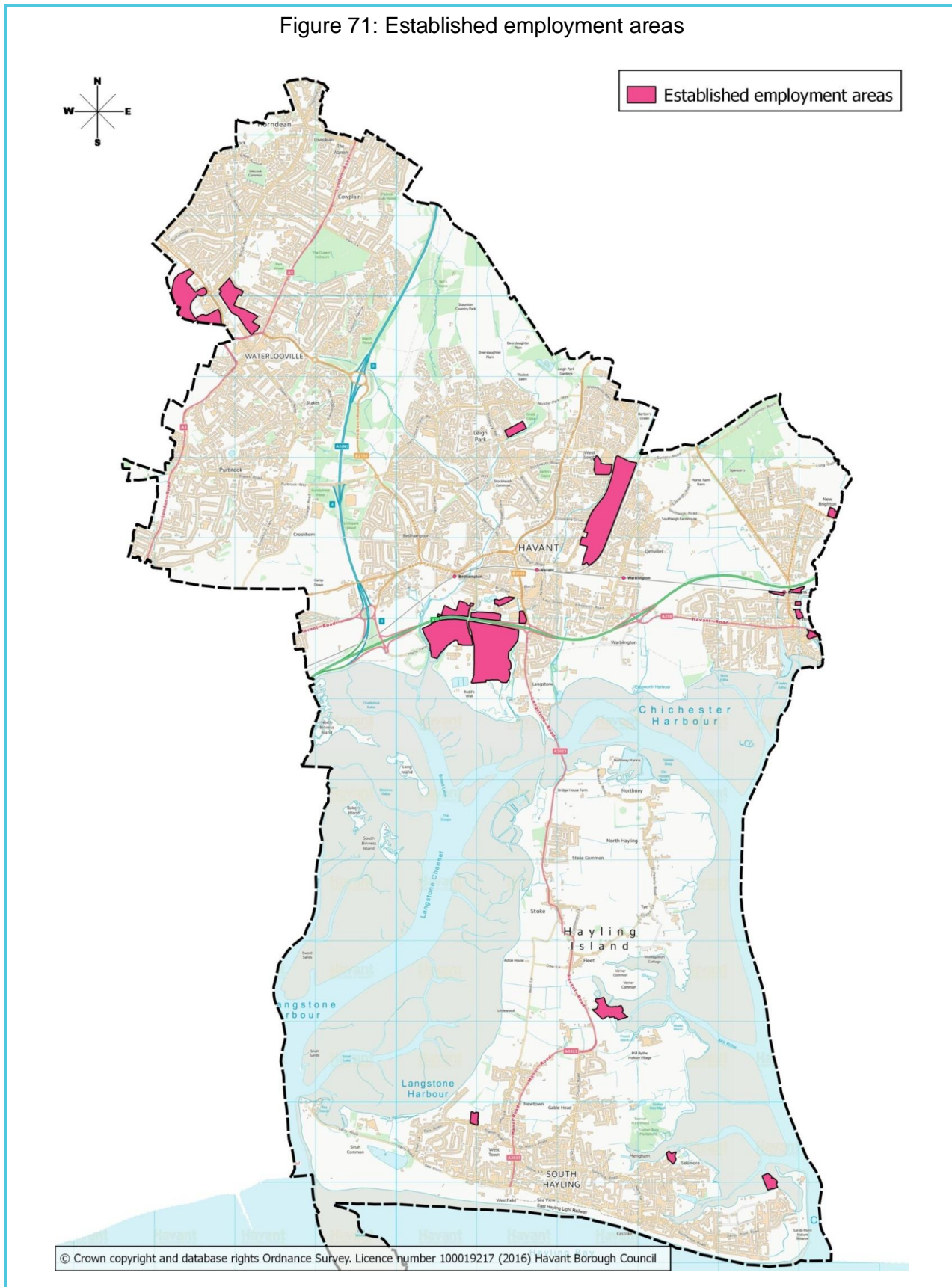
and suitable alternative accommodation which enables the occupier(s) to relocate.

### How the policy works

- 7.17 A wider interpretation of employment uses is to be taken for the purposes of this policy. In addition to traditional B-Class uses (office (B1a) general industrial (B2) and warehouse (B8) uses; car sales, MOT/servicing and other automotive uses will be protected from non-employment use(s). Other uses including an element of retail (non-food) will be supported provided they remain of a scale which is subservient to the main function of the employment area and do not have a significant adverse effect on the operation of adjoining and nearby commercial occupiers.
- 7.18 Much of the Borough's older industrial stock serves an important purpose in the market in terms of providing affordable accommodation for start up businesses and SMEs. As such, there should not be an automatic presumption in favour of sustainable development where the business has closed or relocated as the site may be capable of supporting employment development of some form. Given the supporting role and function of the Borough's existing employment areas, there is a need to ensure that land or premises are safeguarded from the loss of other uses.
- 7.19 The Council's starting point will therefore be to ensure that development proposals are submitted with evidence from the occupier which confirms that there is available and suitable alternative accommodation within 3 km of the site which enables the occupier relocate. This could include a letter on company headed paper or electronic correspondence from an official company e-mail address. Where occupier(s) may be unwilling to provide such evidence, the applicant should provide information from the leaseholder detailing the number of businesses occupying the site/premises, the remaining lease length for each of the occupiers and evidence that suitable and available alternative accommodation which enables the business to relocate.
- 7.20 Where it is not financially viable to retain the land or premises, the Council will require a viability appraisal which demonstrates that suitable remedial, refurbishment or construction work for employment purposes is not financially viable. The viability assessment should be based upon an assessment of residual land value<sup>83</sup> and the existing use value which will be retained on-site (and the land will not be released for development). This will ensure that the site is safeguarded for employment use unless there is no reasonable prospect of the site being redeveloped or being reoccupied for those purposes. Independent third party valuation will be required at the developer's cost where there is a need to validate the financial appraisal where market signals indicate that it may be appropriate to release the site for alternative uses.
- 7.21 The Council will also consider whether there are market signals which justify the site being used for alternative purposes by means of a realistic and active exercise. As a minimum, the Council will require evidence of at least 12 months of active and continuous marketing, supported by evidence of advertisement including:
- An official confirmation by the marketing agent that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
  - An enquiry log, how it was followed up and why it was unsuccessful
  - Evidence of extensive marketing through the internet e.g. screenshots from online advertisements and accompanying analysis of activity.

<sup>83</sup> The *residual land value* is determined through deducting development costs from development value to ascertain the remaining value that is available to pay for land.

Figure 71: Established employment areas





## Land north of Solent Road

7.22 This policy would update and replace site allocation reference BD14 of Policy HB2 in the Allocations Plan. It is site reference BD14 in the Employment Land Review.

### The Site

7.23 The site has an area of 1.68ha and is located directly south of the Brockhampton Conservation Area and the current headquarters for the Portsmouth Water Company. The site is sandwiched between Brockhampton Road and Brockhampton Lane to the west and east respectively, and is north of Solent Road. The Bosmere Medical Centre is situated to the south-east of the site.

7.24 The site is owned by the Portsmouth Water Company. Portsmouth Water has identified the site to relocate their headquarters which is currently situated north of the site and is allocated for housing under reference H18 Portsmouth Water HQ.

### Site Opportunities & Constraints

- There may be potential contamination issues associated with the historic land use(s) of adjacent sites (e.g. washing factory, chamois leather works etc.)
- Storage tanks are present or were formerly present on site
- There is residential development directly to the west of Brockhampton Road
- Access to the site can be provided from Solent Road
- There is the potential for previously unidentified archaeological deposits
- The site is surrounded to the north, east and west by the Brockhampton Conservation Area
- The site is directly south of the Brockhampton Spring
- The site is adjacent to the Solent Retail Park and therefore Havant Town Centre
- The site is in close proximity to the Broadmarsh Industrial Area and Langstone Technology Park
- Groups of trees on the south and west of the site are protected by Tree Preservation Order reference 1801 and 1309 respectively
- The site is identified as a low use site for Solent Waders and Brent Geese
- The site is located in Flood Zones 2 and 3 and future Fluvial Flood Zone 3
- The Brockhampton Stream is designated as a main river and flows along the western boundary
- The north and west site boundaries are in the Estuary 20m Buffer of the Brockhampton Stream
- Within the Groundwater Source Protection Zone (SPZ) 1 for the Bedhampton and Havant Springs.
- Opportunity for good water based landscaping as part of drainage strategy
- The site overlays a Secondary Aquifer.

### C3 | Land north of Solent Road

Employment development of about 5,440 sqm of B1 office floorspace<sup>84</sup> will be permitted where:

- a. The following assessments are submitted to support a planning application:
  - i. Heritage Statement
  - ii. Ecological Assessment
  - iii. Arboricultural Assessment
  - iv. Flood Risk Assessment
  - v. Drainage Strategy

<sup>84</sup> The demolition of the current headquarters will result in a loss of 1,160 sqm of employment floorspace. The total net gain of employment floorspace from this site will therefore be 5,440 sqm.

- vi. Transport Assessment
  - vii. Travel Plan
  - viii. Noise Impact Assessment
  - ix. Contaminated Land Investigation Report
- b. The character and setting of the Brockhampton Conservation Area<sup>85</sup> is preserved and enhanced;
- c. Mitigation for Solent Waders and Brent Geese is provided upfront, prior to development, and is to the satisfaction of the Council in line with Policy E17; and
- d. The design and layout:
- i. Retains and integrates the protected trees found on the site
  - ii. Protects and integrates the natural features of the Brockhampton Spring and the Brockhampton Stream
  - iii. Avoids unacceptable harm to the amenity of neighbouring residents along Brockhampton Road through loss of privacy, noise, outlook and overlooking
  - iv. Respect the setting of the conservation area to the north
  - v. Includes an appropriate lighting scheme.

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<sup>85</sup> <https://www.havant.gov.uk/detail-conservation-areas>

Figure 72: Land north of Solent Road



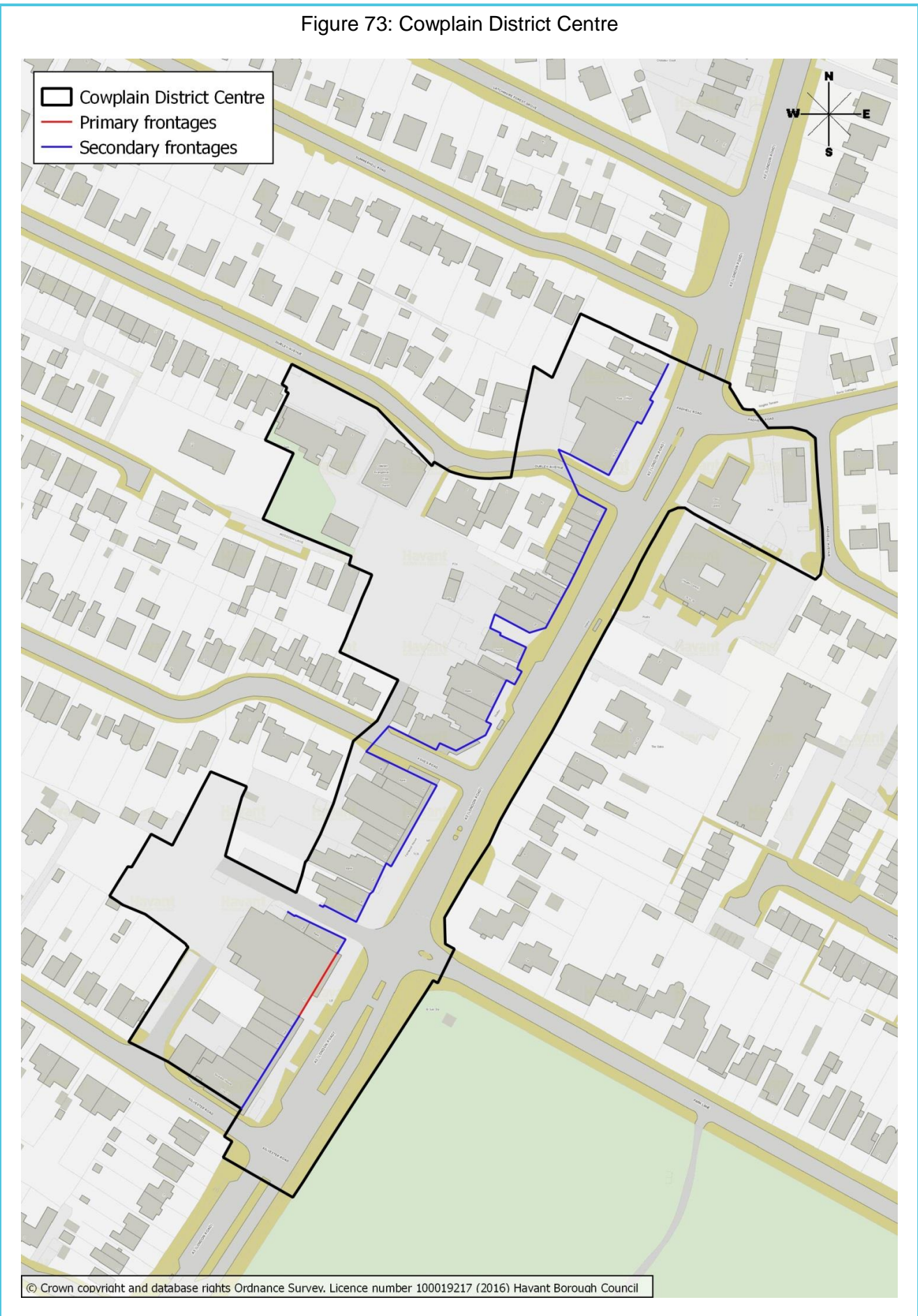
## Cowplain District Centre

- 7.25 This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.
- 7.26 Following a review it is considered that the centre's boundary as defined in the Allocations Plan (2014) remains valid

### **Background**

- 7.27 Cowplain District Centre is a shopping parade located on London Road in Cowplain. The centre was originally developed to serve the post-war residential areas in the north of the Borough. Although it is a relatively small centre, it performs a district centre function with a range of convenience shops including two supermarkets and a range of non-retail services including a number of restaurants and the Cowplain Evangelical Church. The centre also contains two car parks behind its frontage onto London Road and is in close proximity to the Padnell Primary School.
- 7.28 The boundary of Cowplain District Centre is in Figure 73 and will be shown on the proposals map.
- 7.29 The Council recognises that the development of accessible, attractive and vibrant centres is critical to the achievement of sustainable development in the Borough. More specifically, the Council will seek to promote and enhance the vitality and viability of the district centre by focusing development of a scale and of a kind which is appropriate to the role of the centre.

Figure 73: Cowplain District Centre



## C4 | Cowplain District Centre

1. Development proposals in Cowplain District Centre will be permitted where:
  - a. Community, healthcare uses (D1) and main town centre uses (except offices [B1a]) are proposed at ground floor level;
  - b. Active ground floor frontages are proposed to promote and enhance the vitality and viability of the district centre;
  - c. Proposals maximise opportunities for residential and office development above ground floor units where appropriate;
  - d. Proposals maintain and enhance the evening economy where appropriate.
  - e. Any rationalisation of car parking retains adequate car parking alongside any new development.
2. Development proposals in the primary frontage of Cowplain District Centre will be permitted where:
  - a. Proposals promote and enhance the retail functions of the primary frontage;
  - b. Proposals for non-A1 uses in the primary frontage will only be permitted in exceptional circumstances by means of a realistic and active marketing exercise.

### How the policy works

- 7.30 Cowplain District Centre contains a range of retailers and services for the local community including the Cowplain Evangelical Church. The Council will seek to retain and, where possible, enhance the offering of the centre in order to ensure its long-term vitality and vibrancy.
- 7.31 The primary frontage is designated as the retail unit at 31a-33a London Road. This unit acts as an “anchor” store for the district centre and is currently occupied by a Lidl supermarket. Only proposals which protect and/or enhance the retail use of 31a-33a London Road will be supported. In the instance where non-A1 uses are proposed, the Council will consider whether there are market signals which justify the site being used for alternative purposes by means of a realistic and active exercise. As a minimum, the Council will require evidence of at least 12 months of active and continuous marketing, supported by evidence of advertisement including:
- An official confirmation by the marketing agent that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
  - An enquiry log, how it was followed up and why it was unsuccessful; and
  - Evidence of extensive marketing through the internet e.g. screenshots from online advertisements.
- 7.32 The remainder of the district centre (i.e. not 31a-33a London Road) is designated as secondary frontage. Development proposals in the secondary frontage will need to comply with criteria a) to d) of this policy.
- 7.33 The district centre has a healthy evening economy. In order to build upon this, proposals for A3, A4, A5 and AA uses will be supported in the secondary frontage of the district centre providing that the requirements of Policy C7 are met.
- 7.34 Other enhancements to the centre’s vitality and viability may be achieved through improvements to the public realm. More specifically, proposals for outdoor public art from the community, business associations and traders will generally be supported by the Council.

- 7.35 Furthermore to the above, well-designed and inclusive mixed use development in Cowplain District Centre will play an important role in continuing to promote the centre's vitality and viability. The use of upper floors for offices can provide local employment opportunities in accessible locations. In addition, residential development on upper floors can also make an efficient use of town centre land while adding to the mix of dwelling types and tenures available in the Borough. This policy, therefore, seeks to encourage high quality mixed use development in designated centres with offices or new homes located on upper floors above town centre uses with active ground floor frontages. With this, the loss of ground floor town centre uses to residential and office development will be resisted.
- 7.36 Proposals for the change of use which would result in the loss of employment floorspace in the district centre will need to comply with this policy, as well as Policy C2.
- 7.37 The loss of any community facilities in Cowplain District Centre will need to comply with the requirements of the policy, as well as Policy C11.

# Emsworth District Centre

- 7.38 This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

## Background

- 7.39 The Council recognises that accessible, attractive and vibrant centres are critical to the achievement of sustainable development in the Borough. More specifically, the Council will seek to promote and enhance the centres by focusing development of a scale and of a kind that acknowledges the different roles each part of the centre performs.
- 7.40 Emsworth began as a small Saxon village which by the year 1239 was granted the right to hold a weekly market. Today, the district centre still stands where early Emsworth was born. Located within the Emsworth Conservation Area, the centre is home to a number of historic and listed buildings and is found between the Emsworth Millpond and the Brook Meadow Local Nature Reserve. The section of the district centre south of the A259 is also part of the Chichester Harbour AONB.
- 7.41 Due to the area's unique setting and surroundings, the centre contributes to the day visitor and tourist offering of the Borough. As a result, the economy of Emsworth is centred on the district centre. The south of the centre is dominated by independent retail, restaurants and cafés. In the north there are further retail, restaurant and community uses, together with a number of industrial/warehouse units supporting small-scale manufacturing, office and distribution businesses.
- 7.42 Emsworth's town centre boundary is shown in Figure 74 and will be shown on the proposals map. The vision of Emsworth District Centre is based on four distinct localities:
- The High Street and St Peter's Square
  - North Street
  - South Street
  - Queen Street.

## The High Street and St Peter's Square

- 7.43 This area acts as the heart of Emsworth District Centre. The retail offer here is dominated by local independent businesses providing important local shops and services. To ensure that the High Street and St Peter's Square retain and build upon their principle function as a shopping destination, they have been designated as the primary frontage. Only proposals which protect and/or enhance the primary shopping and service function of this area will be supported.

