



Havant Borough Local Plan

Pre-Submission version with changes



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Please note that before adopting the Local Plan, the Council intends to undertake formatting and graphic design work to the document. This will include inserting photographs and infographics. It will also involve including any new policies in the most logical place in the plan and any necessary renumbering of other policies and references to them as a result.

It will not involve changing the meaning of any text or policies.

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1 | Background

Introduction

What is a Local Plan?

- 1.1 Local Plans set out a vision and a framework for the future development, growth and prosperity of an area, and are at the heart of the planning system. Planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise.
- 1.2 The National Planning Policy Framework significantly influences how planning takes place at the local level. Importantly, it requires identified development needs to be met in full in Local Plans. The Havant Borough Local Plan positively plans to address the need for housing, economic growth and provide new infrastructure and community facilities. Alongside new development, safeguarding and improving the environment, adapting to climate change and securing good design are essential ingredients in shaping the future of the Borough as a sustainable community.
- 1.3 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, invest and visit well into the future.

The structure of the Local Plan

- 1.4 With the adoption of the Havant Borough Local Plan, the Development Plan for the Borough consists of:
 - The Havant Borough Local Plan
 - The Hampshire Minerals and Waste Plan
 - Any adopted Neighbourhood Plans
- 1.5 Emsworth Neighbourhood Planning Forum is the only designated neighbourhood planning area in the Borough. At the timing of writing, the Emsworth Neighbourhood Plan has successfully passed its examination. Subject to a referendum in the neighbourhood area, and once it is 'made'¹, it will also form part of the development plan, as would any other future Neighbourhood Plans.
- 1.6 Section 1 of the plan tells 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.
- 1.7 The Plan then describes the key projects which will deliver significant, comprehensive development and are crucial to achieving the vision.
- 1.8 A series of policies follows which, collectively, will achieve the vision around the themes of infrastructure, the environment, housing and commercial development. Infrastructure and the environment are purposefully at the beginning of this section, as these policies will apply to the majority of development schemes which come forward. As a result, they should be considered first in reading the Plan as a whole.

¹ The adoption of a Neighbourhood Plan (as part of the development plan) by the Council is known as 'making'.

- 1.9 There are then a number of development site allocations which will collectively deliver the development that the Borough needs. These are split into five areas:
- Emsworth
 - Havant & Bedhampton
 - Hayling Island
 - Leigh Park
 - Waterlooville
- 1.10 The sites within each section are arranged in order of the quantum of development they have the potential to provide. All allocations in this Plan are set as 'about' rather than minimums or maximums. Depending on the form of development proposed through a planning application, it could be that different numbers of homes are achieved.
- 1.11 There are also a number of appendices to help readers understand the policies in the Local Plan more easily:

Appendix 1: Glossary

A glossary of the more technical terms used.

How to use the Local Plan

- 1.12 The Local Plan must be read as a whole. It is purposefully structured with policies regarding infrastructure, the environment, housing quality and the economy at the front of the plan. These policies apply across the Borough. They should be read prior to considering individual allocation policies which are located at the back of the plan.
- 1.13 There are cross references to other policies where they are particularly pertinent. However, many policies apply to development across the Borough. As such, potential applicants should make sure that they are familiar with the entirety of the Local Plan.

Evidence base and statutory assessments

- 1.14 An extensive evidence base has informed the Havant Borough Local Plan. This includes studies and reports commissioned specifically to inform the Local Plan, national planning policy, other research and nationally available datasets.
- 1.15 All policies and site allocations in the Local Plan have been subject to Sustainability Appraisal. This assesses the policy or allocation against a set of sustainability objectives which cover the economic, social and environmental impact of development. This holistic assessment makes sure that the strategy set out in the Local Plan is sustainable.
- 1.16 A Habitats Regulations Assessment has also been undertaken which looks at the impact of the Plan on sites of International Nature Conservation Importance. The assessment has ensured that there is no significant adverse effect on these sites as a result of the proposals in the Local Plan.

Maps

- 1.17 The Policies Map shows those policies in the Development Plan which are spatial in nature.
- 1.18 Many policies in the Local Plan are accompanied by a map showing where within the Borough they apply. Each of the sections on site allocations is accompanied by a map showing all of the sites allocated in that area.

