

At its meeting on the 14 October 2021 the Site Viewing Working Party viewed the site, the subject of application APP/20/00441, to assess whether there were any additional matters that should be considered by the Planning Committee.

It was resolved that a number of pieces of additional information should be provided to the Planning Committee: *(a) clarification on the number of houses required for each year to enable the Council to meet its housing supply target; (b) details of other Councils that are currently unable to meet their housing supply target; (c) clarification on the routes proposed for the cycleway/footpath to the south linking into the footpath to Purbrook Way and the proposed footpath to the north linking to Dunsbury Park; (d) clarification on whether the proposed cycle/footpaths would link with the strategic cycle routes across the Borough; and (e) details of any complaints received by the Council relating to the noise generated by traffic on adjoining major roads from the residents of the new developments at Bedhampton Hill and Scratchface Lane.*

The responses to the queries are as follows:

(a) clarification on the number of houses required for each year to enable the Council to meet its housing supply target

Under the Government's standard method for calculating housing need, the Council is required to provide 504 homes each year. However, Planning Practice Guidance indicates this should be further adjusted to take into account the shortfall which has been accumulated since the start of the plan period (2016). This is equivalent to a year's worth of housing need (504 dwellings). The NPPF indicates a buffer is then required to be added to the five year requirement (para 74). In Havant's case, there is a need to add a 20% buffer which reflects its performance under the last Housing Delivery Test results. The adjusted figure is therefore 675 dwellings a year (rounded).

(b) details of other Councils that are currently unable to meet their housing supply target

The Isle of Wight is the only other authority in South Hampshire where the presumption applies and the tilted balance is engaged (housing delivery has been substantially below (less than 75% of) the housing requirement over the previous three years). Fareham, Gosport and Portsmouth are required to add a 20% buffer to their housing requirement to reflect the significant under delivery of housing (housing delivery was below 85% of the housing requirement). There is however, no engagement of the tilted balance under para 11d) ii. of the NPPF for these authorities.

(c) clarification on the routes proposed for the cycleway/footpath to the south linking into the footpath to Purbrook Way and the proposed footpath to the north linking to Dunsbury Park

The Highways Authority have advised as follows:

The footway to the north of the site will pick up from the site access, whilst the shared use path to the south will be provided at the southern eastern corner of the development. A route through the site will be provided to connect the two new facilities together. Providing the footway internal to the site was balanced against the tree loss along Hulbert Road, which has been subject to a lot of work to ensure that tree loss is minimised where possible when implementing the works. The route through the site will still provide a direct connection and therefore it was considered that in balance, this was more preferable than pursuing a route adjacent to the carriageway which would have had further ecological implications.

(d) clarification on whether the proposed cycle/footpaths would link with the strategic cycle routes across the Borough

The Highways Authority have advised as follows:

The shared use path to the south will connect in with the existing provision at the ASDA roundabout and subsequently Purbrook Way, one of the strategic cycle connections between Havant and Waterlooville (also a signposted route).

The footpath to the north will connect with Dunsbury Roundabout and the footway works which will eventually be brought forward as part of the Dunsbury Park development, providing a direct walking route into the Park along Fitzwygram Way.

(e) details of any complaints received by the Council relating to the noise generated by traffic on adjoining major roads from the residents of the new developments at Bedhampton Hill and Scratchface Lane

The Council's Environmental Health team have advised that they have received no complaints related to noise linked to the developments referred to. In any event, any complainants for road traffic noise from standard highways would normally be directed to the County Council (Hampshire Highways) and that from motorways towards Highways England. This is because the Council has no powers to deal with road traffic noise, other than at Planning stage.