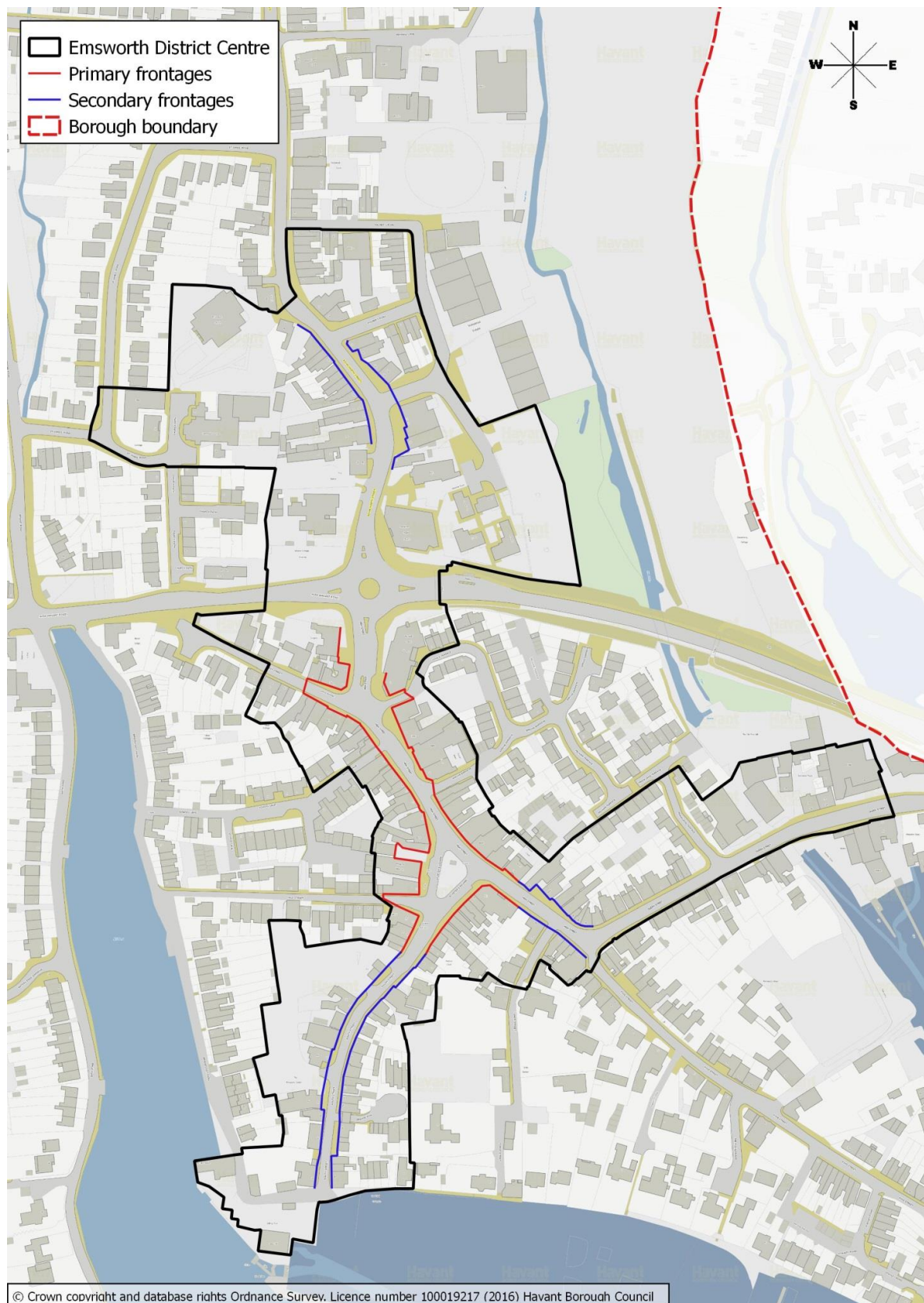
## North Street, South Street and Queen Street

- 7.44 South Street and Queen Street branch off of the High Street and St Peter's Square, whereas North Street is separated from the rest of the district centre by the A259.
- 7.45 Emsworth has a good range of cafés, restaurants and public houses which are mostly situated along North Street, South Street and Queen Street. In addition, North Street also provides a cluster of community services and facilities. These three areas have a supporting function to that of the High Street and St Peter's Square and, as such, have been designated as secondary frontages. The cafés and restaurants in this area contribute to a vibrant day and evening economy, and with the close proximity particularly of South Street to Chichester Harbour, attract visitors to the town.



Proposals which retain and enhance the vitality and viability of North Street, South Street and Queen Street will be supported.

Figure 74: Emsworth District Centre



## C5 | Emsworth District Centre

Development proposals in Emsworth District Centre will be permitted where:

- a. Community, healthcare uses (D1) and main town centre uses (except offices (B1a)) are proposed at ground floor level;
- b. Ground floors have active frontages to promote and enhance the vitality and viability of the district centre;
- c. Proposals maximise opportunities for residential and office development above ground floor units where appropriate;
- d. A Heritage Statement is submitted of an appropriate level of detail for proposals within the Emsworth Conservation Area and any matters arising are addressed as appropriate;
- e. The detail and layout of a proposal is informed by the context and setting of the conservation area; and
- f. Local farmers' and other specialist markets are supported and where possible enhanced. New facilities to enable the market to continue to successfully operate will be supported where appropriately designed.

In addition to the above, certain uses should be directed to specific areas of Emsworth District Centre. Planning permission will be granted in the primary frontages where:

- g. Proposals for uses which are not A1, A2 and/or D1 uses in the primary frontage will only be permitted in exceptional circumstances and will need to demonstrate that:
  - i. Through an active and realistic twelve month marketing exercise that there are no other viable A1, A2 or D1 uses which can be accommodated in the unit; and
  - ii. The new use will retain an active ground floor frontage.

Planning permission will be granted in the secondary frontages where proposals promote and enhance either:

- h. The vitality and viability of the secondary frontage; or
- i. The evening economy and tourist offering of the centre.

In the instance that the vacancy rate of Emsworth District Centre is above 15% at the time of an application, the Council will allow other town centre uses (on a temporary permission where appropriate) in the primary frontage than those specified above. This will be done in order to keep vacant units to a minimum.

### How the policy works

- 7.46 Emsworth has a wide range of successful independent retailers and businesses. These significantly add to the character, identity and vibrancy of the centre whilst also enhancing customer choice. In doing so, they remain popular with residents and visitors alike. As a result, and along with the centre's adjacent location to Chichester Harbour, Emsworth District Centre has become a distinct tourist location. As such, initiatives to enhance the quality and range of the visitor offer will be supported.

- 7.47 The primary frontage is designated along the High Street and St Peter's Square. Only proposals which protect and/or enhance the retail, service and community offer will be supported. In the instance where non A1, A2 and/or D1 uses are proposed, the Council will consider whether there are market signals which justify the site being used for alternative purposes by means of a realistic and active exercise. As a minimum, the Council will require evidence of at least 12 months of active and continuous marketing, supported by evidence of advertisement including:
- An official confirmation by the marketing agent that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
  - An enquiry log, how it was followed up and why it was unsuccessful
  - Evidence of extensive marketing through the internet e.g. screenshots from online advertisements.
- 7.48 Emsworth District Centre hosts a number of successful specialist markets and events throughout the year; one of these includes the monthly farmers' market held around St Peter's Square. These markets and events make a valuable contribution to the vitality and viability of the district centre, not only as a draw for local residents but also visitors and tourists. It is important that these local markets are retained and where possible enhanced. Moreover, the provision of local electricity hook-ups and other infrastructure for stalls and proposals which support the markets and events will be supported subject to design considerations.
- 7.49 In order to continue to protect and enhance the character and identity of the centre, the Council will generally be supportive of approaches from the community, business associations and traders in promoting public art in the district centre.
- 7.50 Further opportunities that could enhance the centre would be a greater range of community services and sympathetic infill development of gap sites on Nile Street. Nevertheless, the loss of ground floor town centre uses to residential use in the district centre's primary and secondary frontages will be resisted.
- 7.51 With this, well-designed and inclusive town centre and mixed use development in Emsworth District Centre will play an important role in continuing to promote the centre's vitality and viability. The use of upper floors for offices can provide local employment opportunities in accessible locations. In addition, residential development on upper floors can also make efficient use of district centre land while adding to the mix of dwelling types and tenures available in the Borough. This policy therefore, seeks to encourage high quality, town centre and mixed use development in the centre with offices and/or new homes located on upper floors above town centre uses with active ground floor frontages.
- 7.52 The Council recognises that in times of economic uncertainty and/or downturn, it may not be appropriate to resist other main town centre uses in the primary frontage (i.e. The High Street and St Peter's Square). Therefore, in order to maintain the vitality and viability of Emsworth District Centre, if the vacancy rate of the district centre exceeds 15% at the time of an application's submission, the Council will allow other main town centre uses in the primary and secondary frontages other than those specified (on a temporary permission where appropriate). The threshold of 15% has been calculated using the vacancy data from July 2017. In July 2017, the vacancy rate of Emsworth District Centre was 4.81% (5 units). This figure has been rounded to 5% and a 10% buffer has been added.
- 7.53 Proposals for the change of use which would result in the loss of employment floorspace in the district centre will need to comply with this policy and Policy C2.

7.54 A number of community facilities are located in Emsworth District Centre; the loss of these units will need to comply with the requirements of this policy, as well as Policy C11.

# Mengham District Centre

7.55 This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan. Compared to the Allocations Plan, it is proposed that Mengham itself is identified as a district centre. Gable Head, which was previously part of the district centre, is proposed as a separate Local Centre (see Policy C7).

## **Background**

7.56 The Mengham District Centre is the largest centre on Hayling Island. The centre serves the needs of local residents, many of whom have limited opportunities to travel off the island for community facilities, services, shopping and recreation. In addition, the centre also accommodates the tourist trade in the peak summer season. Gable Head Local Centre to the north supports the largest supermarket on the island linking with Mengham District Centre 700 metres further along Elm Grove.

7.57 More recently, a Lidl supermarket has been proposed under planning reference APP/17/00656 on the land south of Manor Road. That site is even further north than Gable Head and could dissipate the retail focus in the district centre. As such, this policy has been constructed to provide a flexible approach towards Mengham District Centre and offers the opportunity for a greater provision of food and drink establishments in the district centre in order to create a place where one can shop, eat and socialise.

7.58 Mengham has three Council surface car parks (Health Centre, Elm Grove and Mengham Lane) together with on street car parking. There may be opportunities to rationalise the car parking and create development opportunities that could provide more attractions and/or more homes and footfall.

7.59 Importantly the island's health centre is located on the northern edge of the District Centre adjoining the Health centre car park. Hayling Island's demographics mean that the health centre is a focus for activity. However, it is not well linked with the shops or the rest of the District Centre and this is an issue that requires improvement.

7.60 There is an increasing trend for online and technology based shopping which has led to a reduction in the need for shops. This has been reflected in policies for other town centre in the Borough. However in order to reduce the need to travel off of the island for everyday essentials in particular, and considering the population profile of Hayling Island, it is logical to maintain a higher proportion of Mengham District Centre in shopping use than is the case in other district centres.

7.61 There are a range of important services including Library, school, large hardware store, a health centre, vets, bars, takeaways shops along Elm Grove but little incentive to walk between these. In order to create a consistent and legible environment, high quality public realm improvements will be supported along Elm Grove to encourage connection between Gable Head and Mengham.

7.62 The boundary of Mengham District Centre is shown in Figure 75 and will be shown on the proposals map.

## C6 | Mengham District Centre

Development proposals in Mengham District Centre will be permitted where:

- a. Community, healthcare uses (D1) and main town centre uses (except offices (B1a)) are proposed at ground floor level;
- b. Active ground floor frontages are proposed to promote and enhance the vitality and viability of the district centre;
- c. Proposals maximise opportunities for residential and office development above ground floor units where appropriate;
- d. Proposals enhance the evening economy where appropriate;
- e. Surface car parking is rationalised to create new development opportunities;
- f. They include proposals to improve the quality of the public realm legibility and the legibility and connectivity between the health centre and the shops, and further north to Gable Head Local Centre.

In addition to the above, development proposals in the primary frontage of Mengham District Centre will be permitted where:

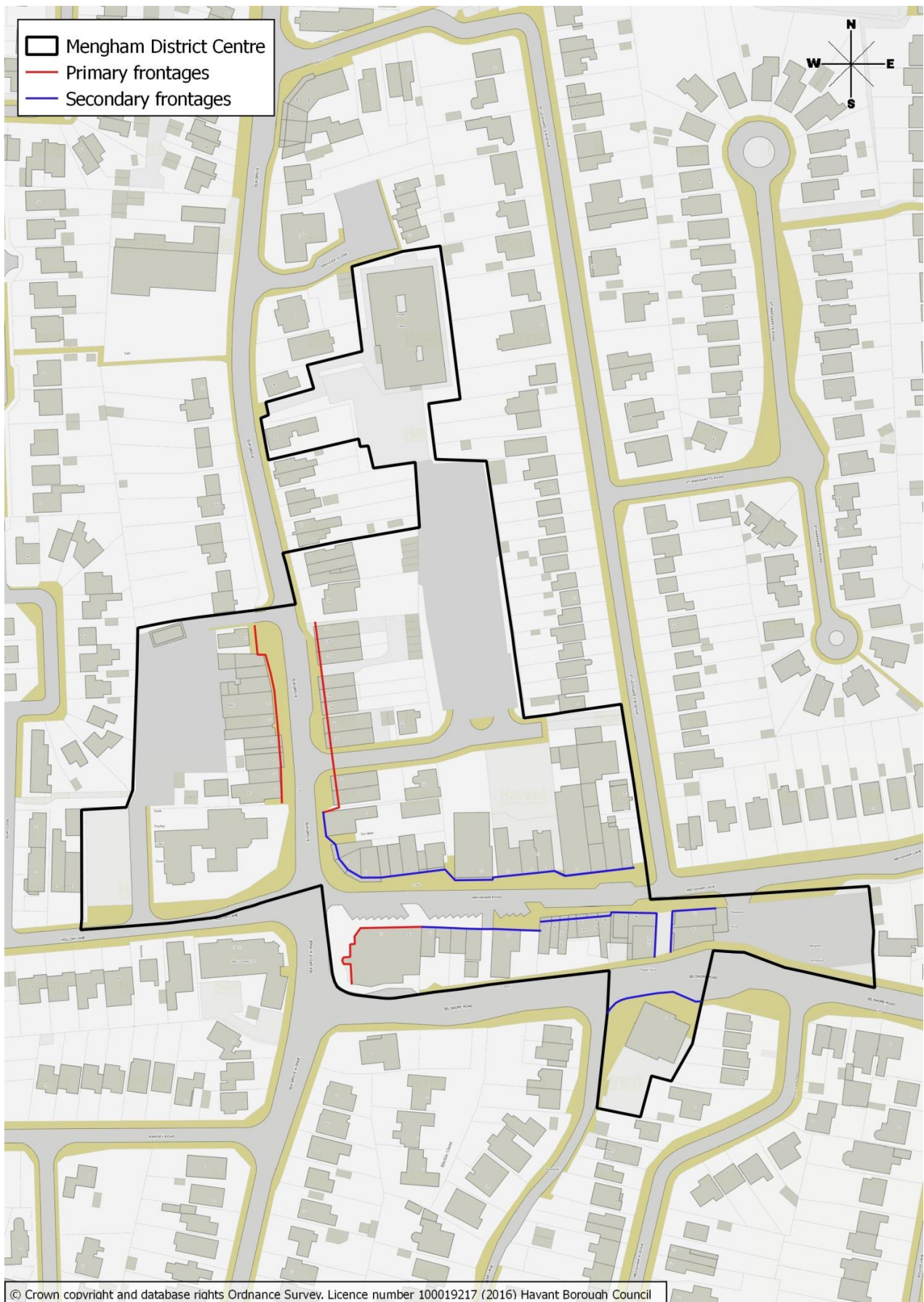
- a. Proposals promote and enhance the retail function of the primary frontage; and
- b. Proposals for non-A1 uses in the primary frontage will only be permitted in exceptional circumstances by means of a realistic and active marketing exercise.

### How the policy works

- 7.63 Mengham predominately comprises a range of independent traders offering a range of comparison and convenience shopping. The council will seek to retain and, where possible, enhance the offering of the centre in order to ensure its long-term vitality and vibrancy. Moreover, the policy creates a flexible strategy to Mengham District Centre so that the centre can adapt to the changes to the UK retail market. As such, the aim of the policy is to secure a range of products and services and thus customer choice on Hayling Island. Greater market choice and access to products will aid the island in becoming more self-sufficient rather than relying on access to facilities on the mainland. This notion of self-sufficiency is echoed throughout the Draft Local Plan 2036 in order to reduce the number of vehicle journeys on the A3023 and therefore reduce traffic congestion on and off the island.
- 7.64 The primary frontage is designated as the retail unit at 12 Mengham Road and along Elm Grove. The unit at 12 Mengham Road acts as an “anchor” store for the district centre and is currently occupied by a Sainsbury’s Local. Only proposals which protect and/or enhance the retail use of primary frontage will be supported. In the instance where non-A1 uses are proposed, the Council will consider whether there are market signals which justify the site being used for alternative purposes by means of a realistic and active exercise. As a minimum, the Council will require evidence of at least 12 months of active and continuous marketing, supported by evidence of advertisement including:

- An official confirmation by the marketing agent that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
  - An enquiry log, how it was followed up and why it was unsuccessful
  - Evidence of extensive marketing through the internet e.g. screenshots from online advertisements.
- 7.65 The remaining units along Mengham Road, along with the unit at 2 Selsmore Road, of the district centre are designated as secondary frontage. As such, a flexible approach has been created to ensure the vitality and viability of the district centre. In doing this, development proposals in the secondary frontage will need to comply with criteria a) to d) of this policy.
- 7.66 Hayling Island is a traditional seaside and camping holiday destination; as such, the centre also serves the tourist trade in the peak summer season. Despite this, the centre currently has a weak evening economy. There is, therefore, an opportunity to strengthen the evening economy and enhance centre vitality by supporting proposals in the district centre for café, restaurant and drinking uses (A3, A4, A5 and AA uses) in the centre's secondary frontages. Such proposals will also need to accord with the requirements of Policies C7 and C10.
- 7.67 The Health Centre is a vital infrastructure asset for all of Hayling Island. As such, the redevelopment of the unit to anything other than a health centre will be resisted unless the Health Centre has been successfully relocated to an alternative location on Hayling Island. In addition, the loss of any other community facilities in Mengham District Centre will need to comply with the requirements of this policy, as well as Policy C11.
- 7.68 Other enhancements to the centre's vitality and viability may be achieved through improvements to the public realm both within the centre and along Elm Grove to connect with Gable Head Local Centre. More specifically, proposals for outdoor public art from the community, business associations and traders will generally be supported by the Council.
- 7.69 Furthermore to the above, well-designed and inclusive mixed use development in Mengham District Centre will play an important role in continuing to promote the centre's vitality and viability. The use of upper floors for offices can provide local employment opportunities in accessible locations. In addition, residential development on upper floors can also make efficient use of district centre land while adding to the mix of dwelling types and tenures available in the Borough. This policy therefore, seeks to encourage high quality, town centre and mixed use development in the district centre with offices and/or new homes located on upper floors above town centre uses with active ground floor frontages. With this, the loss of ground floor town centre uses to residential and/or office development in the district centre will be resisted.
- 7.70 Proposals for the change of use which would result in the loss of employment floorspace in the district centre will need to comply with this policy, as well as Policy C2.

Figure 75: Mengham District Centre





# Local Centres, Local Shops and Services

7.71 This policy would update and replace Policy DM19 of the Allocations Plan and incorporate some aspects of the Town, District and Local Centre Policies CS4 and AL3 of the Core Strategy and Allocations Plan respectively.

### Why this policy is needed

7.72 Town, District and Local Centres lie at the heart of the Borough’s communities. Accessible, attractive and vibrant centres are key to sustainable development in the area. The approach to the town and district centres has been set out in their own separate policies in the Local Plan. Policy C7 therefore, seeks to promote the vitality and viability of the existing local centres in the Borough and the proposed new local centre in the Southleigh Strategic Site (see Policy KS5).

Local Centres	Area of the Borough
Bedhampton (1)	Havant & Bedhampton
Southleigh* (2)	
Gable Head (3)	Hayling Island
Rails Lane (4)	
West Town (5)	
Middle Park Way (6)	Leigh Park
Crookhorn (7)	Waterlooville
Grassmere (8)	
Hambledon Road (9)	
Milton Road (10)	
Purbrook (11)	
Widley (12)	

Table 8 - A list of Havant Borough’s ten defined Local Centres

\*As part of the Strategic Site, a local centre has been proposed. Upon completion, this policy will apply to the new Southleigh Local Centre. Numbers relate to points in Figure 76.

7.73 The Borough’s local centres are listed in table 8 and shown in Figure 76. The boundaries of the local centres will be shown on the proposals map and are available in the maps booklet.

7.74 In addition to the above, Policy C7 also acknowledges that small local shops outside identified Town, District and Local Centres provide an important service for local communities. They reduce the need to travel by car for everyday essentials.