Monitoring and Review

- 1.19 The Council intends to publish an Annual Monitoring Report (AMR) to show how the Havant Borough Local Plan is being implemented and to monitor its effectiveness. There are no specific indicators that will be used to undertake monitoring. Crucially, the Council will annually monitor performance regarding the delivery of development. This will inform an annual statement regarding five year housing land supply.
- 1.20 The Annual Monitoring Report will be used to assess on an annual basis whether the Local Plan remains up to date or whether a review is necessary. This will take into account the performance of the Havant Borough Local Plan. It will also consider any changes to national planning policy, regulatory changes and new strategies from key partners such as Hampshire County Council, the Partnership for Urban South Hampshire or the Solent Local Enterprise Partnership.
- 1.21 It is a national requirement that Local Plans are reviewed every five years. Moving forward, particularly given that reviews to the Local Plan will be more regular than they have been in the past, it may be that a partial review is appropriate. In this case, the specific policies which would be updated will be highlighted through initial engagement with stakeholders in line with the Council's Statement of Community Involvement.

The National and Regional Context

The National Planning Policy Framework

- 1.22 The National Planning Policy Framework (NPPF) sets out key national priorities and what Local Plans need to include. Its contents must be taken into account in preparing the development plan and is a material consideration in planning decisions. The Council has taken the NPPF into account in preparing the Local Plan and will equally do so when taking planning decisions.
- 1.23 At the heart of the NPPF is the presumption in favour of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs. This includes addressing the three overarching objectives of the economy, the environment, as well as social aspects of development.

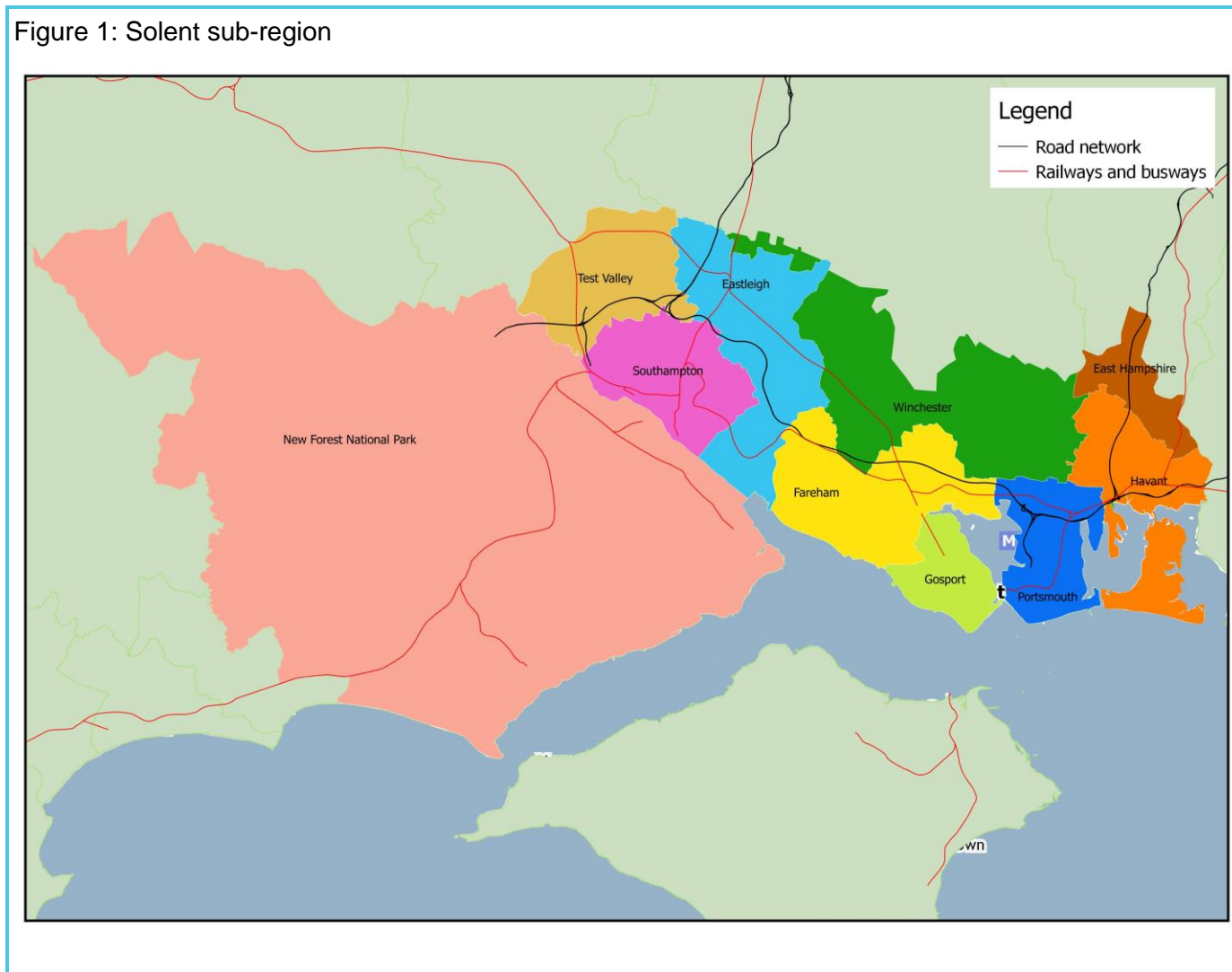
Planning collaboratively to meet the need for development