## C7 | Local Centres, Local Shops and Services

Within Local Centres, planning permission will be granted for development proposals that:

- a. Provide small-scale retail uses (Use Classes A1 to A5), contributing to the vitality and viability of the centre;
- b. Support small and independent businesses; and
- c. Proposals retain an active town centre use at ground floor and maximise opportunities for residential and office development above ground floor units where appropriate.

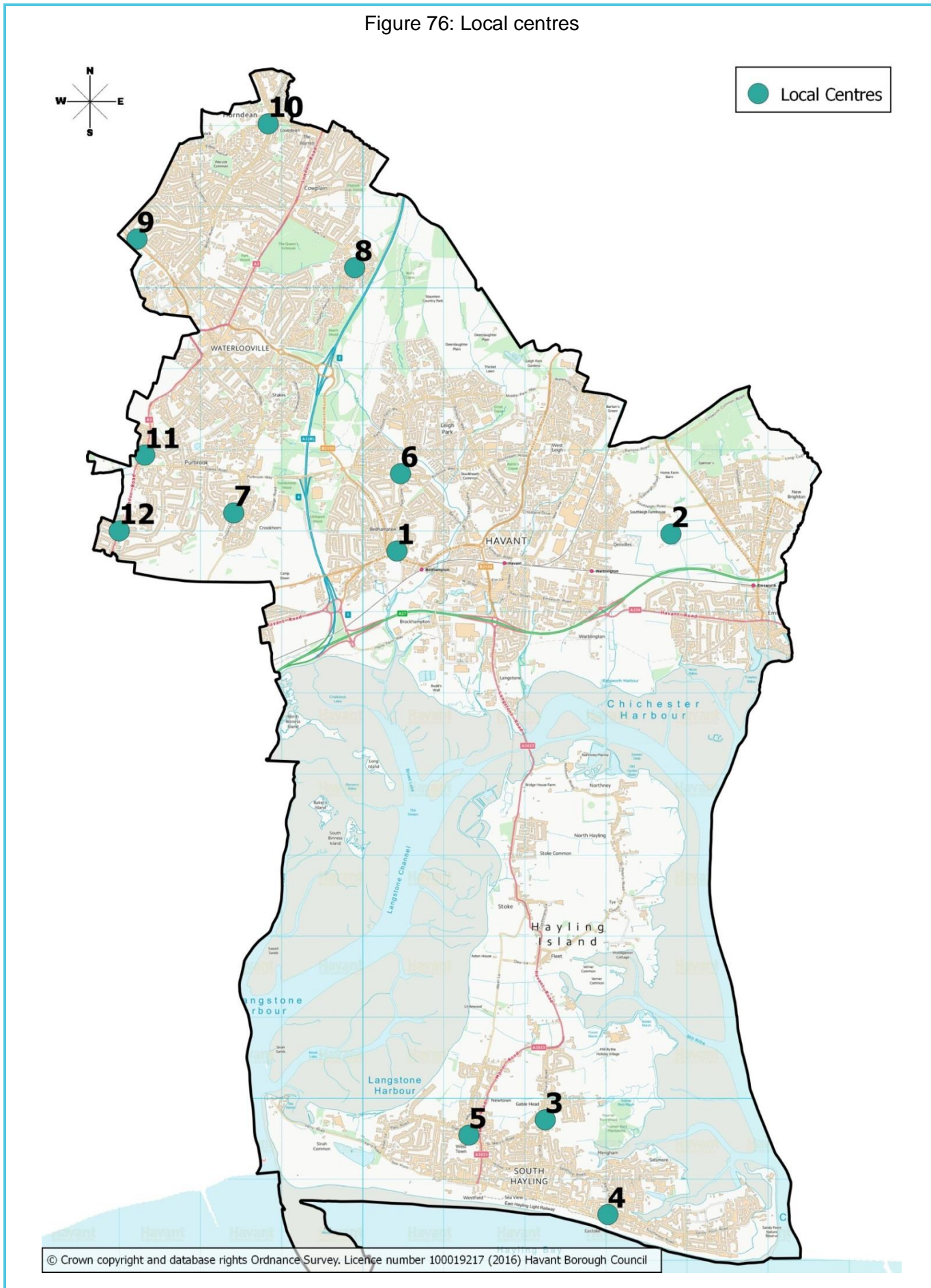
For town centre uses outside of the designated Town, District and Local Centres, planning permission will be granted where either:

- d. The net sales area is 280 sqm or less; or
- e. It has been demonstrated that there are no other sequentially preferable sites within or on the edge of Town, District or Local Centres.

### How the policy works

- 7.75 Shopping habits are changing nationally. Policy C7 responds to these changes and enables flexibility so that centres can adapt to future changes. The increase in online shopping means that the retail function of centres is lessening; however, there is more demand for leisure and entertainment facilities. With this, applications for A3, A4, A5 and AA uses will need to comply with Policy C7.
- 7.76 In addition, applications for the change of use or loss of an A1 retail unit outside of the defined centres will need to comply with Policy C11.
- 7.77 The net sales area floorspace limit of 280 sqm is established in accordance with the Sunday Trading Act 1994 (as amended). The policy is set at a level that is not considered to affect the vitality and viability of the Town, District or Local Centres identified in the Local Plan and provides for the size of store that provides convenience and top-up shopping and services. For proposals that have a net sales area floorspace of over 280 sqm, a sequential test of other potentially suitable sites will need to be carried out in accordance with paragraph 24 of the NPPF.
- 7.78 The Council does not consider that small convenience stores would undermine the viability and vitality of the designated Town, District and Local Centres, but instead would help to meet the everyday shopping needs of local residents.
- 7.79 A number of land use changes are covered by Permitted Development (PD). The Council encourages all potential applicants to use the Council's pre-application service to find out if planning permission is required for a change of use proposal.
- 7.80 All proposals will need to provide a shop front in line with Policy E6.

Figure 76: Local centres



# Food, Drink and Entertainment Uses

- 7.81 This policy would update and replace Policy DM5 (Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses) of the Core Strategy.

## **Why this policy is needed**

- 7.82 Restaurants, cafés, bars, betting shops, nightclubs and take-aways can all contribute to the vitality and viability of an area and support the evening economy. However, proposals for food, drink and entertainment uses can also create environmental and health problems such as noise, litter, as well as fumes and odour. Of particular concern is the effect this can have on residential amenity.

## **C8 | Food, Drink and Entertainment Uses**

Planning permission will be granted for new building, or for the change of use of existing premises to, food, drink and entertainment uses falling within use classes A3, A4, A5, AA, D2 or sui generis where it can be demonstrated that all of the following criteria are met:

- a. Appropriate measures mitigate the effects of odour and/or noise on nearby properties;
- b. The measures proposed in respect of a) are such that the installation does not materially detract from the appearance of the building itself and the wider locality;
- c. The development would not cause unacceptable disturbance to the occupier(s) of nearby residential properties;
- d. The development includes adequate provision for the disposal, storage and collection of refuse, including litter bins for use by customers;
- e. Adverts and signs within and on the premises promote healthy lifestyle aspects of products; and
- f. The development does not increase the number of betting shops in the Borough.

## **How the policy works**

- 7.83 The plan's vision is for the Borough's town centres to be great places to work, live and socialise. Food, drink and entertainment uses form part of a mix of uses that make centres vibrant. Proposals for these uses are therefore acceptable in principle. However, these uses have the potential to have a detrimental impact on other users of the area, and on nearby residents. Proposals for food, drink and entertainment uses will therefore be expected to demonstrate how these potential impacts will be avoided or managed.
- 7.84 Where the proposal includes the cooking of food, odour-neutralising and ventilation equipment details must be submitted with the application. This will enable the Council to assess whether or not it would be "fit for purpose" and visually acceptable. The term "fit for purpose" means that the applicant will need to supply sufficient information, to the satisfaction of the local planning authority that the development will:

- Make provision for acceptable level of food safety and workplace health and safety (i.e. removing smoke, soot/particulates, grease and cooking related combustion gasses from the cooking area)
  - Minimise any detrimental impact on the local amenity of the area and thus avoid constituting a "statutory nuisance"<sup>86</sup>.
- 7.85 In order to demonstrate that the impact of the activity is limited to an acceptable level, it should be established that the proposal is capable of mitigating the impacts of the cooking activity, having regard to both its nature and anticipated intensity; such that the occurrence of a statutory nuisance (odour, smoke or noise) will be avoided.
- 7.86 The Council will have particular regard to the visual and amenity impacts of any proposed extraction systems. Where a flue is to be installed, it should be demonstrated that the position and height of the flue is such that it is visually acceptable in design terms in line with Policy E6. In order to demonstrate the amenity impact will be minimised, the applicant should explore all reasonable options for the design and location for the extraction flue(s) and identify the most suitable location. It is expected that any likely significant negative effect is limited to an acceptable level in accordance with criterion c) of Policy E20.
- 7.87 Where it is considered that the requirements of all parties can be reconciled through the imposition of conditions, appropriate conditions to control the hours of opening, the type of food for sale (a sample menu may be requested) and arrangements to be made for the protection of amenity, may be imposed.
- 7.88 Food, drink and entertainment are critical to the economic/social vitality and viability of the Borough. However, there are issues if their excessive enjoyment impacts on the sustainability of the borough. The health impacts of too much fast or unhealthy food are increasingly an issue for society with levels of fats and sugars in food placing a long term strain on our health services. Similarly, excessive gambling can lead to impacts on relationships and mental health. These impacts are also more prevalent in more deprived areas. Havant Borough has pockets of deprivation where the use of the planning system could have a positive role in supporting the health and wellbeing of the community.

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<sup>86</sup> "Statutory nuisance" is defined in part 1 of Section 79 of the Environmental Protection Act (1990).

# Former BAE Systems Park

7.89 This policy would update and reference site allocation reference BD54 of Policy WA2 in the Allocations Plan.

## The Site

7.90 The site is located within the Brambles Business Park to the south-east and south-west of Elettra Avenue which runs through the site, and joins Silverthorne Way which bounds the southern extent of the site. The site has an area of 5.7 ha.

7.91 The Council originally granted planning permission reference APP/12/00652 for the demolition of the former main BAE Systems building and redevelopment to provide business units (Class B1, B2, and B8), car showroom, drive-thru restaurant, hotel and restaurant in July 2013.

7.92 Following the grant of outline consent, the applicant carried out a significant marketing campaign which demonstrated that there was no occupier demand for the revised quantum of Class B1, B2 and B8 floorspace in the consulted scheme. It therefore became necessary for the developer to consider an alternative mix of development in order to bring the site back into use and ensure that its longer term viability was not jeopardised.

7.93 In 2013, Development Management Committee subsequently resolved to grant outline permission for mixed use employment, leisure and retail redevelopment of the site, but the application was withdrawn<sup>87</sup> prior to the completion of the Section 106 agreement. Planning permission reference APP/15/00451 was granted in 2015 for the construction of a vehicular route through the site to facilitate the necessary infrastructure to allow bespoke submissions for individual plots. Subsequent Reserved Matters consent references APP/15/00072 and APP/15/00773 for a McDonald's restaurant and Lidl food store have been constructed and completed.

7.94 The Council is supportive of delivering new and innovative leisure facilities which will be complementary to the retail offer in the town centre.

## Site Opportunities & Constraints

- This is a brownfield site in need of regeneration
- Potential for leisure uses that cannot be provided in the town centre
- Pedestrian/cycle route linking the site with Wellington Park and the wider West of Waterlooville Major Development Area.
- Potential for common reptiles.
- Opportunities to improve walking/cycling accessibility across Hambledon Road.

## C9 | Former BAE Systems Park (ELR reference BD54)

Mixed use development comprising about 17,900 sqm of leisure (Class D2) and other main town centre uses<sup>88</sup> will be permitted where:

- e. Development proposals are led by a comprehensive marketing strategy and master plan approach to the delivery of the site.
- f. The following assessments are submitted to the satisfaction of the Local Planning Authority to

<sup>87</sup> Reference APP/13/00893

<sup>88</sup> As defined by Annex 2 of the NPPF

support a planning application:

- ix. Retail Impact Assessment;
- x. Marketing Strategy;
- xi. Travel Plan;
- xii. Transport Assessment;
- xiii. Flood Risk Assessment;
- xiv. Drainage Strategy.

g. The design and layout:

- vii. Provides for a high degree of permeability throughout the site; and between the site and Hambledon Road;
- viii. Ensures an appropriate pedestrian/cycle link between the site and Wellington Park.

h. Facilitates safe access to the site across Hambledon Road

i. A marketing strategy for a range of leisure uses, based on a realistic and active marketing exercise demonstrates the leisure operator demand has been fully explored;

j. The Master Plan incorporates uses which reflect market signals and occupier demand;

k. An impact assessment demonstrates:

- a. The vitality and viability of town centres will not be adversely affected; and
- b. The proposals complement the customer choice and retail offer.

l. The development does not include uses which will adversely affect the function and operation of Brambles Business Park or surrounding established employment areas.

Figure 77: Former BAE Systems Park



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# Tourism

7.95 This policy would update and replace policies CS5 (Tourism) DM4 (Static Holiday Caravan Development), and part of DM3 (Protection of Existing Employment and Tourism Sites) in the Core Strategy.

## Why this policy is needed

- 7.96 Paragraph 28 of the NPPF indicates that Local Plans should support sustainable rural tourism and leisure developments that benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside. This should include supporting the provision and expansion of existing tourist and visitor facilities in appropriate locations. It is important to ensure that development proposals in the Borough are appropriate in scale, location and appearance to their locality.
- 7.97 Policy C10 encourages the provision of sustainable and small scale recreational opportunities for tourists and day visitors. Hayling Island and Emsworth continue to be at the heart of the tourism and recreational industry in the Borough alongside attractions for day visitors including Staunton Country Park. With significant public investment, Hayling Island seafront will be redeveloped and regenerated with new homes and jobs with a high quality realm to revitalise this traditional seaside destination.
- 7.98 Appropriate, small scale tourism proposals may also help to improve the sustainability of Hayling Island in recognition of its limited accessibility to the mainland. The tourism planning guidance<sup>89</sup> provided by VisitBritain and VisitEngland indicates that tourism sites must be easily accessible for visitors, but acknowledges that accommodation businesses want it to be easy for customers to reach by car. By virtue of their very nature, tourism developments tend to be car dependent, however, this does not mean that such proposals are unsustainable. Small-scale tourism uses provide the opportunity to support local employment and therefore reduce the need for travel.
- 7.99 Being separated from the mainland by Chichester and Langstone Harbours, Hayling Island is surrounded by a variety of national and international designations which contribute to the attractiveness of its environment. The tourism economy is very seasonal on Hayling Island and the policy seeks to provide a flexible framework for development, having regard to the need for the industry to adapt to changing market trends accordingly. Proposals should, however, promote recreation without damaging or disturbing designated nature conservation sites and will need to comply with Policy E16 (Solent Special Protection Areas).

## C10 | Tourism

Planning permission will be granted for development proposals that either:

- a. Promotes the tourism and visitor economy through the provision of new and/or improved attractions, accommodation or facilities that provide flexibility for changing market trends; or
- b. Retains and enhances existing tourist accommodation; or
- c. Supports rural sustainable tourism and provide local employment.

The change of use or redevelopment of tourism accommodation to a non-tourism use will be permitted

<sup>89</sup> VisitBritain / VisitEngland Tourism Planning Guidance: [www.visitbritain.org/tourism-planning-guidance](http://www.visitbritain.org/tourism-planning-guidance)

where:

- d. There is available and suitable alternative accommodation which enables the occupier(s) to relocate; and
- e. There is no reasonable offer for tourism accommodation purposes having been received for sale or rent, following a realistic and active marketing exercise.

### **How the policy works**

- 7.100 The demand for self-catering accommodation is increasing. The Council recognises that flexibility is required in order to respond to an evolving tourist and day visitor market. The Council will therefore take a flexible and pragmatic approach to different business models where environmental designations allow.
- 7.101 To ensure accommodation remains in tourism use, the Council will apply appropriate conditions to any planning consent to prohibit the permanent occupation either as a person's sole or main place of residence. Such restrictions and conditions are necessary to ensure occupancy remains in tourism use in accordance with paragraph 206 of the NPPF.
- 7.102 Proposals for watersports, especially motorised watersports, may result in impacts to European designated sites through direct damage to habitats or through disturbance of species associated with European sites. In cases where a development proposal would have potential to result in impacts to a European site, the Council would expect proposals to be in line with Policy E15 Ecological Conservation and where necessary to include an agreed code of practice which would ensure the avoidance of potential impacts.
- 7.103 In cases where a development proposal would result in the loss of tourist accommodation, the Council will take a similar approach as set out by Policy CD2 and expect the applicant/developer to demonstrate why it is no longer reasonable to retain the site for tourism accommodation purposes.
- 7.104 As a minimum, the Council will require evidence of at least 12 months of active, continuous and unsuccessful marketing. It should be supported by appropriate and robust evidence of advertising including:
- Confirmation by the marketing agent on headed company paper that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
  - An enquiry log, how it was followed up and why it was unsuccessful
  - Dated photographs of marketing board/s on the premises during this time
  - Evidence of marketing via the internet e.g. screenshots from online advertisements and accompanying analysis of activity.

# Protection of Existing Community Facilities and Shops

7.105 This policy would update and replace Policy DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

## **Why this policy is needed**

7.106 Community facilities are publicly accessible buildings whose use benefits the community as a whole. These include health and education facilities, places of worship, community halls and public houses. There are now fewer buildings in general community use (for example public houses and community centres) than in the past, and once lost, these are hard to replace.

7.107 With regard to the loss of shops, this policy refers to convenience shops outside of the designated Town, District and Local Centres. Separate policies seek to protect the vitality and viability of the established centres.

7.108 It is important that the loss of these facilities is managed so that community uses are not lost in locations that the community can easily access and which form the heart of such communities. Such changes can be damaging to the community and the environment in the longer term and therefore need to be considered in detail.

## **C11 | Protection of Existing Community Facilities**

Development proposals for the change of use or loss of any premises or land currently or last used as a community facility or convenience shop outside of a town centre, will be permitted where one of the following criteria are met:

- a. Alternative provision is made available of equivalent or greater community benefit; or
- b. It has been demonstrated through a realistic and active marketing exercise that the premises or land are no longer viable for their authorised use or any other use which would provide a beneficial facility for the local community; or
- c. The premises or land is no longer required for community purposes as there is an easily accessible existing or new facility for the community it is intended to serve.

If a community facility is confirmed or nominated as an asset of community value, this confirms a need for the facility and is a material consideration in determining any development proposal which would lead to the loss of the facility.

## **How the policy works**

7.109 This policy generally applies, but is not exhaustive to, Land Use Class D1 and Public Houses. In addition, this policy applies to small convenience shops outside of the designated town, district and local centres. The Use Class Order cannot always determine a community facility, therefore, the applicability of this policy will be assessed on a case-by-case basis.

7.110 Where a marketing exercise is required, planning permission will be granted where the applicant demonstrates that they have realistically and actively marketed the land or building.

- 7.111 A marketing period of six months is required for the loss of a shop outside of the designated Town, District and Local Centres. It is considered that in the case of a retail unit, this will be sufficient to ascertain whether an alternative retail use is viable.
- 7.112 With regard to community facilities, a marketing period of at least 12 months is required. It is recognised that some community facilities are located in areas proposed for redevelopment, which can bring about wider community benefits. Where the loss of a facility is proposed as part of a wider redevelopment for which there is a recognised need, justification for the loss of the facility will still be required.
- 7.113 Whether for retail or community uses, it is important that:
- The marketing of the existing land or buildings explores all alternative community uses
  - The marketing price is realistic
  - The marketing has been appropriate and genuine and that the record of all the marketing is presented with the application proposal.
- 7.114 The advice of the Council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that should be explored. In all cases the marketing process requires as a minimum;
- An official confirmation by the marketing agent that the premises were appropriately and extensively marketed with no reasonable offer for sale or rent
  - An enquiry log, how it was followed up and why it was unsuccessful
  - Evidence of extensive marketing through the internet e.g. screenshots from online advertisements and accompanying analysis of activity.
- 7.115 The period of marketing must have ended on a date within the six months prior to the date the planning application was submitted.
- 7.116 The Council maintains a register of Assets of Community Value. The Community Right to Bid was introduced as part of the Localism Act (2011) and gives the Borough's voluntary and community organisations the ability to nominate local land or buildings to be included in the list of Assets of Community Value.
- 7.117 Once an asset is listed, this places some restrictions on the owner if they decide to put it up for sale. For an initial period of six weeks, local community groups will have the opportunity to register an interest in making a bid to purchase the asset. If there is interest, the community group then has a six month window to raise the capital to bid for the asset.
- 7.118 It is important to note that the listing only gives a window of time to groups to prepare a bid. It does not oblige or require the owner to accept a bid and after the six month period, normal market conditions resume. Equally, the community group have no obligation to register an interest or prepare a bid, for example if the asset has moved location and is still in operation.
- 7.119 When considering whether an asset should be listed as an Asset of Community Value, the need for that asset is considered. Therefore, any building or land which is a confirmed Asset of Community Value will be considered to be needed by the community. When undertaking marketing of a confirmed Asset of Community Value, the need to engage with the community group which has made the nomination will be necessary to comply with criteria a) of the policy. The Council will look to landowners and freeholders to fulfil, as a minimum, the requirements of the appropriate regulations.