- 1.24 The Council recognises the benefits of working collaboratively and has worked with its neighbouring authorities successfully for many years to address development needs over the wider sub-region. This takes place principally through the Partnership for Urban South Hampshire (PfSH), although the Solent Local Enterprise Partnership (LEP) and Solent Transport also play key partnership roles in addressing cross border issues and strategic barriers to economic growth.
- 1.25 PfSH 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 PfSH Spatial Position Statement was adopted in June 2016, in response

to the NPPF requirement to address the need for new housing across local authority boundaries². The Council will contribute to the review of PfSH work to bring it in line with the 2020 updated development needs. This will include considering with partners how to meet the needs of areas that cannot accommodate their own, such as Portsmouth City, which is already densely built up.

Revised map

Figure 1: Solent sub-region



- 1.26 The Council has also extensively engaged with a number of other organisations and partners throughout the preparation of the Local Plan. This includes statutory consultees such as Highways England, Hampshire County Council and Natural England. The Council has also discussed the proposals in the Local Plan with its neighbour Chichester District Council and will continue to collaborate with them on cross border issues, particularly in relation to transport.
- 1.27 Public involvement, 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 Local Plan.

² Havant is part of the PfSH Portsmouth Housing Market Area along with Portsmouth and Gosport together with parts of Fareham, Winchester and East Hampshire districts.

The Journey of Havant Borough

Beginnings

- 1.28 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 and London. The Homewell Spring was the Roman's initial attraction to the area and remained as a key draw to the Anglo-Saxons. 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.
- 1.29 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, and it is said that it was used for the 1919 Treaty of Versailles.
- 1.30 From the 15th century onwards the area of Havant continued to grow through agriculture and trade. The 19th century saw enhancements to the transport network with the opening of Havant's first train station with connections to Chichester and London and the erection of a wooden toll bridge onto Hayling Island. In 1932 The Havant & Waterloo Urban District Council was formed.

After World War II

- 1.31 The aftermath of World War II changed the area forever. Following the bombing of Portsmouth, the area needed to home the population displaced from the city. 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 1945 Waterlooville was still a fairly small village but it grew very rapidly from the late 1950's, and together with other significant extensions to the area's settlements including Denvilles, West Bedhampton and northern Emsworth, formed the current conurbation.
- 1.32 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.
- 1.33 Havant was established as a Borough in 1974.

Havant Borough Today

- 1.34 Today, the town of Havant continues to be at the heart of the Borough with its 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, putting pressure on these assets. Almost half of the Borough's population live to the west of the A3(M).
- 1.35 Havant's place on key transport routes led to its birth, and remains an important part of the character and selling point of the Borough today. 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. Rail connectivity is excellent, with Havant Station the best connected in South Hampshire. The London airports of Heathrow and Gatwick are just over an hour away, and Portsmouth International Port nearby offers further international connections.

- 1.36 Havant 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 contributed to this shift and provided high quality accommodation to firms locating in Havant or expanding their presence here.
- 1.37 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 average³. 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.
- 1.38 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 years lower for men and 7.8 years lower for women in the most deprived areas of the Borough when compared to the least deprived areas⁴.
- 1.39 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.
- 1.40 The Borough's population is steadily ageing. In 2011, for every 100 working age people, 61 were older people⁵, 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

- 1.41 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. 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.
- 1.42 None of the challenges facing the Borough can be solved by the Council alone. It is essential that the Council works collaboratively with a range of partners including Hampshire County Council, community organisations, infrastructure providers and services, Central Government, 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.

³ Land Registry sets out that prices rose 4.9% nationally from June 2016 to June 2017 and 11% in Havant Borough.

⁴ [Havant Borough Profile January 2018](#)

⁵Office for National Statistics

2 | Vision and Delivery Strategy

Vision

- 2.1 Havant Borough has seen success in the past. However, change is now necessary for the Borough to continue to grow and thrive.
- 2.2 The market has not always addressed these problems directly. This has led to critical parts of the Borough needing investment and regeneration. The Council has taken a key position through the Regeneration Strategy that it will take an interventionist approach to development in the Borough, particularly around key projects for regeneration.
- 2.3 The Local Plan is a key tool in implementing this approach: it is the way in which the Council works collaboratively with public and private sector partners to deliver its strategic goals on the ground.
- 2.4 It also provides certainty for investors, developers and local communities about the future direction of the borough and where development will take place.
- 2.5 The Council will continue to engage positively with the development industry, local businesses and local communities to realise the benefits that sustainable new development can bring, building on its established reputation as an 'open for business' council.
- 2.6 Havant has much to offer residents and businesses with its great accessibility and location besides the sea and countryside. It offers an excellent opportunity for new and expanding businesses to locate in a well-connected, attractive area.
- 2.7 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 2037?

- 2.8 In 2037 Havant Borough will have delivered regeneration and investment in high quality new businesses, homes, facilities and town centres.
- 2.9 Success in Havant will be achieved through six overlapping strategic priorities which together make up our vision for the future:
People have a varied selection of housing that meets their needs
- 2.10 The supply of housing will meet the need for new homes by maximising brownfield regeneration in town centres and at Hayling Island Seafront together with sustainable greenfield urban extensions, including the new community at Southleigh.
- 2.11 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 shared ownership homes for young people and families to get onto the housing ladder.
- 2.12 The amount and variety of housing specifically designed for older people will be increased, providing a wide choice of such housing.
- 2.13 The uplift in the supply of new homes, together with other interventions, will make sure that private housing is as affordable as it can be, helping people to access the housing market to buy or rent a home that is suitable for their needs in their location of choice.

People have access to high quality new employment, education and training opportunities to boost economic growth and address the skills gap

- 2.14 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.
- 2.15 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.
- 2.16 Langstone Technology Park and Dunsbury Park are successful and will continue with further commercial development, reinforcing their position as key employment hubs.

Communities are supported through new infrastructure and improvements to the network

- 2.17 All new developments will be supported with the right infrastructure, so the Borough continues to be an attractive place to live, work and invest.
- 2.18 Transport infrastructure will be secured alongside new development to improve the attractiveness and sustainability of the Borough and better link it into the wider Portsmouth city region.
- 2.19 Investment in the Borough's bus network will create an integrated public transport system linking key sites together and enabling quicker links to Portsmouth in particular.

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

- 2.20 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.
- 2.21 We will work proactively to deliver brownfield regeneration and meet the need for housing.
- 2.22 There will be a renewed focus on the Borough's town centres together with Hayling Island Seafront, with the Council playing an active role in development opportunities. Development in the Borough's town centres will adapt to the rapidly changing world of shopping and leisure. They will be the place to meet, socialise and shop. The town centres will also see substantial high density residential development, maximising their public transport accessibility.

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

- 2.23 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 transform the area from its traditional 'bucket and spade' reputation to one that focuses on active and environmental tourism, as well as promoting wider opportunities to support tourism in the Borough.
- 2.24 New development will be of a high standard of design to reflect the direction that Havant is heading, whilst respecting and enhancing the Borough's diverse historic environment, and creating a healthy borough where people want to live, work and enjoy themselves. This high-quality development will enhance the Borough's natural assets, celebrate the Borough's past and make the most of its location close to both the South Downs National Park and the Solent.
- 2.25 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, particularly taking account of the effects of climate change.