# 8 | Appendices

## Appendix 1 - glossary

Term	Definition
Adoption	The final confirmation of the approval of a Local Plan or Supplementary Planning Document by a local planning authority (LPA). This is done by a vote at Full Council.
Affordable Housing	<p>Social rented, affordable rented and intermediate housing, provided to eligible households whose needs are not met by the market. Eligibility is determined with regard to local incomes and local house prices.</p> <p>A full definition can be found at:  <a href="https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary">https://www.gov.uk/guidance/national-planning-policy-framework/annex-2-glossary</a></p>
Amenity	<p>A positive element or elements that contribute to the overall character or enjoyment of an area. For example, open land, trees, historic buildings and the inter-relationship between them, or less tangible factors such as tranquility.</p> <p>Amenity is often also used to describe the affect of development on the living conditions of residential properties. In this context amenity could cover such elements as loss of sunlight, loss of privacy, noise and disturbance and smells and fumes.</p>
Annual Monitoring Report (AMR)	A report, published in December, which assesses progress with implementing the Local Plan. It also sets out the Borough's five year housing land supply position.
Aquifers	The special underground rock layers that hold groundwater, which are often an important source of water for public water supply, agriculture and industry.
Archaeological Assessment / Evaluation	An assessment of the potential archaeological interest of a site or building. This can be either a desk-based assessment or a field assessment, involving ground survey and small-scale pits or trial trenching carried out by professionally qualified archaeologist(s) looking for historical remains.
Area of Outstanding Natural Beauty (AONB)	An area with statutory national landscape designation, the primary purpose of which is to conserve and enhance natural beauty. Together with National Parks, AONB represent the nation's finest landscapes. In Havant Borough, the Chichester Harbour AONB covers the area of Chichester Harbour which is in the Borough and parts of Eastoke, Northney, Warblington and Emsworth. The AONB extends east into

Term	Definition
	Chichester district.
Best and Most Versatile Agricultural Land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.
Biodiversity	The whole variety of life encompassing all species and ecosystem variations, including plants and animals.
Birds and Habitats Directives	European Directives to conserve natural habitats and wild fauna and flora. These are converted into UK law through the Conservation of Habitats and Species Regulations 2010 (as amended).
BREEAM	This stands for the Building Research Establishment's Assessment Method. This is the established way of measuring the environmental sustainability of commercial buildings and residential institutions.
Brownfield Land and Sites	Previously developed land which is or was occupied by a permanent structure, including the curtilage of the developed land and any associated infrastructure. Also see 'Previously-Developed Land'.
Buffer Zone	An area of land separating certain types of development from adjoining sensitive land uses. Often used in relation to minerals and/or waste development.
Bus Rapid Transit (BRT)	This is a broad term given to a variety of transport systems that, through improvements to infrastructure, vehicles and scheduling, use buses to provide a service that is of a significantly higher quality than a conventional bus service.
Climate change adaptation	Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities.
Climate change mitigation	Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.
Coastal Change Management Area	An area identified in the Local Plan as likely to be affected by coastal change (physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion).
Community Infrastructure Levy	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Conservation Area	Area of special architectural or historic interest, the character of which it is desirable to preserve or enhance.
Countryside	In planning terms, an area outside of the urban area boundary where more restrictive policies would be applied.
Density	In the case of the Havant Borough Local Plan 2036, density is defined as the number of dwellings per developable hectare, after removing items like roads, open space and sustainable drainage systems.
Detailed Application / Full application	A planning application seeking full planning permission for a development proposal, with no matters reserved for later planning

Term	Definition
	approval.
District Centre	A group of shops and some service outlets serving part of an urban area and providing a geographic focus for it, separate from a town centre but with more variety than local centres.
Dwelling and Dwelling house	A self-contained building or part of a building used as a residential accommodation, and usually housing a single household. A dwelling may be a house, bungalow, flat, maisonette or converted farm building.
Economic development	Development, including those within the B Use Classes, public and community uses and main town centre uses (but excluding housing development).
Edge of Centre	For retail purposes, a location that is well connected and up to 300 metres of the primary shopping area. For all other main town centre uses, a location within 300 metres of a town centre boundary. For office development, this includes locations outside the town centre but within 500 metres of a public transport interchange. In determining whether a site falls within the definition of edge of centre, account should be taken of local circumstances.
Employment Land Review (ELR)	A review of all the land that is currently, or can potentially be, used for the purposes of employment.
Environmental Impact Assessment (EIA)	A procedure to be followed for certain types of project to ensure that decisions are made in full knowledge of any likely significant effects on the environment.
European site	This includes Special Areas of Conservation (SPAs), Special Areas of Conservation (SACs) and are defined in regulation 8 of the Conservation of Habitats and Species Regulations 2010. Ramsar sites are treated the same as European sites in the National Planning Policy Framework.
Flood Risk Assessment	An assessment of the likelihood of flooding in a particular area so that development needs and mitigation measures can be carefully considered.
Green Infrastructure	A network of multi-functional green space, urban and rural, which is capable of delivering a wide range of environmental and quality of life benefits for local communities.
Greenfield Land or Site	Land (or a defined site) that has not previously been developed.
Groundwater	An important part of the natural water cycle that is present underground.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.
Habitats Regulations	Refers to the habitats and Conservation of Species Regulations 2010,

Term	Definition
	which provide for the designation and protection of European sites. Under these regulations, the Local Plan has to have a specific assessment to make sure that it would not be likely to cause a significant effect to a European site. This is called a Habitats Regulations Assessment.
Heritage Assessment	A report required by the Council prior to considering new development proposals that provides the basis for evaluating historic significance and integrity of development sites and surrounding areas to avoid potential harm to historic assets
Historic environment	All aspects of the environment resulting from the interaction between people and places through time, including all surviving physical remains of past human activity, whether visible, buried or submerged, and landscaped and planted or managed flora.
Infrastructure	Services necessary for development to take place and which play a critical role in supporting new development. A full assessment of how new development will affect infrastructure networks in the Borough can be found in the Infrastructure Delivery Plan.
Infrastructure Delivery Plan (IDP)	Forms part of the evidence base for the Local Plan. It assesses the infrastructure capacity and needs of the Borough and provides an overview of the way infrastructure is planned and the organisations involved in its delivery. It also looks at costs and likely funding mechanisms for infrastructure, and forms the basis for assessing contributions that would be sought to meet the needs for new development.
Local Nature Partnership	A body, designated by the Secretary of State for Environment, Food and Rural Affairs, established for the purpose of protecting and improving the natural environment in an area and the benefits derived from it. Havant is part of the Hampshire and Isle of Wight Local Nature Partnership.
Local Planning Authority (LPA)	The public authority whose duty it is to carry out specific planning functions for a particular area. All references to local planning authority apply to Havant Borough Council for the purposes of this Local Plan.
Local Plan	The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community.
Low and Zero Carbon (LZC) Energy	Includes equipment for generating heat, cold or electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment - from the sun, wind, the fall of water, the movement of the oceans, and also from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions (compared to conventional use of fossil fuels), generally district heat and combined heat and power.
Main town centre uses	Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through



Term	Definition
	restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).
Management Plan	A plan for the detailed, sometimes day-to-day management or conservation of communal and/or important areas in a new development.
Market Housing	Private housing for rent or for sale where the price is set in the open market.
Master Plan	A type of planning brief outlining the preferred usage of land and the overall approach to the layout of a developer. To provide detailed guidance for subsequent planning applications.
Material Consideration	A matter that should be taken into account in deciding a planning application or on an appeal against a planning decision.
Mineral Safeguarding Area	An area designated by the Minerals Planning Authority which covers known deposits of minerals which are desired to be kept safeguarded from unnecessary sterilisation by non-mineral development.
Mixed use (or mixed use development)	Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.
National Planning Policy Framework (NPPF)	The NPPF sets out central government's planning policies for England and how these are expected to be applied. All local planning policies should take account of policies contained within the NPPF and this is a key test in the examination of a Local Plan.
Neighbourhood plans	A plan prepared by a Parish Council or designated Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-householder	Non-householder refers to all development which is not classified as an amendment or change to a dwellinghouse.
Older people	People over retirement age, including the active, newly-retired through to the very frail elderly. Housing need for older people can encompass accessible, adaptable general needs housing for those looking to downsize from family housing and the full range of retirement and specialised housing for those with support or care needs.
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Out of centre	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
Out of town	A location out of centre that is outside the existing urban area.
Partnership for Urban South Hampshire (PUSH)	A partnership of twelve local authorities in South Hampshire, set up to co-ordinate economic development, transport, housing and

Term	Definition
	environmental policy. Often referred to as the 'sub-regional level'.
Planning Condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Playing field	The whole of a site which encompasses at least one playing pitch as defined in the Town and Country Planning (Development Management Procedure) (England) Order 2010.
Pollution	Anything that affects the quality of land, air, water or soils, which might lead to an adverse impact on human health, the natural environment or general amenity. Pollution can arise from a range of emissions, including smoke, fumes, gases, dust, steam, odour, noise and light.
Previously developed land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously-developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary and secondary frontages	Primary frontages are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods. Secondary frontages provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses.
Public Realm	Those parts of a village, town or city (whether publicly or privately owned) available, for everyone to use. This includes streets, squares and parks.
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.
Scheduled Ancient Monument	Nationally important monuments usually archaeological remains, that enjoys greater protection against inappropriate development through the Ancient Monuments and Archaeological Areas Act 1979.
Section 106 Agreement	A legal agreement under section 106 of the 1990 Town & Country Planning Act. Section 106 agreements are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.
Sequential Test (Flood Risk)	A test based on flood risk which should be applied at all stages of planning in order to steer new development to areas at the lowest probability of flooding.

Term	Definition
Sequential Test (Town Centre Uses)	A systematic approach which aims to focus new economic growth and the development of main Town Centre uses within existing centres in the interest of vitality and viability
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Shoreline Management Plans	A plan providing a large-scale assessment of the risk to people and to the developed, historic and natural environment associated with coastal processes. Havant Borough is covered by the North Solent Shoreline Management Plan.
Site of Importance for Nature Conservation (SINC)	A local site which is of substantive nature conservation value. The Site of Importance for Nature Conservation system in Hampshire is managed by Hampshire Biodiversity Information Centre on behalf of the Hampshire Biodiversity Partnership. Such sites are often referred to as Local Wildlife Sites, Local Sites or Sites of Nature Conservation Importance.
Site of Special Scientific Interest (SSSI)	A site designated by Natural England under the Wildlife and Countryside Act 1981 as an area of special interest by reason of any of its flora, fauna, geological or physiographical features (plants, animals and natural features relating to the Earth's structure).
Solent Recreation Mitigation Partnership (SRMP)	A partnership consisting of 13 Solent Local Planning Authorities, Natural England, the RSPB, Hampshire & Isle of Wight Wildlife Trust and Chichester Harbour Conservancy. The objective of the group is to produce a strategy to guide the implementation of mitigation measures to ensure that additional recreational activity through new development would not result in harm to the SPAs.
Starter Home	A form of affordable housing specifically designed to meet the requirements of young people buying their first home. These homes are sold at no more than 80% of the open market value.
Strategic Housing Land Availability Assessment (SHLAA)	A key component of the evidence base to support the delivery of the Local Plan, the assessment aims to identify sites with potential for housing, assess their capacity, and timing for development.
Strategic Housing Market Assessment (SHMA)	A SHMA is a requirement of the NPPF. It considers the local housing market and how many new homes are needed across the housing market area. The Government are looking to implement a standard methodology for assessing housing need which includes a published need figure for each local authority.
Supplementary Planning Document (SPD)	Provides additional guidance at a level of detail that would not be appropriate in a Local Plan. However they do not create new or amend existing policies in a Local Plan.
Sustainability Appraisal	An assessment of proposed policies or plans judged against the

Term	Definition
	concept of sustainable development.
Sustainable Development	Development that meets the economic, environmental and social needs of the present without compromising the ability of future generations to meet their own needs.
Sustainable Drainage Systems (SuDS)	A solution which manages surface and groundwater sustainably by mimicking natural drainage regimes and avoiding the direct channelling of surface water through networks of pipes and sewers to nearby watercourses. SuDS aim to reduce surface water flooding, improve water quality and enhance the amenity and biodiversity value of the environment.
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies what measures will be required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport and what measures will need to be taken to deal with the anticipated transport impacts of the development.
Urban Area Boundary	The dividing line between the urban area and rural area (countryside) to define where planning policies apply.
Viability	A financial appraisal of the profit and loss arising from a proposed development, taking into account the estimated value of the scheme upon completions and other building and development costs incurred delivering the scheme.
Windfall Development/Sites	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously-developed sites that have unexpectedly become available.

## Appendix 2 - Policy Comparison Guide

The table below is a comparison of policies in the Havant Borough Local Plan (Core Strategy) (2011) and the Havant Borough Local Plan (Allocations) (2014) with Policies in the Draft Havant Borough Local Plan 2036. This will help you to find out whether and how policies in the Adopted Local Plan are proposed to be updated or deleted.

Havant Borough (Core Strategy) (2011)		Havant Borough Local Plan 2036		
Policy Ref	Policy Name	Policy Updated or Removed	New Policy Ref	New Policy Name
CS1	Health and Wellbeing	Updated - new policy reference:	E1	Health and Wellbeing
CS2	Employment	Updated - new policy references:	C1	New Employment Provision
			C2	Protection of Existing Employment Sites
CS3	Skills and Employability	Removed	N/A	
CS4	Town, District and Local Centres	Updated - new policy references:	C4	Cowplain District Centre
			C5	Emsworth District Centre
			C6	Mengham District Centre
			C8	Local Centres, Local Shops and Services
			KS1	Havant Town Centres
			KS2	Waterlooville Town Centre
			KS3	Leigh Park District Centre
CS5	Tourism	Updated - new policy reference:	C10	Tourism
CS6	Regeneration of the Borough	Updated - new policy references:	DR1	Delivery of Development and Regeneration
			KS2	Havant Town Centre - including civic campus
			KS3	Waterlooville Town Centre

Havant Borough (Core Strategy) (2011)		Havant Borough Local Plan 2036		
Policy Ref	Policy Name	Policy Updated or Removed	New Policy Ref	New Policy Name
			KS4	Leigh Park Centre
			KS6	Hayling Island Seafront
CS7	Community Support and Inclusion	Updated - new policy references:	DR1	Delivery of Development and Regeneration
			H4	Housing for Older People and Annexes
CS8	Community Safety	Updated - new policy reference:	E6	High Quality Design
CS9	Housing	Updated - new policy references:	H1	Housing
			H2	Affordable Housing
			H3	Density and Mix
			H4	Housing for Older People and Annexes
CS10	Gypsies, Travellers and Travelling Showpeople	Updated - new policy reference:	H5	Gypsies, Travellers and Travelling Showpeople
CS11	Protecting and Enhancing the Special Environment and Heritage of Havant Borough	Updated - new policy reference:	E9	Heritage
CS12	Chichester Harbour Area of Outstanding Natural Beauty (AONB)	Updated - new policy reference:	E11	Chichester Harbour Area of Outstanding Natural Beauty (AONB)
CS13	Green Infrastructure	Updated - new policy reference:	E2	Green Infrastructure
CS14	Efficient Use of Resources	Updated - new policy reference:	E8	Low Carbon Design
CS15	Flood and Erosion Risk	Updated - new policy references:	E12	Managing Flood Risk in New Development
			E13	Drainage in New Development

Havant Borough (Core Strategy) (2011)		Havant Borough Local Plan 2036		
Policy Ref	Policy Name	Policy Updated or Removed	New Policy Ref	New Policy Name
CS16	High Quality Design	Updated - new policy reference:	E6	High Quality Design
CS17	Concentration and Distribution of Development within the Urban Areas	Removed	N/A	
CS18	Strategic Site Delivery	Updated - new policy reference:	DR1	Delivery of Development and Regeneration
CS19	Effective Provision of Infrastructure	Updated - new policy reference:	IN1	Effective Provision of Infrastructure
CS20	Transport and Access Strategy	Updated - new policy reference:	IN2	Improving Transport Infrastructure
CS21	Developer Requirements	Updated - new policy reference:	IN1	Effective Provision of Infrastructure
DM1	Recreation and Open Space	Updated - new policy reference:	E3	Sports Facilities
DM2	Protection of Existing Community Facilities and Shops	Updated - new policy reference:	C11	Protection of Existing Community Facilities and Shops
DM3	Protection of Existing Employment and Tourism Sites	Updated - new policy reference:	C1	New Employment Provision
			C2	Protection of Existing Employment Sites
DM4	Static Holiday Caravan Development	Removed	N/A	
DM5	Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses	Updated - new policy reference:	C7	Food Drink and Entertainment Uses
DM6	Coordination of Development	Updated - new policy reference:	DR1	Delivery of Development and Regeneration
DM7	Elderly and Specialist Housing Provision	Updated - new policy reference:	H4	Housing for Older People and Annexes

Havant Borough (Core Strategy) (2011)		Havant Borough Local Plan 2036		
Policy Ref	Policy Name	Policy Updated or Removed	New Policy Ref	New Policy Name
DM8	Conservation, Protection and Enhancement of Existing Natural Features	Updated - new policy references:	E15	Ecological Conservation
			E10	Landscape and the Coast
			E2	Green Infrastructure
DM9	Development in the Coastal Zone	Updated - new policy references:	E15	Ecological Conservation
			E10	Landscape and the Coast
DM10	Pollution	Updated - new policy reference:	E20	Amenity and Pollution
DM11	Planning for More Sustainable Travel	Updated - new policy references:	IN2	Improving Transport Infrastructure
			IN3	Transport and Parking in New Development
DM12	Mitigating the Impacts of Travel	Updated - new policy reference	IN2	Improving Transport Infrastructure
DM13	Car and Cycle Parking on Residential Development	Updated - new policy reference	IN3	Transport and Parking in New Development
DM14	Car and Cycle Parking on Development (excluding residential)	Updated - new policy reference	IN3	Transport and Parking in New Development
DM15	Safeguarding Transport Infrastructure	Remove	N/A	

Havant Borough Local Plan (Allocations) (2014)		Havant Borough Local Plan 2036		
Policy Ref	Policy Name	Policy Updated or Removed	New Policy Ref	New Policy Name
AL1	Presumption in Favour of Sustainable Development	Updated - new policy reference:	DR1	Delivery of Development and Regeneration



Havant Borough Local Plan (Allocations) (2014)		Havant Borough Local Plan 2036		
Policy Ref	Policy Name	Policy Updated or Removed	New Policy Ref	New Policy Name
AL2	Urban Area Boundaries and Undeveloped Gaps between Settlements	Updated - new policy reference:	E10	Landscape
AL3	Town, District and Local Centres	Updated - new policy references:	C4	Cowplain District Centre
			C5	Emsworth District Centre
			C6	Mengham District Centre
			C8	Local Centres, Local Shops and Services
			KS2	Havant Town Centres
			KS3	Waterlooville Town Centre
AL4	Coastal Change Management Areas	Updated - new policy reference:	E14	Areas of Coastal Change
AL5	Cross-Borough Bus Rapid Transport Route	Updated - new policy reference:	IN2	Improving Transport Infrastructure
AL6	Havant Thicket Reservoir Pipeline	Updated - new policy reference:	KS8	Havant Thicket Reservoir
AL7	Hermitage Stream	Updated - new policy reference:	E5	Hermitage Stream
AL8	Local Green Spaces	Updated - new policy reference:	E4	Local Green Spaces
DM17	Contaminated Land	Updated - new policy reference:	E21	Contaminated Land
DM18	Protecting New Development from Pollution	Updated - new policy reference:	E20	Amenity and Pollution
DM19	Small Shops outside Town, District and Local Centres	Updated - new policy reference:	C8	Local Centres, Local Shops and Services

Havant Borough Local Plan (Allocations) (2014)		Havant Borough Local Plan 2036		
Policy Ref	Policy Name	Policy Updated or Removed	New Policy Ref	New Policy Name
DM20	Historic Assets	Updated - new policy reference:	E9	Heritage
DM21	Shopfronts, Signs, Security Shutters and Advertisements			High Quality Design
DM22	New Cemeteries	Updated - new policy reference:	E23	New Cemeteries
DM23	Sites for Brent Geese and Waders	Updated - new policy reference:	E17	Sites for Brent Geese and Waders
DM24	Residential Disturbance to Special Protected Areas (SPAs) from Residential Development	Updated - new policy reference:	E16	Residential Disturbance to Special Protected Areas (SPAs) from Residential Development
DM25	Managing Flood Risk in Emsworth	Removed	N/A	

Havant Borough Local Plan 2036 - New Policies	
New Policy Ref	New Policy Name
E7	High Quality New Homes
E18	Protected Species
E19	Agricultural Land Quality
E22	Aquifer Source Protection Zones

## Appendix 3: Previous Status of Proposed Allocations

Policy Ref	Allocation Name	SHLAA Ref	Previous status
<b>Emsworth</b>			
H6	Land North of Long Copse Lane	UE76	Identified in Local Plan Housing Statement
H7	Land at Selangor Avenue	UE02b	Identified in Local Plan Housing Statement
H8	Land West of Horndean Road	UE13	Allocated in adopted Local Plan
H9	West of Coldharbour Farm	UE37	Allocated in adopted Local Plan
H10	Land at Westwood Close	UE27	New site
H11	North Street Gas Site	EM42	New site
H12	Former Victoria Cottage Hospital	EM36	New site
H13	Land at Fowley Cottage, Warblington Close	EM43	New site
H14	Land to the Rear of Redlands House	UE67	Identified in Local Plan Housing Statement
<b>Havant and Bedhampton</b>			
H1	Former Wessex Site, 8 New Lane, Havant	H7	Allocated in adopted Local Plan
H1	Havant Garden Centre, Bartons Road	UE43	Allocated in adopted Local Plan
H15	Forty Acres	UE68	Identified in Local Plan Housing Statement
H16	Land East of Castle Avenue	UE02a & UE53	Part identified in Local Plan Housing Statement
H17	Land South of Bartons Road	UE3b	Allocated in adopted Local Plan
H18	Portsmouth Water HQ	H14	Allocated in adopted Local Plan
H19	Land at Former Oak Park School	H69	Allocated in adopted Local Plan
H20	Kingscroft Farm	H82	Allocated in adopted Local Plan but not for housing
H21	Land West of Havant Crematorium	UE82a	New site
H22	Land South of Lower Road	UE30	Identified in Local Plan Housing Statement

Policy Ref	Allocation Name	SHLAA Ref	Previous status
H23	Southmere Field, Langstone Road	UE54	New site
H24	Littlepark House	UE28	Identified in Local Plan Housing Statement
H25	Car Park behind the Bear Hotel and East Street	H22	Allocated in adopted Local Plan
H26	Southleigh Park House	UE55	Identified in Local Plan Housing Statement
H27	Land at Palk Road	H19	Allocated in adopted Local Plan
H28	Helmsley House	UE75	New site
KS2	Havant Town Centre	TC1	Allocated in adopted Local Plan
<b>Hayling Island</b>			
H1	Land rear of 13-21 Megham Road	Perm (14/00043)	New site
H1	Land rear of 108-110 Elm Grove	HY13	Allocated in adopted Local Plan
H1	41 Station Road	Lapsed perm (08/66979/007)	New site
H29	Land at Fathoms Reach	UE78	New site
H30	Land North of Selsmore Road	UE60	New site
H31	Northney and Sparkes Marina	UE49	New site
H32	Sinah Lane	UE18	New site
H33	Land North of Tournurbury Lane	UE47	New site
H34	Manor Nurseries	UE15	New site
KS6	Hayling Island Seafront	HY45, HY32, HY43, HY48 & HY49	Part allocated in adopted Local Plan, part new sites
<b>Leigh Park</b>			
H1	Leigh Park Garage Courts and Parking Areas	Various	Allocated in adopted Local Plan

Policy Ref	Allocation Name	SHLAA Ref	Previous status
H35	Cabbagefield Row	UE6a	Allocated in adopted Local Plan
H36	Former Colt Site, New Lane	L152	New site
H37	Dunsbury Way	L119	Allocated in adopted Local Plan
H38	Riders Lane	L83	Allocated in adopted Local Plan
H39	Former SSE Offices, Bartons Road	L145	Allocated in adopted Local Plan
H40	Strouden Court	L25	Allocated in adopted Local Plan
H41	Land at Oakshott Drive	L46	Allocated in adopted Local Plan
KS4	Leigh Park Centre	L138	Allocated in adopted Local Plan
<b>Waterlooville</b>			
H1	154 London Road	W63	Allocated in adopted Local Plan (formerly known as Goodwillies Timber Yard)
H42	Land East of College Road, Campdown	UE70	Identified in Local Plan Housing Statement
H43	Woodcroft Farm	UE9	Allocated in adopted Local Plan
H44	Blue Star	W135	Allocated in adopted Local Plan
H45	Land North of Fort Purbrook	UE72	Identified in Local Plan Housing Statement
H46	Former South Downs College Car Park	W140	New site
H47	Padnell Grange	W126	Allocated in adopted Local Plan
H48	Woodcroft Primary School	W130	Allocated in adopted Local Plan (formerly known as Meadowlands School)
H49	Land at Waterlooville Golf Club	UE79	New site
KS3	Waterlooville Town Centre	TC2	Part allocated in adopted Local Plan
<b>Strategic Site</b>			
KS1	Southleigh	STR1	Identified in Local Plan Housing Statement

# Appendix 4: Infrastructure Solutions

## Borough-wide (excluding Southleigh)

Infrastructure Type/ Local Plan Area	Location/Project	Delivery Organisation(s)	Indicative Cost	Funding Source(s)	Funding Shortfall	Timing
<b>Education</b>	<b>Early Years</b>					
<b>Emsworth</b>	Emsworth - 31 additional places	HCC	£250,000	HCC or commercial enterprise	£250,000	ASAP
<b>Havant</b>	Bedhampton, Bondfields, St Faiths - 48 additional places	HCC	£250,000	HCC or commercial enterprise	£250,000	ASAP
<b>Hayling Island</b>	Hayling East / West - 17 additional places	HCC	Not known	HCC or commercial enterprise	Not known	TBA
<b>Waterlooville</b>	Cowplain, Hart Plain, Purbrook, Stakes, Waterloo - 28 additional places	HCC	£250,000	HCC or commercial enterprise	£250,000	ASAP
<b>Education</b>	<b>Schools</b>					
<b>Emsworth</b>	Emsworth Primary School - 105 places	HCC	£1,886,960	Secured	£0	2018
<b>Havant</b>	Trosnant Infant & Junior Schools - 210 places	HCC	£4,249,553	Secured	£0	2018
<b>Havant</b>	Sharps Copse Primary School	HCC				Not known
<b>Hayling Island</b>	Mengham Infant & Junior School - 210 places	HCC	£4,249,553	Future developer funding	£4,249,553	c. 2021
<b>Waterlooville</b>	Morelands Primary School - 315 places	HCC	£6,136,513	Future developer funding	£6,136,513	c. 2021
<b>Waterlooville</b>	West of Waterlooville / Berewood - 2nd (southern) Primary School (within Winchester district adjacent to borough boundary) - up to 420 places	HCC	£8,660,497	Future development funding secured	£8,660,497	c. 2021

<b>Emergency Services</b>						
<b>Boroughwide</b>	Adjoining strategic road corridor - Fire Station, including facilities for Police and Ambulance Services	Hampshire Fire and Rescue in partnership with Hampshire Constabulary and South Central Ambulance Service	£6,000,000	Council tax, business rates and government grants	£6,000,000	Dependent on site and funding availability
<b>Per new community</b>	Community First Responder medical kit or automated external defibrillator for public access.	South Central Ambulance Service	£2,000	Developer contributions or CIL	£2,000	Variable
<b>Green &amp; Blue</b>	<b>Coastal Defences and Flood Alleviation</b>					
<b>Haslemere</b>	West Brook North Flood Alleviation Scheme - to reduce flood risk to 54 residential properties by attenuating flood water upstream.	EA, HBC & private owners	£900,000	Flood & Coastal Risk Management Grant in Aid, Regional Flood & Coastal Committee Local Levy Funding and developer contributions	£0	2018/19
<b>Havant</b>	Brockhampton Quay and Broadmarsh Landfill Revetment - scheme to protect former landfill site and Budds Farm	HBC, SW & private landowners	£5,012,000	Flood & Coastal Risk Management Grant in Aid, HBC, private landowners, CIL, S106.	£5,012,000	2022 - 2025
<b>Havant</b>	Langstone Coastal Flood Erosion and Risk Management Scheme - to reduce flood risk to c.59 existing residential properties present day and 86 over the next 100 years.	EA, HBC, HCC & private owners	£4,668,600	Flood & Coastal Risk Management Grant in Aid, Regional Flood & Coastal Committee Local	£2,745,000	2017/18 - 2021/22

				Levy funding, HBC, CIL, private landowners, S106.		
<b>Havant</b>	Conigar and Warblington - Habitat Creation	HBC, EA, Natural England, Chichester Harbour Conservancy, HCC & private landowners	£532,000	Private, FDGiA & external	£532,000	2025 - 2028
<b>Havant</b>	Southmoor - Habitat Creation	EA, HBC, Natural England & private owners	£800,000 to £3,100,000	Flood & Coastal Risk Management Grant in Aid and other partners	£800,000 to £3,100,000	2017/18 - 2022
<b>Hayling Island</b>	Hayling Island Flood & Coastal Erosion Risk Management Strategy - strategic study of Hayling Island requirements for FCERM following on from North Solent Shoreline Management Plan (2010)	HBC, Environment Agency, Natural England, Chichester Harbour Conservancy, HCC, private landowners	£500,000	Flood & Coastal Risk Management Grant in Aid, Capacity Funding Bid, Southern Regional Flood & Coastal Committee Local Levy, CIL.	£500,000	2017/18 - 2020/21
<b>Hayling Island</b>	South Hayling Island Beach Management Activities - periodic nourishment and annual recycling of suitable beach material for flood and erosion defence	HBC, EA and private landowners	£3,327,000	Flood & Coastal Risk Management Grant in Aid	£0	2017 - 2022
<b>Hayling Island</b>	Selsmore and Mengham CFERM Scheme	HBC, EA, Chichester Harbour Conservancy, HCC & private landowners	£3,127,000	Flood & Coastal Risk Management Grant in Aid, HBC, CIL, private landowners	£3,127,000	2024 - 2026
<b>Hayling Island</b>	Northney and Tournery - Habitat Creation	HBC, EA, Natural England, Chichester Harbour Conservancy, HCC &	£4,366,000	Flood & Coastal Risk Management Grant in Aid and other partners	£4,366,000	2024 - 2027



		private landowners				
<b>Hayling Island</b>	Stoke - Habitat Creation	HBC, EA, Natural England	£745,000	Flood & Coastal Risk Management Grant in Aid and other partners	£745,000	2023 - 2026
<b>Green &amp; Blue</b>	<b>Green Routes</b>					
<b>Borough &amp; Cross Boundary</b>	Coastal Path -coastal route that meets the requirements of the 2009 Act.	PUSH, HCC, HBC, Natural England	TBC	TBC	TBC	TBC
<b>Emsworth</b>	Redlands Lane - upgrade footpath section to bridleway/byway	HCC	Not known	Developer funding, CIL	Not known	Not known
<b>Havant and Leigh Park</b>	From Leigh Park and Havant to Sir George Staunton Country Park - sustainable transport corridors (identify and improve)	HCC in partnership with PUSH, NE, HBC, the Ramblers, BHS, CTC, FC and landowners	£2,500,000	Developer funding augmented by public grant schemes	£2,500,000	Medium to long term (beyond 2022)
<b>Havant and Leigh Park</b>	Havant Thicket Reservoir project - provision of improved connectivity to and from the reservoir	Forestry Commission, HCC, Portsmouth Water	£300,000	TBC	£300,000	TBC
<b>Leigh Park</b>	Staunton Country Park - improve visitor facilities, increase visitor capacity and access to heritage of the site	HCC	£5,200,000	HCC	£2,800,000	2017-19
<b>Leigh Park</b>	Bushy Lease Strategic Sustainable Access Route - footpath/cycleway from Park House Farm Way to Fitzwygram Way	HBC, Environment Agency, Hampshire Wildlife Trust, Groundwork Solent and HCC	£350,000	CIL, S106, EA, Heritage Lottery	£322,000	2019/20
<b>Health</b>	<b>Primary Care</b>					
<b>Emsworth</b>	Redlands Grange, Emsworth - doctors surgery (relocation and expansion of existing practice premises)	Emsworth Surgery	Not known	NHS / Emsworth Surgery Practitioners	Not known	Short term (within 5 years)

<b>Havant</b>	Oak Park Community Clinic - creation of Area Health Hub and relocation of Havant Health Centre services	NHS with South Eastern Hampshire Clinical Commissioning Group	£12,500,000	NHS	£12,500,000	Short term (within 5 years)
<b>Leigh Park</b>	Leigh Park Centre Community and Wellbeing Hub - primary care and related services	NHS	Not known	Grant funding obtained for initial feasibility work but no capital funding identified	Not known	Not known
<b>Waterlooville</b>	Waterlooville Health Centre - primary care delivery at scale and Multi-speciality Community Provider	NHS	Not known	No capital funding identified	Not known	5-10 years
<b>Social</b>	<b>Community Centres</b>					
<b>Wyling Island</b>	Eastoke Community Centre - replacement	Eastoke Community Association with HBC	Not known	Not known	Not known	Not known
<b>Leigh Park</b>	Leigh Park Community Centre - replacement	HBC with partners	Not known	Not identified	Not known	Not known
<b>Social</b>	<b>Extra Care</b>					
<b>Boroughwide</b>	Extra Care housing - 400 units.	HCC in partnership with HBC, Housing Associations and private sector providers	£77,600,000	HCC Capital Programme, HCA, HBC, Developers	Up to £77,600,000	Beyond 2022
<b>Havant</b>	Oak Park - Extra care 51 unit scheme	HCC in partnership with NHS	Fully funded	Secured	£0	2019
<b>Social</b>	<b>Leisure - Built Sports Facilities</b>					
<b>Boroughwide</b>	1 pool (4 lane x 25m) of which 3 swimming lanes for 'rest of borough area'	HBC	£3,000,000	CIL	£3,000,000	By 2036

<b>Social</b>	<b>Libraries</b>					
<b>Emsworth</b>	Emsworth Library - relocation to shared use site	HCC	£300,000		£300,000	
<b>Havant</b>	Havant Library - re-siting within the town centre and provision of 'Makery'	HCC	Not known £37,500	S106 developer contributions, CIL	Not known £37,500	
<b>Waterlooville</b>	Waterlooville Library - 'Makery'	HCC	£50,000	Bid for CIL funding made 2017	£50,000	
<b>Social</b>	<b>Cemeteries and Crematoria</b>					
<b>Havant</b>	Warblington Cemetery - extension	HBC	£250,000	£167,000 from S106 if Berewood cemetery does not go ahead	£83,000	2022
<b>Waterlooville</b>	Berewood, Waterlooville - New cemetery	HBC	£460,000	Land allocated under s106. HBC capital or private partner capital required for layout	£460,000	2022 - 2024
<b>Transport</b>	<b>Buses</b>					
<b>Boroughwide</b>	Cross Borough Bus Rapid Transit - two routes: Havant to Waterlooville and Havant to Portsmouth	Solent Transport, HCC, HBC	£1,500,000	Various sources including CIL	£1,500,000	Medium (5-10 years)
<b>Transport</b>	<b>Cycling &amp; Walking</b>					
<b>Havant</b>	Havant Shared Pedestrian and Cycle Bridge	HCC	£3,500,000	Solent LEP, Network Rail, HCC, CIL	£3,500,000	Beyond 10 years
<b>Havant</b>	Warblington Railway Crossing Footbridge	HCC, Network Rail	£1,481,407	£629,000 from S106; other sources Network Rail, CIL	£852,407	2022/23
<b>Hayling Island</b>	Hayling Billy Trail realignment	HBC and HCC	To be identified	Solent LEP, S106, CIL		

<b>Transport</b>	<b>Roads</b>					
<b>Emsworth</b>	To be confirmed following completion of Boroughwide Transport Assessment					
<b>Havant</b>	To be confirmed following completion of Boroughwide Transport Assessment					
<b>Hayling Island</b>	To be confirmed following completion of A3023 Corridor Assessment					
<b>Leigh Park</b>	To be confirmed following completion of Boroughwide Transport Assessment					
<b>Waterlooville</b>	To be confirmed following completion of Boroughwide Transport Assessment					
<b>Utilities</b>	<b>Water Supply</b>					
<b>Boroughwide</b>	Havant Thicket Reservoir including: new pipeline and potential requirement for additional water treatment infrastructure at Kingscroft Farm and Bedhampton Spring.	Portsmouth Water	£70,000,000	To be confirmed by OFWAT	£70,000,000	Construction may commence within plan period
<b>Utilities</b>	<b>Waste Water</b>					
<b>Havant</b>	Budds Farm Wastewater Treatment Works: upgrade with new technology to manage processes more efficiently and effectively	Southern Water	Not known	Customer charges capped by Ofwat 5 yearly price reviews	None known	Longer term - over the next 25 years
<b>Cross-boundary</b>	Thornham Wastewater Treatment Works: upgrade with new technology to manage processes more efficiently and effectively	Southern Water	Not known	Customer charges capped by Ofwat 5 yearly price reviews	None known	Longer term - over the next 25 years
<b>Boroughwide</b>	Specified allocated sites - provision and/or upgrade of local wastewater and sewerage infrastructure to service individual developments.	Developer with Southern Water	Not known	Direct agreements between developers and Southern Water, facilitated by planning conditions	Developer to fund	In parallel with development
<b>Utilities</b>	<b>Telecommunications</b>					

<b>Boroughwide</b>	All new developments and redevelopments - telephone and broadband services.	BT Openreach and Virgin Media	Not known (assessed by application for each development)	Service providers in association with developers	Not known	In parallel with development
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### Southleigh

Infrastructure Type Location/Project	Delivery Organisation(s)	Indicative Cost	Funding Source(s)	Funding Shortfall	Timing
<b>Education: Early Years</b>					
Centre for Early Years at Primary School or Community Centre site	HCC	£250,000	Future developer funding	£250,000	In tandem with housing development
<b>Education: Primary Schools</b>					
New Primary School - up to 630 places	HCC	£11,385,819	Future developer funding	£11,385,819	2025-27
<b>Emergency Services</b>					
Community First Responder medical kit or automated external defibrillator for public access.	South Central Ambulance Service	£2,000	Developer contributions	£2,000	In tandem with housing development
<b>Green &amp; Blue: Green Routes</b>					
Green Infrastructure including open space, improving connectivity and sustainable transport	HCC in partnership with HBC and Sustrans,		Developer funding		In tandem with housing development
<b>Health: Primary Care</b>					
One-two additional doctors to be located within	Emsworth Surgery	Not known	South East	Not known	In tandem with

an existing practice e.g. Emsworth surgery	Practitioners		Hampshire Clinical Commissioning Group		housing development
<b>Social: Community Centres</b>					
Denvilles-Emsworth - new community centre.	HBC	£1,300,000	Developer funding through S106 and other funding as yet not identified	£1,300,000	In tandem with housing development
<b>Social: Extra Care</b>					
Extra Care housing.	HCC in partnership with HBC, Housing Associations and private sector providers	To be advised.	HCC Capital Programme, HCA, HBC, Developers	To be advised.	In tandem with housing development
<b>Social: Leisure - Built Sports Facilities</b>					
1 swimming lane	HBC	£1,000,000	S106 developer contributions	£1,000,000	By 2036
<b>Social: Libraries</b>					
Provision of 'Makery' at Havant Library	HCC	£12,500	S106 developer contributions	£12,500	
<b>Transport: Buses</b>					
Bus stop shelters at Local Centre	HCC	£0	Funded through advertising	£0	Medium (5-10years)
<b>Transport: Roads</b>					
New junction on the A27 in Emsworth as part of the strategic housing site in Denvilles/Emsworth		To be investigated	No funding identified		Long term (10+ years)

<b>Utilities: Waste &amp; Recycling</b>					
Recycling facilities - textile, bottle and can banks.	ERC and Norse South East	None	Covered by existing agreements	£0	In parallel with development

The provision of SuDS, Water Supply, Waste Water Systems and Telecommunications Services will also be required and planned as an integral part of the overall development, to be funded by the developer and/or service provider as set out in the various sections of Chapter 3.