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.

Delivery strategy

- 2.28 To achieve the Strategic Priorities, a step change is needed in the quantity, quality and diversity of development that takes place. 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, local businesses, infrastructure providers, regulators and, of course, local communities.
- 2.29 Government have made it clear that new development is needed and that everywhere must play its part. Ultimately the implementation of the proposals in this Plan will undoubtedly change the Borough. The Local Plan represents a substantial contribution to the Government's aims of significantly boosting the supply of homes. The Local Plan also aims to boost economic growth and make the Borough's town centres adaptable to the 21st century. Crucially, however, it aims to do this whilst preserving and enhancing the Borough's high quality historic and natural environments.
- 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 makes best use of this finite resource. The Borough's town centres are its most sustainable locations and the hierarchy of these is set out in Table 1. The way that town centres are used is changing. The shift to internet based shopping means that there is less need for bricks and mortar shops 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 parts of the centres, but also allows more flexibility for other uses, turning town centres from a place to shop into exciting places to meet and socialise.
- 2.31 It also encourages a renewed focus on high density housing in town centres, making use of easily accessible services and public transport. Most importantly, this gives an immediate customer base for businesses in the town centres. It also reduces the need to travel, leading to more sustainable lower carbon lifestyles and minimising the impact of development on the Borough's transport network. As a result, it is proposed that Havant and Waterlooville Town Centres undergo significant change and development with a focus on new residential development (see policies KP1, KP2).

	Town Centre	What type of development is suitable here?	Relevant policy
Town centre	Havant Town Centre	Larger format retail, leisure, cafés, restaurants and residential.	KP1
	Waterlooville Town Centre		KP2
District centre	Cowplain	Small to mid-scale retail, small scale financial and professional services, cafés, and restaurants.	C3
	Emsworth		C4
	Leigh Park		KP4
	Mengham		C5
Local centres	Various	Small scale shops, professional services, cafés and restaurants.	C6

Table 1: Havant Borough Town Centre hierarchy

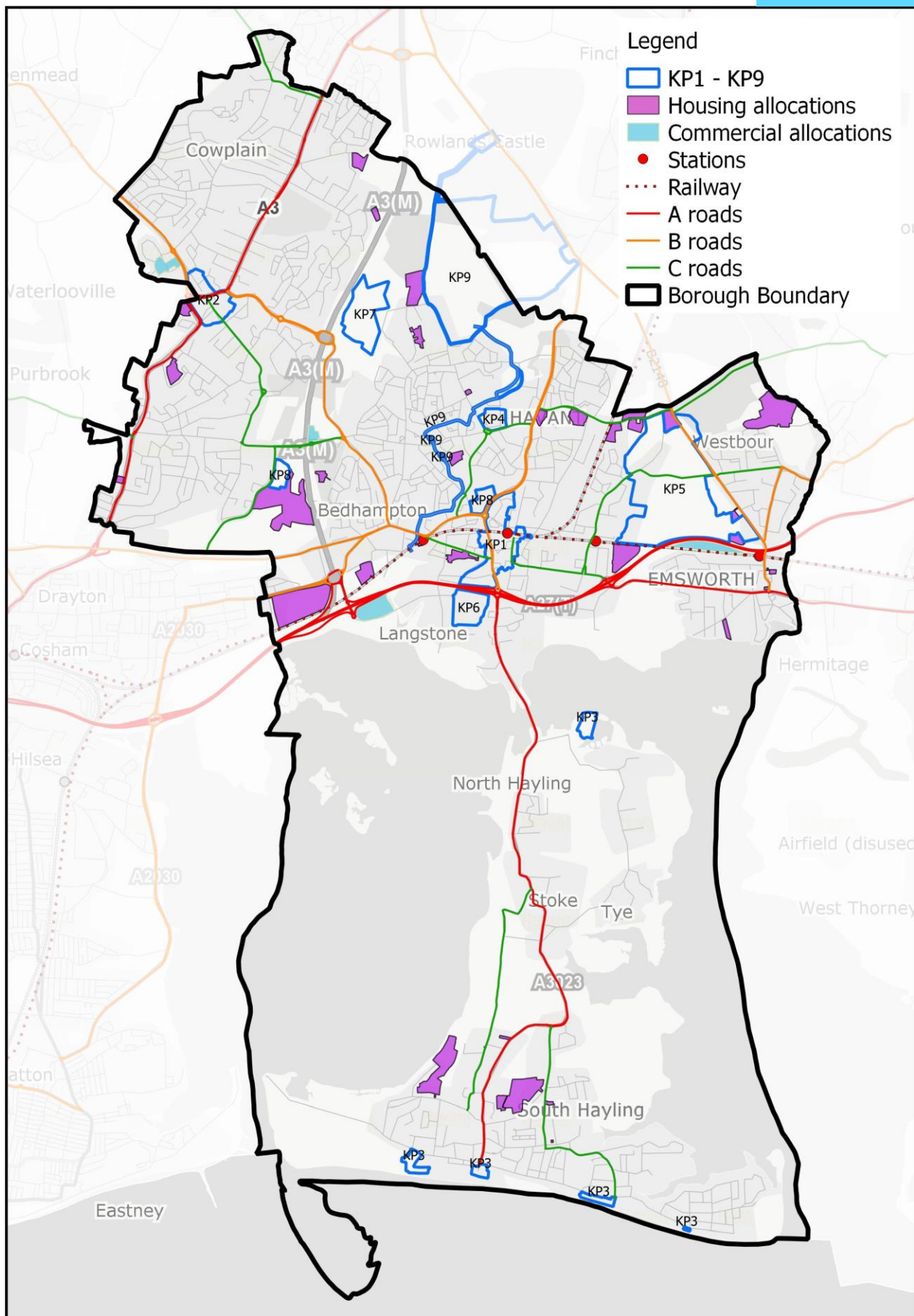
- 2.32 The NPPF recognises town centres as being at the heart of local communities, but it also acknowledges that the way in which we shop is changing.
- 2.33 The shift to technology based shopping is impacting on town centres through a requirement for reduced and different floorspace. There is an emerging trend for more showrooms where differentiated products such as fashion, gadgets and jewellery can be touched and compared with competing brands, but then delivered from an online warehouse facility.
- 2.34 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 help the seafront to adapt to the needs and demands of the local community and the visitor economy in the 21st century.
- 2.35 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 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.
- 2.36 The Borough has an education and skills gap which limits prosperity for residents. There is an opportunity to develop the education and skills opportunities that Havant and South Downs College offers. This will be helped by further integration of the college into the local community. This will involve the continued development of the two campuses.
- 2.37 The Borough has a diverse historic environment. There are 7 scheduled monuments, 245 listed buildings and 14 conservation areas, all of which contribute towards a rich and varied built form. The Council will continue its guardianship of the Borough's heritage assets so that their contribution to sense of place and educational value is safeguarded for future generations.
- 2.38 Alongside the urban character of the Borough, Havant is fortunate to have a rich natural environment. 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 that 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.

- 2.39 The Borough also benefits from high quality landscapes and vistas. It 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.
- 2.40 The Council has already undertaken a great deal of research into the Borough's infrastructure needs. This is critical to making sure that new development is sustainable and does not lead to harm to existing communities. This Plan safeguards land necessary for strategic infrastructure. Development should also help to continue Havant's success and make the most of its location and links with other areas. Development proposals should address their infrastructure needs.
- 2.41 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 new homes and employment space. 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.
- 2.42 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

Revised map



DR1 | Delivering Sustainable Development in Havant borough

Why this policy is needed

2.43 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.

2.44 The Havant Borough Local Plan plans positively for the development needs of the Borough, including employment, housing, infrastructure and retail. The NPPF sets out that, in delivering sustainable development, local plans should contribute to significantly boosting the supply of new homes. Nonetheless, meeting development needs does not constitute sustainable development unless it fully contributes to all three pillars of sustainable development: economic, environmental and social.