# Appendix 5: Infrastructure Delivery Plan actions

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<b>Early years</b>	
<p>The proposed new developments will generate additional numbers of children as outlined above, whose needs will not be met by existing provision. There is therefore the need for new facilities within these developments to be available for the delivery of additional childcare.</p> <p>Developer contributions may be required for the provision of Early Years facilities within community facilities.</p> <p>New primary schools should include a nursery element, such as at the Denvilles-Emsworth Strategic Site.</p> <p>New day nurseries could be funded by private enterprise, providing there is land available.</p>	<p>Community uses, which include nurseries, are also encouraged throughout all town, district and local centres.</p> <p>The allocation of Southleigh refers to the need for nursery/pre-school as part of the Local Centre. In the masterplanning work to date, this has also been earmarked as the location for the new school and a possible location for the community centre. It would also be the heart of the new community on that site.</p> <p>Further sites, including Langstone Technology Park and Victoria Cottage Hospital also refer to the potential use of part of the site for a nursery.</p> <p>Developer contributions for any early years provision would be through CIL.</p>
<b>Education</b>	
<p>A number of primary school expansions and new site requirements have been identified and the policies for particular specific sites will need to include reference to the need to make contributions towards the provision of additional places at the particular schools referred to.</p>	<p>The allocation for Southleigh highlights the need for a three form entry primary school with a minimum 2.8ha site.</p> <p>All allocations in Emsworth highlight the need for a contribution towards education infrastructure in Emsworth.</p> <p>All allocations on Hayling Island highlight the need for a contribution towards education infrastructure on the island.</p> <p>The allocations for East of College Road, Forty Acres, South of Former South Downs College Campus and North of Fort Purbrook highlight the need for a contribution towards education infrastructure. This will in all likelihood be towards the expansion of Morelands School from a 1.5FE to a 3FE school.</p>
<b>Police</b>	
<p>Local Plan to consider:</p> <ul style="list-style-type: none"> <li>▪ Inclusion of the Havant Police Station within the One Public Estate policy area</li> </ul>	<p>Havant Police Station is included in the Civic Campus area of Havant Town Centre. This is the site being promoted through the One Public Estate.</p>



Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>as part of the wider regeneration proposals.</p> <ul style="list-style-type: none"> <li>▪ Allocation of a combined site for the Police and Fire &amp; Rescue Service close to the strategic road network.</li> <li>▪ Potential needs within the Denvilles-Emsworth Strategic Site within the overall masterplan.</li> </ul>	<p>It is acknowledged that the ideal site for the combined Police and Fire &amp; Rescue Service would be Land East of the A3(M). However this is not considered suitable for development. Southleigh (specifically the area between the railway line and the A27) is considered the most suitable site for the development. As such, it is highlighted as an opportunity within the text.</p> <p>The masterplan for Southleigh should highlight that the community centre may need a neighbourhood patrol team base. This level of detail would not be appropriate for the Local Plan allocation for the site.</p>
<b>Fire and Rescue</b>	
<ul style="list-style-type: none"> <li>▪ The Local Plan 2036 should identify and allocate a site for a new fire station, including combined facilities for the police and ambulance services of 0.5-1 acre, within the A3(M) corridor.</li> <li>▪ Guidance for Developers should include references to requirements for roads and buildings to enable access by fire appliances and to include precautions to avoid and reduce the risk and spread of fire.</li> </ul>	<p>Site for new fire station highlighted under 'Police' above.</p> <p>The Transport and Parking in New Developments policy references the requirement for access by emergency vehicles as part of new development design and layout.</p>
<b>Ambulance</b>	
<ul style="list-style-type: none"> <li>▪ Allocation of a combined site for all the Emergency Services (Fire, Police and Ambulance) close to the strategic road network.</li> <li>▪ Potential needs within the Denvilles-Emsworth Strategic Site within the overall masterplan.</li> <li>▪ Developer contributions towards a CFR medical kit or automated external defibrillator for public access.</li> </ul>	<p>Site for new fire station highlighted under 'Police' above.</p> <p>The need for a CFR medical kit or automated defibrillator for public access as part of the community centre or local centre will be highlighted through the masterplan SPD. This level of detail would not be appropriate for the Local Plan allocation for the site.</p>
<b>Coastguard</b>	
<p>The coastal search and rescue services are complementary to the other emergency services and require no specific known provisions within the Havant Borough Local Plan.</p>	<p>No action necessary.</p>
<b>Emergency Planning</b>	
	<p>The need for potential contributions towards emergency</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
	planning is highlighted in the Effective Provision of Infrastructure policy.
<b>Open space and playing pitches</b>	
<b>Coast and flood risk management</b>	
<p>There are recommendations and policies in the North Solent Shoreline Management Plan, completed and emerging Coastal Flooding and Erosion Management Strategies. To implement these recommendations, there are works required to maintain and improve defences to protect existing properties and also projects to create new habitats to mitigate the effects of ‘holding the line’ together with climate change.</p> <p>In the first instance development should avoid areas of flood risk, take steps to ensure that flood risk will not be increased elsewhere and, where possible, reduce flood risk overall. Contributions from new development may increase the chances of accessing grant aid funding.</p>	<p>The Managing Flood Risk in New Development policy refers to avoiding areas of flood risk, making sure that flood risk will not be increased elsewhere and, where possible, reduce flood risk overall. This follows the national approach to planning for flood risk in the NPPF.</p> <p>The Areas of Coastal Change policy sets out how new coastal defence schemes will be assessed.</p>
<b>SUDS and Other Drainage Systems</b>	
<p>There is a plethora of guidance concerning how requirements for SuDS can be met which the supporting text of policies can point to.</p> <p>The Local Plan should set out policy concerning the management of flood risk and the need for planning applications to be accompanied by a Flood Risk Assessment that also demonstrates the feasibility of SuDS.</p> <p>All development should be required to incorporate SuDS, where feasible:</p> <ul style="list-style-type: none"> <li>• In accordance with the drainage hierarchy<sup>90</sup>;</li> <li>• Designed to reduce the risk of surface water flooding;</li> </ul>	<p>The requirements which have been identified are incorporated into the Drainage Infrastructure in New Development policy which principally deals with SuDS and drainage.</p>

<sup>90</sup> First principles for draining a new development of surface water – ie starting by looking at systems which infiltrate directly to ground, then systems which attenuate on site, then systems which drain to surface water sewers, then combined sewers – mimicking natural drainage as closely as possible.

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<ul style="list-style-type: none"> <li>• Giving priority to naturalistic solutions incorporated into the landscaping scheme; and</li> <li>• Including details for future maintenance.</li> </ul> <p>Phased development must consider how the SuDS element is delivered and protected during construction.</p>	
<b>Green Routes</b>	
<p>In addition to their role in providing habitat and wildlife corridors, green routes enable active and sustainable travel helping both physical and mental wellbeing and reducing congestion.</p> <p>Policy for the Denvilles-Emsworth Strategic Site should ensure that a network of green routes is an integral and key function within the masterplan for the new development.</p> <p>Other site specific policies should address opportunities to provide links and improve connections to the existing rights of way and green routes network.</p>	<p>The Health and Well-Being policy refers to the benefits of green routes to physical and mental health and require the creation and maintenance of such routes through new development.</p> <p>The policy for Southleigh includes the provision of a safe network of green routes which also connect up to existing settlements. This should also feed down into the masterplan SPD.</p> <p>Development allocations refer to any opportunities to connect to and improve the Borough's rights of way and green route network.</p>
<b>Ecology and SPA Mitigation</b>	
<p>While the reason for the Solent Recreation Mitigation Partnership (SRMP) Strategy is enshrined in the Habitats Regulations, the Local Plan policy needs to continue to provide the basis for the developer's contributions.</p>	<p>The policy covering this topic in the Adopted Local Plan (DM24) has been updated to reflect the proposed SRMP definitive mitigation strategy. The updated policy is proposed as a new policy in the Havant Borough Local Plan 2036.</p>
<b>Primary Care</b>	
<p>Both the One Public Estate project at the Civic Campus and the Leigh Park Centre Community and Wellbeing Hub Regeneration Projects provide the opportunity to create new and improved health facilities to meet the needs of the growing and ageing population.</p> <p>While the development of the Strategic Site and other sites in the Emsworth area will require additional GPs these could be accommodated subject to the Emsworth Surgery finding a suitable new site / premises</p>	<p>The policies for Havant Town Centre and Leigh Park District Centre both refer to and provide for the opportunity for improved primary care facilities in those areas.</p> <p>The Local Plan as a whole provides for a new site for primary care in the Emsworth area. The Victoria Cottage Hospital site is allocated for residential development. However this is specifically only allocated if the proposal to relocate the surgery to the Hampshire Farm development takes place. If this does not happen, the site will remain available to use as a health centre.</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>that will be capable of further expansion in the future.</p> <p>The future for the Waterlooville Health Centre remains uncertain pending the identification of funding for replacement facilities.</p>	<p>Given its uncertainty, no references are made to the Waterlooville Health Centre. However given the extensive development intended for Waterlooville Town Centre, the inclusion of a health centre could feed into the masterplanning work.</p>
<b>Acute Care</b>	
<p>It is not expected that any new hospital facilities will be required in the Havant Local Plan area for the period to 2036.</p> <p>The ability of the Queen Alexandra Hospital's services to continue to support the growing population will depend on a number of factors that are likely to include continuing to improve management and leadership, the ability to maintain and increase staffing levels, and on circumstances beyond the control of the NHS such as the availability of home-care services and care home places so that patients who are ready and waiting to be discharged are not preventing new patients from being admitted.</p>	<p>None.</p>
<b>Community Centres</b>	
<p>The community centres are generally well used, busy places although most have some spare capacity to accommodate further activities and events or space for expansion given the finance to implement improvements to enhance their facilities and capacity.</p> <p>A new community centre with space for related community facilities, including early years and nursery provision, needs to be planned within the masterplan for the Denvilles-Emsworth Strategic Site to specifications (including site size and building size) as yet to be determined.</p>	<p>The policy for Southleigh includes the provision of a community centre and sets a minimum size for the facility.</p>
<b>Leisure and built sports facilities</b>	
<p>Future demand for swimming pools as a result of projected population growth equates to a 1 x 4 lane x 25m pool. This need cannot be accommodated in the existing swimming pool stock where a current slight shortfall has been identified in the assessment of Indoor</p>	<p>Given the need for new swimming pools in particular, the Sports and Recreation policy provides a strong policy framework for the retention of existing sports facilities.</p> <p>The policy also strongly encourages the provision of further sports and built leisure facilities. The town centre</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>Built Sports Facilities. Furthermore that study suggests that the replacement of both the Havant Leisure Centre and Waterlooville Leisure Centre's pools will need to be considered in the medium to long term.</p> <p>Havant Borough has a very good supply of sports halls, in terms of the number of sites, the scale of the sports halls and the distribution of the sites across the Borough. However a number are located on school or college sites where the policy for community use, the hours and type of use will be determined by these schools and colleges.</p> <p>There is a need to provide additional fitness stations and also for such as indoor bowls to ensure that the growing population, including the increasing proportion of over 65s, will be catered for throughout the Plan period.</p> <p>Priority for financial contributions, or spending of CIL funds, is therefore towards both quantitative improvements and qualitative and accessibility enhancements to the existing provision, to provide a better user experience as well as increasing the capacity available at existing facilities. In addition, where it does not exist already, efforts may need to be made to secure community use of the education venues in both hours and types of use.</p>	<p>policies in particular are deliberately encouraging of leisure development, which could include sports.</p>
<b>Extra Care Housing</b>	
<p>A need has been established for Extra Care housing which may be provided through and as part of the general housing provision or through site specific allocations such as the Oak Park development.</p>	<p>Given the high level of need, the Local Plan includes a requirement that on schemes of 10 or more houses, 30% of the units should be adaptable so that they can be converted in the future to be more accessible. Furthermore, on schemes of 50 or more homes, 2% of the units should be fully wheelchair accessible.</p> <p>The Local Plan also identifies those sites where extra care or assisted living housing would be particularly suitable. However given that such development is residential in nature, it is not possible to specifically allocate sites for older persons housing. The site where older persons housing is considered particularly suitable are:</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
	<ul style="list-style-type: none"> <li>▪ Littlepark House</li> <li>▪ Land north of Selsmore Road</li> <li>▪ Former Victoria Cottage Hospital</li> <li>▪ Havant Town Centre</li> <li>▪ Waterlooville Town Centre</li> <li>▪ Leigh Park District Centre</li> <li>▪ Portsmouth Water Headquarters</li> </ul>
<b>Libraries</b>	
<p>The current number of libraries within the greater Havant area is deemed sufficient by HCC to provide a comprehensive service to local people. To meet the needs of new populations, including the proposed Denvilles-Emsworth Strategic Development Area, the preference of HCC is to focus the future service on maximising use of the current library facilities through provision of extra resources within them. This would include the provision of a 'Makery' in both the Havant and Waterlooville Libraries.</p> <p>Redevelopment within Havant Town Centre needs to make provision for the relocation of the Havant Library to more suitable, affordable accommodation.</p> <p>It remains a priority of the HCC Library Service to re-locate Emsworth Library within the existing settlement boundary.</p>	<p>The Havant Town Centre Policy specifically refers to the opportunity to relocate Havant Library to the Market Parade area as part of the proposed development there.</p> <p>The Emsworth District Centre policy specifically allows for community uses (which would include a library) in all areas of the town centre. It is considered that the district centre is the most appropriate location for the library in Emsworth.</p>
<b>Cemeteries and Crematoria</b>	
<p>A new cemetery/crematorium facility should be situated within a sustainable location, and have good access to the road network as well as transport nodes such as bus routes, in order to enable ease of access for mourners and visitors. This may be a negative point when considering the expansion of the Warblington or Oaks Cemeteries.</p> <p>As well as the usual planning considerations, given the nature of this type of development, specific consideration will need to be given to the level of flood risk, groundwater and contamination issues together with any existing land contamination, and (as</p>	<p>A policy for New or Expanded Cemeteries has been included in the Draft Local Plan. This largely replicates the policy in the Adopted Local Plan and sets out the criteria that will be used to assess any proposal for new or expanded cemeteries including accessibility and ground conditions.</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>appropriate) the requirements of The Cremation Act 1902.</p> <p>Given the lack of burial space to cover the Local Plan period to 2036 and the options that require further investigation by the Council, including the area to the west of The Oaks (land north of Bartons Road), it is considered that a specific policy for new or extended cemeteries is still required to set out the criteria that need to be satisfied when considering potential additional provision within the Borough.</p>	
<b>Buses</b>	
<p>Most improvements for bus priority measures at the local level are likely to occur within the existing highway corridors and/or are traffic management schemes that do not require allocations within the Local Plan. Therefore existing Policy DM15 Safeguarding Transport Infrastructure does not need to be carried forward.</p> <p>Where road widening is required beyond the current highway boundary schemes will need to be justified and deliverable for inclusion within the Local Plan and illustrated on the Policies Map.</p> <p>In addition to the minor schemes listed in the IDP, the option for improving access for buses to the bus station turning into Elm Lane from the north would involve land that is currently part of Havant Park, avoiding a protected tree (London Plane). Any work around this area would require Arboricultural information supplied initially in the form of a Tree Constraints Plan and then a specific Arboricultural Impact Assessment relating to the proposals so as to ensure that the tree would not be damaged.</p> <p>Masterplanning of the Denvilles-Emsworth Strategic Site needs to ensure that the new local centre is located close to the Southleigh Road, to be served from the 27/28 routes with the arrangement of house types such</p>	<p>The Draft Local Plan includes a policy on Improving Transport Infrastructure which highlights that the Council will work collaboratively with its partners to improve the transport network, including facilities for buses.</p> <p>The Havant Town Centre policy specifically refers to the need to improve access for buses into and within the town centre. However it is considered that the proposed scheme is only one way that this could be achieved and such a high level of detail is not suitable for a Local Plan.</p> <p>The Southleigh Policy refers to the need to make sure that the proposed local centre can be served from the bus routes.</p> <p>The Microsimulation model for Hayling Island is examining possible transport mitigation options. The outcomes of this work will be reflected in the pre-submission Local Plan.</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>that residents least likely to have access to a car can live closest to the bus route.</p> <p>While bus laybys along the A3023 may be considered in order to help keeping other traffic moving along that road they would not be desirable for bus passengers as stopping buses would be held up if not allowed back into the road by drivers of other vehicles.</p>	
<b>Cycling and Walking</b>	
<p>Maintaining and enhancing the walking and cycling network is key to achieving sustainable transport and reducing road traffic congestion as well as contributing towards the health and wellbeing of the borough's population.</p> <p>The aims and intentions of the adopted Local Plan policies towards enabling a joined-up and safe network for cycling and walking throughout the borough therefore need to be carried forward into the Local Plan 2036, with specific references in site allocation policies where developments can help to realise improvements to the network in the vicinity of each site.</p> <p>Policies can also require developers to prepare site specific transport plans and set out details such as the need for cycle racks at new employment premises and for cycle storage space at residential developments.</p>	<p>The attention given to cycling and walking in the Havant Borough Local Plan 2036 is more than in the Adopted Local Plan. The Health and Wellbeing policy specifically refers to the benefits of walking and cycling and sets out how new development should provide for active travel through the design and layout of schemes.</p> <p>The Transport and Parking in New Development policy includes provision for cycle storage, designing streets to encourage walking and cycling and the effective provision of walking and cycling routes, linking up with existing routes where possible. There is also a requirement for travel plans to be provided on appropriate schemes.</p>
<b>Ferry</b>	
<p>The Hayling Ferry provides a valuable alternative to the private car for access between Hayling Island and Portsea Island at Eastney.</p>	<p>None.</p>
<b>Rail</b>	
<p>While the railway lines through the borough and the stations provide good alternative sustainable travel to other locations they also give rise to issues of severance of communities and pinch points for other modes of transport.</p>	<p>Areas around railway stations have been identified for higher density development. This is reflected in the Housing Density and Mix policy. However the need to make effective use of the public transport accessibility around Havant Railway Station is also specifically highlighted in the Havant Town Centre policy.</p>



Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>Planning has a role in locating new development where it can make most effective use of the transport infrastructure in a manner that supports and complements the urban form.</p>	
<b>Roads</b>	
<p>This section will be completed following the completion of the Borough Wide Transport Assessment and the Hayling Island Transport Analysis and the subsequent update of policy IN2.</p>	
<b>Electricity</b>	
<p>Although it is likely that some system reinforcements would be required to deliver further housing growth and it is envisaged that upgrades would be required, with costs apportioned between developers and the Electricity DNO, there are no electricity network capacity issues within the Borough.</p> <p>However, given the duty to supply (Electricity DNOs are obliged under their supply licence to provide connections) and the ability to recover costs from developers and new consumers, it is not anticipated that electricity capacity is a long term constraint on new development.</p> <p>Developers will be required to work in partnership with electricity suppliers to provide appropriate infrastructure throughout their development.</p>	<p>The Effective Provision of Infrastructure policy refers to the need for development to meet on and off site infrastructure requirements relating to electricity.</p>
<b>Gas</b>	
<p>The high pressure gas pipelines represent a constraint within the affected sites that need to be taken account of in site layouts at the planning application stage and a building proximity distance or easement width of 6-12 metres should be referenced in site allocation policies.</p> <p>The sites known to be directly or potentially affected are:</p> <ul style="list-style-type: none"> <li>▪ UE02B Land adjoining Selangor Avenue,</li> <li>▪ UE68 Forty Acres,</li> <li>▪ UE70 East of College Road.</li> </ul>	<p>The allocations for the three highlighted sites include reference to the presence of high pressure gas pipelines and the need for an appropriate buffer. The Effective Provision of Infrastructure Policy also refers to the need to maintain appropriate buffers to existing infrastructure.</p> <p>The need for significant network reinforcement for the Civic Campus development has been included as a development requirement.</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>For all sites, developers should be required to contact SGN with their proposals before the pre-application stage and follow the template/guidance set out in the Council's Infrastructure Delivery Statement and as provided by SGN.</p> <p>The Havant Civic Campus area (previously referred to as the Public Service Village), which may also include the Job Centre site, is likely to require significant network reinforcement.</p>	
<b>Water Supply</b>	
<p>Due to the considerable reliance by Portsmouth Water upon groundwater reserves in the chalk aquifers these natural infrastructure resources need to be protected through a specific policy and the constraint of SPZ1 or SPZ1c should be acknowledged for the relevant Local Plan allocations.</p> <p>Regarding water supply the Portsmouth Water area is in surplus, meaning that the existing supply network can cope with the future demands arising from the level of development proposed in the Havant Borough Local Plan 2036 and adjoining areas, including all of the assumed uncertainties and risks, subject to the necessary connections being achieved.</p> <p>Capacity checks on the existing system outside of the proposed development sites can be undertaken and pre-application enquiries by developers to Portsmouth Water are therefore advised.</p> <p>Although not expected to be needed within the Local Plan period to 2036, an updated and combined policy to protect the location of the Havant Thicket Winter Storage facility and the route of the pipeline to the treatment works through a policy and allocation that is illustrated on the Policies Map is needed.</p>	<p>A specific policy has been included regarding source protection zones. This was produced in collaboration with Portsmouth Water.</p> <p>Havant Thicket Winter Storage Reservoir together with the pipeline south has also been included as a key site and the criteria have been reviewed and updated from those in the Adopted Local Plan.</p>
<b>Waste Water and Sewage Disposal</b>	
Overall, Southern Water has not identified	The specific developments that are referred to by

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>any 'showstoppers' to development within Havant Borough.</p> <p>The IWMS indicates that Langstone Harbour as a waterbody is already at 'Good' status for nitrate. Although there will only be an 18% increase in loading from Budd Farm Havant WwTW, this could put the waterbody at risk of deterioration. The IWMS therefore suggests that measures should be considered to reduce the nitrate loading from the Budds Farm Havant WwTW discharge. As noted above, there is a nitrate limit on Budds Farm WwTW, and as levels of housing increase, beyond current DWF, this would be managed on a no deterioration basis, primarily through the use of new technology and design to help manage processes more efficiently and effectively. The IWMS also suggests that potential reductions in upstream sources should also be considered.</p> <p>Taking a load standstill approach indicates that up to 103kg\ d would need to be removed from the catchment by 2036 in order to ensure there would be no impacts from future housing growth.</p> <p>In terms of the capacity at Budds Farm the IWMS considered that using a worst case scenario of 5 persons per household upgrade would be needed by 2036. However when basing the housing occupancy on the national average of 2.5 people no capacity upgrade is required.</p> <p>The IWMS indicates that sewer network capacity upgrade may be required by 2030 and specific reference should be made in site allocations policies where indicated by Southern Water.</p>	<p>Southern Water highlight the need for sewer capacity upgrades.</p>
<b>Telecommunications including Broadband</b>	
<p>Planning authorities are expected to support the expansion of electronic communications networks, including telecommunications and high speed broadband when preparing local plans.</p>	<p>The Effective Provision of Infrastructure Policy specifically facilitates the development of broadband and wifi infrastructure networks. It also refers to the need to provide necessary infrastructure for end users as part of development as well.</p>

Conclusions and actions from the Draft Infrastructure Delivery Plan	How the Draft Local Plan has taken these forward
<p>Developers should be encouraged to make provision for super-fast broadband in any new development from the outset, designing in networks to the layout of the development and ensuring installation during the construction phase.</p> <p>Developers should be encouraged to engage with service providers at the pre-application stage, through specific reference in their Infrastructure Delivery Statement that accompanies their planning application.</p>	
<b>Waste and Recycling</b>	
<p>The provision of new or expanded waste facilities is primarily within the remit of the Hampshire Minerals and Waste Plan.</p> <p>Through planning policies and design guidance for developers the expectations for detailed layouts can be set out to ensure that adequate provision is made for suitable storage of waste without compromising the appearance and landscaping of dwellings and other buildings and ensure that refuse collection vehicles have ample space to safely negotiate the streets and courtyards.</p>	<p>The Transport and Parking in New Development policy highlights the need for waste vehicles to be able to navigate new developments.</p> <p>The High Quality Design Policy includes specific provision for the storage of waste and recycling.</p>





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## HAVANT BOROUGH COUNCIL

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CABINET

18 DECEMBER 2017

### CONSULTATION ON THE COMMUNITY INFRASTRUCTURE LEVY PRELIMINARY DRAFT CHARGING SCHEDULE DAVID HAYWARD (PLANNING POLICY MANAGER)

FOR DECISION

Cabinet Lead (HBC): Cabinet Lead for Planning and Place-Making

Key Decision: Yes

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#### 1.0 Purpose of Report

- 1.1 To seek approval for the Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule and to carry out public consultation as required by the CIL regulations.

#### 2.0 Recommendation

- 2.1 The Cabinet is recommended to:

- a) Note the findings of the Draft Infrastructure Delivery Plan, the Whole Plan Viability Assessment and Viability Appraisal for the Southleigh Strategic Site Masterplan (available at [www.havant.gov.uk/evidencebase](http://www.havant.gov.uk/evidencebase));
- b) Approve the public consultation on the Preliminary Draft Charging Schedule;
- c) Request the Local Plan Panel to consider the responses to the public consultation and make recommendations to Cabinet on any proposed changes to the Draft CIL Charging Schedule;
- d) Delegate authority to the Head of Planning, in consultation with the Cabinet Lead for Planning and Place-Making to make any necessary amendments to the Preliminary Draft Charging Schedule. These shall be limited to factual updates, correction of minor errors, grammatical, typographical, formatting and graphic design changes and shall not change the meaning of the material.

#### 3.0 Summary

- 3.1 The Council has been charging CIL since 1 August 2013. Now the preparation of the Draft Havant Borough Local Plan 2036 and supporting evidence has triggered the need to review the CIL Charging Schedule. This is to ensure that the policies and proposals in the Plan remain viable when costs such as

## **NON EXEMPT**

affordable housing provision and contributions to the Solent Recreation Mitigation Project are taken into account in addition to the CIL requirement.

- 3.2 The Whole Plan Viability Assessment, which covers the entire Borough except for the area of the Strategic Site, indicates that with the levels of affordable housing as proposed in the Draft Local Plan the CIL charges as currently applied (with indexation) represent the upper levels that residential development can support.
- 3.3 For retail development the assessment found that large scale developments (retail warehouses and food stores) could support a charge equivalent to the higher level of the residential charge. However, the assessment reported that any charge on small scale retail units could have a potentially damaging effect on their viability.
- 3.4 Other types of development tested, including such as employment developments, hotels, community facilities and care homes were found not to be able to support a CIL charge for reasons of viability.
- 3.5 The Viability Appraisal for the Southleigh Strategic Site Masterplan found that the development proposed is able to provide the associated infrastructure (with the notable exception of any new access onto the A27) but with CIL charged at the current rate (with indexation) the development comes close to the margin of viability. As a result a zero rate of CIL for the area of the Southleigh Strategic Site is recommended.

### **4.0 The Preliminary Draft Charging Schedule**

#### **Background**

- 4.1 The CIL regulations<sup>1</sup> set out the requirements in terms of the process to be followed and the matters that should be taken into account. Those matters include specific types of evidence: (a) the gap between the total estimated costs of infrastructure needed to support development of the area and actual or estimated sources of funding; and (b) demonstration that the imposition of CIL would not make development across the Borough unviable.
- 4.2 The Local Plan Panel at its meeting on 3 July 2017 discussed affordable housing and CIL and the likely direction of travel for policy options. Discussions with the relevant Cabinet Leads also gave an indication of the preference for maximising the delivery of affordable housing, given the high need in the Borough. The Council is consequently pursuing an approach whereby affordable housing provision is maximised, and a CIL rate set accordingly. This also confirmed a clear preference to ensure that affordable housing meets a genuine local housing need.
- 4.3 As a result, the approach to CIL has been directly influenced and shaped by the draft Affordable Housing Policy, and the initial findings for the CIL review have been informed by a 30% affordable housing requirement, which has been identified as a realistic target on most development sites, with a 20% requirement in town centres based on the lower viability of such previously developed sites.

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<sup>1</sup> CIL Regulations 2010, as amended by the 2011, 2012, 2013, 2014 and 2015 Regulations.



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- 4.4 Other aspects of the Local Plan have also been taken into consideration in the viability assessment including the proposed increase in the charge for the Solent Recreation Mitigation Partnership Strategy<sup>2</sup> and the possible enhanced accessibility standard.

### **Preliminary Draft Charging Schedule Document**

- 4.5 The CIL Preliminary Draft Charging Schedule document attached at Appendix 1 explains CIL in more detail, the background to the revision of the Charging Schedule including the outcome of both the Whole Plan Viability Assessment (undertaken by the Dixon Searle Partnership for the Council) and the Viability Appraisal for the Southleigh Strategic Site Masterplan (undertaken by GVA). The document also summarises the funding gap for the indicative infrastructure requirements for the Borough outside of the Southleigh Strategic Site and includes answers to some Frequently Asked Questions with links to sources of further information.
- 4.6 For the Southleigh Strategic Site, although a slight positive surplus is indicated with CIL applied at the current levels the headroom is marginal given the early stage in the master-planning process for this development. This indicates that there is greater value to be gained through the use of planning obligations than through the application of CIL in achieving the necessary accompanying infrastructure, as has been the experience with similar strategic developments elsewhere in Hampshire.
- 4.7 For the rest of the Borough, no changes to the current CIL charges for residential development; other than applying indexation (i.e. effectively resetting the CIL rate to the current indexed rate), are deemed necessary subject to the affordable housing targets included in the Draft Local Plan as expressed above. However changes are recommended for retail uses to increase the charge for large scale developments, equivalent to the higher level of the residential charge but to make no charge on small scale retail units.

### **Regulation 123 List**

- 4.8 Regulation 123 of the CIL Regulations<sup>3</sup> provides for charging authorities, i.e. the Council, to set out a list of those projects or types of infrastructure that it intends to fund, or may fund, through the CIL. Where the Regulation 123 List includes project specific infrastructure, planning obligations should not be sought in relation to that infrastructure. This is to avoid a developer being double charged.
- 4.9 Given that there are no fundamental changes to the current charging regime, with the exception of the Southleigh Strategic Site development area, it is not proposed at this stage to make any changes to the current Regulation 123 List.

### **Consultation and Next Steps**

- 4.10 The Government intends to consult on speeding up the process of setting and revising CIL and allowing authorities to set rates which “better reflect the uplift in

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<sup>2</sup> Approved by the [Partnership for Urban South Hampshire Joint Committee](#) on 5 December 2017.

<sup>3</sup> CIL Regulations 2010, as amended by the 2011, 2013 and 2014 Regulations

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land values between a proposed and existing use", rather than setting a flat rate for all developments of the same type. Indexation of CIL rates is also proposed to change, to link to house price inflation rather than build costs; however until such changes are progressed through statute the process remains according to the current regulations.

- 4.11 The regulations do not specify how charging authorities should consult on the preliminary draft charging schedule or how long the consultation period should be. To make best use of resources, and due to the interconnections between the Local Plan, the CIL and supporting evidence, it is proposed to carry out the consultation on the Preliminary Draft Charging Schedule alongside the Draft Havant Borough Local Plan 2036.
- 4.12 It is suggested that all representations on the Preliminary Draft Charging Schedule be presented in a report to the Local Plan Panel to consider, along with officer recommendations, any modifications to the Charging Schedule and Regulation 123 List. Those changes would then be formally considered by the Cabinet and Council as part of the Draft Charging Schedule for approval to proceed to the Examination stage.

### Conclusion

- 4.13 The evidence supporting the Preliminary Draft Charging Schedule indicates that with the requirements for affordable housing as proposed in the Draft Local Plan the CIL charges as currently applied (with indexation) represent the upper levels that residential development can support. For retail developments, only large scale units are proposed to be charged with small scale retail and other types of development being zero rated. For the area of the proposed Southleigh Strategic Site a zero rate of CIL is recommended in favour of reliance on planning obligations for the infrastructure provision.

## 5.0 Implications

- 5.1 **Resources:** The CIL regulations currently allow up to 5% of income from the Levy to be used for administration purposes, which includes the costs associated with preparing the charging schedule, collecting the CIL and enforcement action for non-payment.
- 5.2 **Legal:** This Preliminary Draft Charging Schedule has been prepared in accordance with the CIL Regulations 2010 (as amended) and Government guidance.
- 5.3 **Strategy:** The review of the CIL Charging Schedule is necessary to support the implementation of the Havant Borough Local Plan 2036, which is a key strategy and delivery mechanism for the Corporate Strategy.
- 5.4 **Risks:** Not collecting CIL would result in a loss of funding towards the costs of infrastructure as restrictions have been placed on the use of planning obligations (S106) and highway agreements (S278). The CIL will be spent on infrastructure the provision of which is needed to support development. If infrastructure cannot

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be funded undue pressure will be placed on existing infrastructure to the detriment of existing users and residents' amenity, and the environment.

5.5 **Communications:** Public consultation will take place on both the Preliminary Draft and Draft Charging Schedules. Those making representations have a right to be heard at the public examination.

5.6 **For the Community:** As a charge on development, the CIL is intended to ease the impact of new development on communities. As the Borough has no Parish Councils, the Council may spend the CIL anywhere within its area; however the Council has identified 'the Neighbourhood Portion' (15%) to be directed to local projects in consultation with local communities in accordance with the adopted Spending Decision Protocol.

5.7 **The Integrated Impact Assessment (IIA):** has been completed and shows that the consultation on the Preliminary Draft Charging Schedule will not lead to a disproportionate impact on any specific element of the community.

## 6.0 Consultation

6.1 The consultation that is proposed on the Preliminary Draft Charging Schedule is the first of two consultation stages in preparing a revised Charging Schedule that are required prior to submission for examination.

## Appendix 1: CIL Preliminary Draft Charging Schedule

### Background Papers:

[CIL Charging Schedule \(February 2013\)](#)

[CIL Regulation 123 List](#)

Infrastructure Delivery Plan – Havant Borough Council (December 2017)

Viability Assessment for Local Plan Review and CIL Scope – Dixon Searle Partnership (December 2017)

Denvilles-Emsworth Masterplan Viability Appraisal – GVA (October 2017)

### Agreed and signed off by:

Head of Legal Services: (7 December 2017)

Head of Finance: (7 December 2017)

Relevant Head of Service: (7 December 2017)

Cabinet Lead for Planning and Place-making: (7 December 2017)

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**Havant Borough Council**

**Community Infrastructure Levy**

**Preliminary Draft Charging Schedule**

**December 2017**

This document is available in many other formats such as Braille, large print and on CD. Other languages are also available. To request any of these formats please contact 023 9244 6539.

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## 1.0 Introduction

### What is the Community Infrastructure Levy?

- 1.1 The Community Infrastructure Levy (CIL) is a tariff which allows funds to be raised from new developments towards the cost of infrastructure to support development of the Borough. Its purpose is to give developers more certainty over costs and to give councils and communities more choice and flexibility in how infrastructure is funded.
- 1.2 The Havant Borough Local Plan 2036 will provide the policy basis for the collection of developer contributions and the provision of on-site infrastructure to support new development through obligations, agreements and tariffs. Since the introduction of CIL, the use of Section 106 Planning Obligations is limited to site specific mitigation measures which are required to make a development acceptable, such as a new access road or the provision of affordable housing.
- 1.3 CIL is intended to supplement rather than replace other funding streams and will help provide infrastructure to support local growth. CIL income can be used to fund new infrastructure, or to upgrade existing infrastructure, but not to remedy existing deficiencies.

### Background and Planning Context

- 1.4 The Council commenced charging the CIL on 1<sup>st</sup> August 2013. The preparation of the Havant Borough Local Plan 2036 with its new proposals for development to meet housing and other needs across the Borough, including the identification of a Strategic Site, has triggered the need to review the CIL Charging Schedule.
- 1.5 This Preliminary Draft Charging Schedule has been prepared in accordance with the CIL Regulations 2010 (as amended) and Government guidance. It is the first of two consultation stages in preparing a revised Charging Schedule for Havant Borough, alongside the preparation of the Havant Borough Local Plan 2036.

### How to respond to this consultation

- 1.6 Havant Borough Council, as the 'charging authority' is required to consult on its proposed charging rates, initially through a Preliminary Draft Charging Schedule. The consultation period runs from 8 January until 16 February 2018.
- 1.7 Comments should be submitted in writing by the close of the consultation period, preferably by email to: [cil@havant.gov.uk](mailto:cil@havant.gov.uk)

Or by post to:  
Planning Policy  
Havant Borough Council  
Public Service Plaza  
Civic Centre Road  
Havant  
PO9 2AX

- 1.8 All supporting evidence documents can be viewed on the Council's website at: <https://www.havant.gov.uk/planning-and-environment/planning-policy/community-infrastructure-levy>

## Next Steps

- 1.9 The Council will take into account any comments made on this document and assess the need to amend the proposed Charging Schedule. Consultation on a Draft Charging Schedule will follow as soon as practicable. An independent examiner must approve the Draft Charging Schedule before the Council can adopt a final Charging Schedule. The CIL charge will be applied to all liable planning permissions following the date of adoption. The CIL rates will be reviewed periodically thereafter.

## 2.0 Evidence Base

### CIL Regulation Requirements

- 2.1 The CIL regulations<sup>1</sup> state that:
- "In setting rates (including differential rates) in a charging schedule, a charging authority must strike an appropriate balance between-*
- (a) The desirability of funding from CIL (in whole or in part) the actual and expected estimated total cost of infrastructure required to support the development of its area, taking into account other actual and expected sources of funding; and
  - (b) the potential effects (taken as a whole) of the imposition of CIL on the economic viability of development across its area."

### Local Plan

- 2.2 In order to set the rates, and to take into account these requirements, three key documents are used. The Draft Havant Borough Local Plan sets out how much development will take place in the Borough to 2036 and the locations of that development. Policy IN1 of the document provides the basis for the collection of developer contributions and sets out the types of infrastructure which can be funded through obligations, agreements and tariffs.

### Viability Assessment

- 2.3 The second is the Viability Assessment which has been prepared for the Council by consultants in two parts.
- 2.4 The Dixon Searle Partnership has provided a Viability Assessment as part of the evidence base for the Local Plan. This is based on up to date development value and cost assumptions and has tested a range of affordable housing scenarios using a series of relevant development scheme typologies (e.g. houses, flats, mixed schemes) at various broad locations (e.g. town centre, brownfield, greenfield).