The need for housing

2.45 National guidance confirms that new housing should be planned for based on the standard methodology.

2.46 Table 2 shows sites which have either been completed or have planning permission and therefore are seen as committed. It also shows sites that are allocated for development in this Plan. It is important to note that the housing numbers are indicative, being based on past completion trends and assessment of site yield for allocated sites. The actual number built will be determined through planning permissions.

	Need Requirement	New homes completed and committed	Further supply identified in the Local Plan
Total objectively assessed housing need From 2016-2037 using the standard methodology with 2020 used as the current year	10,433		
Completed dwellings The amount of homes built in the Borough during monitoring years 16/17 – 19/20		1,572	
Outstanding planning permissions or with resolution to grant planning permission subject to Section 106 Total new homes with planning permission on 1/4/2020 that are not proposed for allocation		2,060	
Allocations Total new homes allocated in this Plan			4,753
Southleigh			1,200*
Windfall Development Expected supply from small unidentified sites from 2024/25 to 2036/37			1,188
Total			10,773

* Southleigh is allocated for 2,100 but 900 are anticipated to be delivered outside of the plan period

Table 2: housing need in Havant Borough and sources of housing supply from 2016-2037. All figures are net.

- 2.47 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). The allocation of sites in this Plan has been informed by the evidence base including the Sustainability Appraisal of individual sites, the Housing Constraints and Supply Analysis and the SHLAA. Crucially, the Council has only allocated sites that meet the tests of being deliverable or developable in the NPPF.
- 2.48 In addition, the Council has undertaken a Windfall/Unidentified Housing Development Analysis which has indicated that 1,188 new dwellings are likely to be completed between 2025/26 and 2036/37 in the Borough (windfall completions from now until March 2025 are assumed to already have planning permission and therefore have already been counted). Windfall developments are those typically not allocated, so are unidentified or unexpected. Most often these are small sites, which deliver only a few dwellings. The Council's SHLAA and Local Plan only considers and allocates 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 calculates the annual figure for how much windfall development can be expected in the Borough, so a proportional contribution from windfall supply of 1,188 dwellings is projected forwards to 2037.
- 2.49 Table 2 shows that there are sufficient sites to provide 10,773 net new homes across Havant Borough from 2016 up to 2037. This will address the objectively assessed need for housing and provides a buffer of 340 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.

The need for employment development

- 2.50 The Employment Land Review 2020, PfSH Economic and Employment Land Evidence Base Paper (2016) and the Business Needs, Site Assessment and Employment Land Study (2016) have informed this part of the Local Plan. At a national and sub-regional 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.
- 2.51 The PfSH Economic and Employment Land Evidence Base Paper prepared by GL Hearn provides a high-level assessment of where growth could be located based on 'trend based' labour demand forecasts at a sub-regional level⁶. 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 86,919 sqm over the plan period. This provides a realistic assessment of the Borough's employment land supply, having regard to realistic deliverable employment floorspace and past take up trends.
- 2.52 The supply and availability of industrial stock both within the Borough and the wider Solent sub-region 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. It is therefore important that the Council continues to monitor the supply of land, taking into account local business needs and the need for economic growth.

⁶ [PfSH Economic and Employment Land Evidence Base Paper – GL Hearn \(May 2016\)](#)

The employment floorspace requirement for Havant Borough

- 2.53 Table 3 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).
- 2.54 The ELR assesses the opportunities for existing local businesses to relocate to alternative premises, and identifies a need to ensure continuing flexibility in the market for employment land. This Plan identifies a number of key projects and site allocations for the delivery of new employment floorspace accordingly.

	Need Requirement	Employment Net Floorspace committed and completed (sqm)	Further supply identified in the Local Plan
Total objectively assessed employment need From 2016-2037 based on employment land availability and past take up trends	86,919		
Completed floorspace The amount of employment floorspace completed in the Borough during monitoring years 16/17 – 19/20		17,233	
Outstanding planning permissions Total new employment floorspace with planning permission on 1/4/2020		5,977	
Opportunities within established employment areas Total net employment floorspace through intensification and redevelopment identified in the ELR		12,960	
Allocations Total employment floorspace for allocation in this Local Plan			113,770
Total			149,940

Table 3: employment need in Havant Borough and sources of employment supply from 2016-2037. All figures are net.