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<sup>1</sup> CIL Regulations 2010 - Regulation 14(1) as amended by the 2014 Regulations



- 2.5 The assessment uses well-established methodology and principles and is based on residual valuation. This is how much money may remain for land purchase after all development costs (including reasonable developer's profit) have been deducted from the development sale proceeds. Judgements are then made about whether the residual land value (RLV) is likely to be sufficient to secure the release of a variety of site types by the landowners for development.
- 2.6 The appraisals are based on a range of scenarios that are considered representative of typical development types coming forward in the borough. This appraisal is not about testing the viability of individual sites. However, sensitivity testing is undertaken to assess the influence on RLV, and therefore on viability, of changes to key factors including sales values, varying proportions of affordable housing and the application of optional increased use of building regulations and levels of building specification. The latter may include changes such as adaptations to increase accessibility and usability of dwellings for less mobile and wheelchair users, or technical specifications such as dwelling sizes, or for reduced energy consumption and water efficiency.
- 2.7 Other aspects of the Draft Local Plan that would impact on viability have also been taken into consideration. These include increase in the financial contribution to the Solent Recreation and Mitigation Partnership<sup>2</sup> and the proposals for regeneration of the town centres of Havant, Waterlooville and Leigh Park.
- 2.8 The outcome at this stage is that the adopted CIL levels for residential development, as indexed, represent around the upper levels that development can support subject to the affordable housing requirements as set out in Policy H2 of the Draft Local Plan<sup>3</sup>.
- 2.9 Most of the scenarios involved ranges of housing but non-residential and commercial assessments were also carried out. These found that other types of development tested, including such as employment developments, hotels, community facilities and care homes were found not to be able to support a CIL charge for reasons of viability.
- 2.10 The exception to this concerns large scale retail (retail warehousing and foodstores) where the assessment found such developments could support a charge equivalent to the higher level of the residential charge. However any charge on small scale retail units could have a potentially damaging effect on their viability. The assessment suggested that the charging schedule need only differentiate by type and scale, using the recognised Sunday Trading related sales floor threshold of 3,000 sq ft / 280 sq m.
- 2.11 A separate Viability Appraisal for the Southleigh Strategic Site was undertaken by GVA to inform whether the development is able to cover the costs of providing the necessary associated infrastructure. This assessment was based on the

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<sup>2</sup> Approved by the [Partnership for Urban South Hampshire Joint Committee](#) on 5 December 2017.

<sup>3</sup> H2 Affordable Housing - residential development for a net gain of 11 or more dwellings:  
(a) 20% rented and intermediate in Havant, Waterlooville and Leigh Park town centres;  
(b) 30% rented and intermediate outside the Havant, Waterlooville and Leigh Park town centres;  
(c) tenure split of 70% rented and 30% intermediate (shared ownership).

proposed masterplan as prepared by Levitt Bernstein which seeks to deliver 2,100 homes, a three-form entry Primary School, a small retail centre, community facilities and unspecified class D1 uses<sup>4</sup>.

- 2.12 The assessment has sought evidence to enable setting of a 'benchmark land value' and has taken into consideration that the existing use of most of the area of the Strategic Site is 'greenfield' which may or may not be serviced. The assessment has also taken into account:
- an affordable housing target of 30% with tenure split of 70:30 affordable rent and intermediate (shared) ownership;
  - S106 contributions towards or payment for transport, health, community open space and other amenities (with the notable exception of any new access onto the A27);
  - the cost of building a three form entry primary school, accounted for as a construction cost;
  - private housing sales values based on typical local house types and examples;
  - retail unit and use class D1 property sales and rents based on local examples;
  - fees (legal, professional, sales and marketing); and
  - profit at 18% on Gross Development Value.
- 2.13 Aside from the costs of development, assumptions have also been made in the assessment on such as anticipated developments rates per annum; also phasing of infrastructure with costs weighted accordingly.
- 2.14 The appraisal results indicate that if CIL is applied at the current rate (with indexation) there is a slightly positive surplus in Residual Land Value over the Benchmark Land Value. However this margin leaves little room to allow for increasing costs, for example identification of additional requirements that are not currently factored in due to the high (rather than detailed) level nature of the proposed masterplan. Removing the CIL results in a relatively larger surplus and not putting the development at the margins of viability.

### **Infrastructure Delivery Plan**

- 2.15 The third and final element of the evidence base is the Infrastructure Delivery Plan. This has been prepared in support of the Draft Local Plan setting out requirements for infrastructure types and costs to support the levels of development proposed as informed by liaison with infrastructure and service providers. It is required by the CIL regulations to demonstrate that there is a funding gap, or shortfall, between the cost of necessary infrastructure and identified funding and that the Council is therefore justified in charging the levy.

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<sup>4</sup> Class D1 – non-residential institutions include: health centres, crèches, day nurseries, libraries, museums and places of worship.

2.16 From the information received, it is clear that the cost of the infrastructure required to support development projects exceeds the known available funds. Projects which have been costed, but for which a funding source(s) has not been identified (in whole or part), or is uncertain at present, have been collated and set out in Table 1 below. This clearly demonstrates the ‘funding gap’ which justifies the preparation of the CIL Charging Schedule.

**Table 1: Aggregate funding gap for indicative infrastructure requirements – Borough excluding the Southleigh Strategic Site**

<b>Infrastructure Category</b>	<b>Infrastructure Type</b>	<b>Indicative Cost £</b>	<b>Identified Funding £</b>	<b>Funding Shortfall £</b>
Education	Early Years	750,000	0	750,000
	Primary Schools	25,183,076	6,136,513	19,046,563
Emergency Services	Fire Station	6,002,000	0	6,002,000
Green & Blue	West Brook Flood Alleviation	900,000	900,000	0
	Coastal Defences, Flood Alleviation and Habitat creation	23,077,600	5,250,600	17,827,000
	Green Routes	8,350,000	2,428,000	6,072,000
Health	Oak Park Area Hub	12,500,000	0	12,500,000
Social	Community Centres	NK	-	NK
	Extra Care housing – 400 units	77,600,000	0	77,600,000
	Leisure – Built Sports Facilities	3,000,000	0	3,000,000
	Libraries	387,500	0	387,500
	Cemeteries and Crematoria	250,000	167,000	83,000
Transport	Buses – BRT	1,500,000	0	1,500,000
	Cycling & Walking	4,981,407	629,000	4,352,407
	Roads	NK	-	NK
Utilities	Water Supply - Havant Thicket Reservoir	70,000,000	0	70,000,000
	Waste Water – upgrade WTWs	NK	-	NK
	Telecommunications	NK	-	NK
<b>TOTAL</b>		<b>234,481,583</b>	<b>15,511,113</b>	<b>219,120,470</b>

2.17 The information presented in the table, however, is only a 'snapshot' of the current situation. The figures it contains will evolve and change as further information becomes available and the Plan will be updated and reviewed accordingly. It is also only a broad assessment of infrastructure needs (in scale and type) and is not any indication of the Council's priorities in allocating CIL funds for particular projects.

### **3.0 Preliminary Draft Charging Rates**

- 3.1 Charging authorities are strongly advised not to adopt CIL rates at or near the margin of viability. This is to allow for future fluctuations in market conditions and means that the Charging Schedule will not need to be reviewed with every minor change in conditions
- 3.2 The proposed rates are set out in the table at Appendix A together with the maps showing the areas (charging zones) to which the respective charges apply. For clarification, the charging zones are based on ward boundaries with the exception of the Strategic Site which follows the boundaries of the development area as proposed in the Draft Havant Borough Local Plan 2036.
- 3.3 As indicated by the Viability Assessments, taking account of the need for affordable housing, the residential development in the areas of Emsworth and Hayling Island should continue to support a higher rate of CIL (based on residential market value levels in new build properties) than Havant and Bedhampton, Leigh Park and Waterlooville. The rates being charged should continue at the current rate, including the applied indexation.
- 3.4 The residential rate does not include extra care housing but does apply to sheltered housing which is CIL liable. The Council recognises the additional services and facilities provided by extra care housing such as care facilities, kitchens, communal and shared areas, which are likely to impact on development viability.
- 3.5 Retail developments depend on their size as to their viability and are charged accordingly with charges only being applied to large (>250 sq m) developments. Other developments including offices, industry and warehousing, hotels, community and leisure uses continue to be zero rated.
- 3.6 The area of the Southleigh Strategic Site would be 'zero rated' for CIL due to the amount of infrastructure that would more appropriately be provided through planning obligations.

# Appendix A: Preliminary Draft Charging Schedule

**Charging Authority**

The Charging Authority is Havant Borough Council

**Date of Approval**

This Charging Schedule was approved by the Council on .....

**Date of Effect**

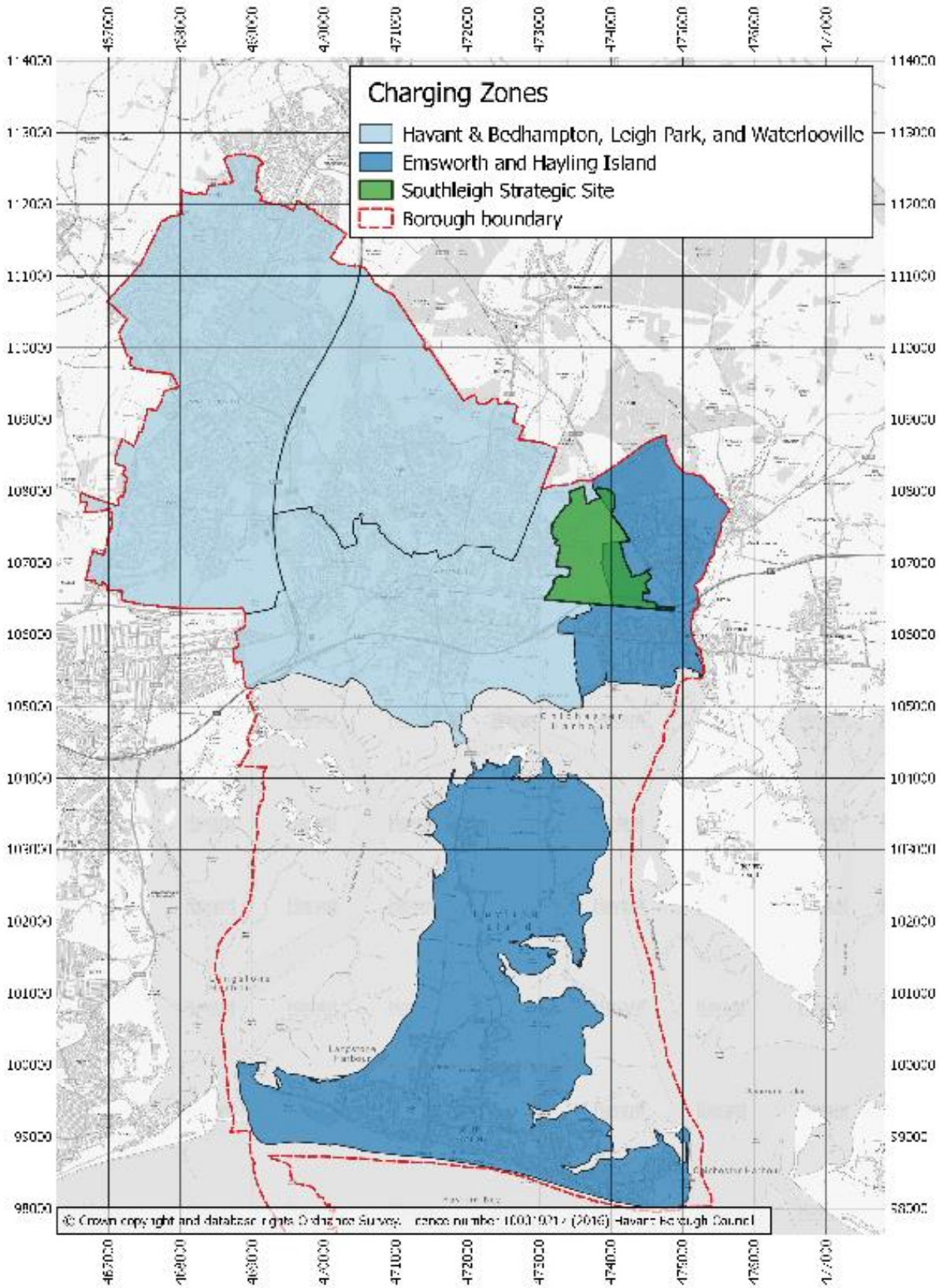
This Charging Schedule will come into effect on .....

**CIL Rates**

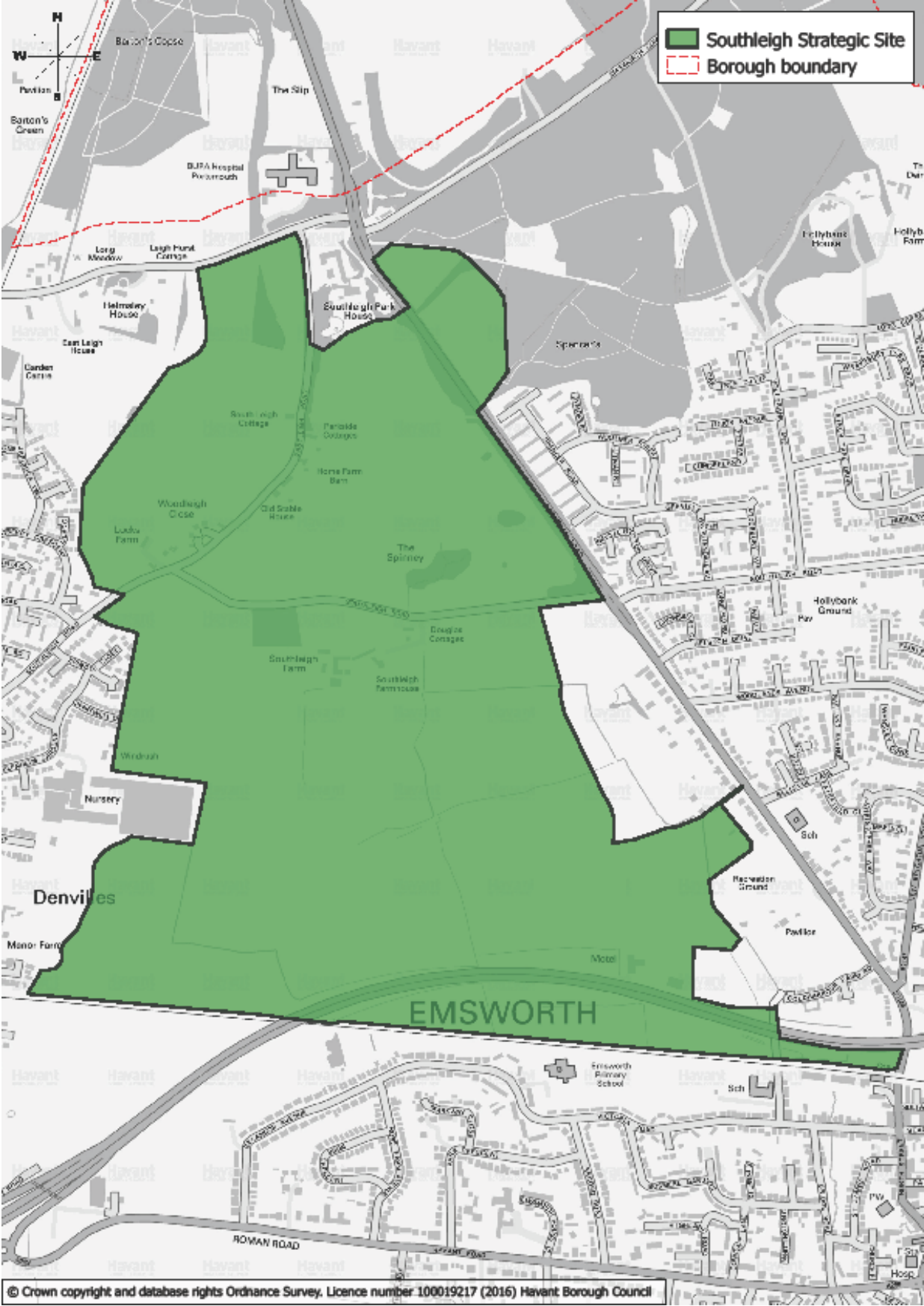
The rate at which CIL is charged shall be:

Development Type	CIL Rate (£ per sq m)
Residential* (one dwelling or more):	
- Emsworth (excluding Strategic Site) and Hayling Island	£125
- Havant (excluding Strategic Site), Leigh Park and Waterlooville	£100
- Southleigh Strategic Site	£0
Retail (retail warehousing and foodstores) over 280 sq m	£125
All other retail, and retail within Southleigh Strategic Site	£0
All Other Uses	£0
* The residential rate excludes extra care housing.	

Map 1: Differential Rate Zones



Map 2: Southleigh Strategic Site



## Appendix B: Frequently Asked Questions

### What developments will CIL be charged for?

- B.1 CIL will be applied to the majority of new developments. This includes most buildings that people normally use and where more than 100 square metres of floorspace (net) or a new dwelling is created (even if it is less than 100 square metres). CIL will be payable on the commencement of development or for larger developments, over an agreed phased period. Details of instalment periods will be included in the Havant Borough Developer Contributions Guide. The tariff for each type of development is set out in the Charging Schedule (see Section 3.0).

### What developments will not pay CIL?

- B.2 There will be no charge for change of use applications unless additional floorspace of at least 100 square metres is created, or for the sub-division of existing dwellings. The regulations also prescribe the following other exemptions from the charge:

- Structures into which people do not go;
- All affordable housing;
- Redevelopments that do not result in a net increase in floorspace (subject to caveats);
- Development for charitable purposes
- Self Build Homes

### Who will pay CIL?

- B.3 The responsibility to pay the levy runs with the ownership of land on which the liable development will be situated. That benefit is transferred when the land is sold with planning consent, which also runs with the land. Although ultimate liability rests with the landowner, the regulations recognise that others involved in a development may wish to pay. To allow this, anyone can come forward and assume liability for the development.

### How is the chargeable amount calculated?

- B.4 The Council will calculate the amount of CIL payable ('chargeable amount') in respect of a chargeable development in accordance with the relevant formulae in the CIL regulations.

### How will the levy be collected?

- B.5 In most cases, Havant Borough Council will collect the levy as the 'Collecting Authority'. The levy's charges will become due from the date that a chargeable development is commenced in accordance with the terms of the relevant planning consent. The definition of commencement of development for the levy's purposes is the same as that used in planning legislation, unless planning consent has been granted after commencement.



- B.6 When planning permission is granted, the Council will issue a 'Liability Notice' setting out the amount of the levy that will be due for payment when the development is commenced, the payment procedure and the possible consequences of not following this procedure.

### **Statutory and discretionary Exemptions**

- B.7 Where the levy is charged, it will be a fixed cost and relief will only be granted in exceptional circumstances, in accordance with CIL Regulation 55. Havant Borough Council intends to grant discretionary relief for exceptional circumstances in accordance with Regulation 55 and full details will be provided in the Havant Borough Developer Contributions Guide. The Council can also choose to set a zero rate in its Charging Schedule if viability testing shows that a particular use or area cannot withstand the charge. Further details on exemptions will again be set out in the Havant Borough Developer Contributions Guide.

### **Is there an alternative to making financial payments?**

- B.8 There may be circumstances where it will be more desirable for a charging authority to receive land instead of cash payments. The CIL regulations provide for charging authorities to accept transfers of land as a payment in kind for the whole or part of the levy. This will be subject to negotiation with the Council. Full details of the collection process and payment in kind will be included in the Havant Borough Developer Contributions Guide.

### **What will CIL be spent on?**

- B.9 The definition of infrastructure is set out in the adopted Core Strategy in Table 9.1. It includes transport, education, health, flood defences and green infrastructure and is reproduced in Table 3 below. The Council can choose to publish a 'Regulation 123' List, which lists infrastructure projects or types of infrastructure that it intends to fund through CIL. If a Regulation 123 List is not published, it is assumed that the authority intends to use CIL funds for any type of infrastructure capable of being funded by the levy. In this instance, the Council could not seek a S106 Planning Obligation towards the same infrastructure. Havant Borough Council intends to produce a Regulation 123 list and will continue to collect S106 contributions for infrastructure which is necessary and directly related to a development, provided that the infrastructure is not part of the Regulation 123 List.
- B.10 Local authorities are required to spend CIL funds on the infrastructure needed to support the development of their area. Havant Borough Council will need to work closely with neighbourhoods and organisations such as Hampshire County Council and the Environment Agency to decide what infrastructure is required and balance neighbourhood funding with wider infrastructure funding to support growth.
- B.11 The government is proposing to allocate a 'meaningful proportion' of levy revenues back to neighbourhoods. The definition of 'meaningful proportion' is

yet to be confirmed, but the outcome of a government consultation on the CIL regulations should provide clarification. Further details will be provided in the Havant Borough Developer Contributions Guide.

**Where else to look for information?**

Planning Practice Guidance – Community Infrastructure Levy

<https://www.gov.uk/guidance/community-infrastructure-levy>

Havant Borough Council – Developer Contributions Guide

<http://www.havant.gov.uk/sites/default/files/documents/Havant%20Developer%20Contributions%20Guide%20Oct%202016.pdf>

Planning Portal – About the Community Infrastructure Levy

[https://www.planningportal.co.uk/info/200126/applications/70/community\\_infrastructure\\_levy](https://www.planningportal.co.uk/info/200126/applications/70/community_infrastructure_levy)