DR1 | Delivering Sustainable Development in Havant Borough

Amount of Development

- a. This Local Plan makes provision for the delivery of about 10,733 net new homes and about 149,940 net sqm of employment floorspace in Havant Borough between 2016 and 2037.

Delivery

- b. The Council will plan positively and collaboratively to achieve high quality, sustainable development that meets the Borough's diverse needs for the future;
- c. 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;
- d. The Council supports in principle innovative development solutions, including self and custom build, which will help to meet the Borough's development needs;
- e. 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;
- f. 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 begins at an early stage, well before the submission of a planning application;
- g. The Council is committed to the delivery of the Havant Borough Local Plan and will use all the available tools at its disposal to deliver development. This will include engagement with Homes England and other bodies to unlock sites which are key to the Plan's delivery. If necessary, the Council will use compulsory purchase powers to assemble sites, bring them forward and ensure that the Local Plan is delivered;

Coordination of development

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

Innovation and the acceleration of housing delivery

- i. Once granted planning permission, homes should be built as swiftly as possible;
- j. The use of modern methods of construction, which accelerate the delivery of new homes, is supported in principle; and
- k. The Council is supportive in principle of schemes which will provide a diverse mix of housing and cater for new and emerging housing models and innovative products, including self-build and custom-build products.

How this policy works

The Council's commitment to delivering this Local Plan

- 2.55 The Council will take the necessary steps to make sure that the proposals in this Local Plan are delivered on the ground. The Council will invest significant resources in bringing forward the key projects. Resources will be focussed where they will achieve the most gain, and priority will be given to projects that can achieve delivery in the short term. Where opportunities arise, the Council will take them.
- 2.56 A proactive approach to development is necessary for all sites. However, the larger the site is, the greater the resource that will be needed. The Council will work collaboratively with its partners on the delivery of sites. This will involve engagement with infrastructure providers in particular to recognise the development needs of the Borough and make sure that plans are in place which coordinate this development as far as possible. The Council will also engage with delivery partners such as Homes England, Registered Providers, Hampshire County Council, Portsmouth City Council⁷ and the Solent LEP in order to unblock the delivery of sites.
- 2.57 Government is clear that providing the development that communities need is a national priority. Where Government resources are made available, the Council will make bids to secure funding, other resources and/or expertise to assist in the delivery of sustainable development.
- 2.58 The Council can 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 the Council will take a more interventionist approach to achieve the development of sites. This will include the use of compulsory purchase powers where it is necessary and appropriate. The Council will seek development partners to bring forward and build out sites once they have been assembled.
- 2.59 The Council will also continue to work collaboratively with the other authorities in the Partnership for Urban South Hampshire together with Chichester District Council in West Sussex. As part of these strategic partnerships, the continuing need for development, strategic infrastructure provision and environmental protection will be discussed. Effective solutions have already been found to critical constraints, for example the recreational impact on the Solent's Special Protection Areas (SPAs).

Pre-application engagement, Development Consultation Forums and expectations of the development industry

- 2.60 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 to development in the Borough, and to work with the Council, residents and other stakeholders.
- 2.61 The Council considers it particularly important that local residents are involved in the development management process as early as possible. The Council therefore expects applicants on major, significant or sensitive sites to engage with the community before a planning application is submitted. This could be by making use of residents' associations, bespoke websites, leaflet drops and engaging with community social media groups.

⁷ In its role as a significant landowner in the Borough.

- 2.62 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.
- 2.63 As part of its pre-application service, the Council offers Development Consultation Forums (DCFs). This is the Council's preferred method of publicising significant development proposals (usually schemes of 50 or more residential units or a substantial commercial development) to the local community. These meetings are particularly pertinent for larger developments which will create new neighbourhoods.
- 2.64 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.
- 2.65 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.

Swift construction of permitted schemes

- 2.66 The Council expects development which has been granted planning permission to be built out without delay.
- 2.67 As part of this, pre-commencement conditions will be applied only where there is a genuine reason for the condition to be discharged prior to commencement. Nonetheless, applicants should take particular note of pre-commencement conditions and ensure that work to discharge them is undertaken as soon as possible. The Council will work with applicants to swiftly discharge conditions wherever possible and progress sites to the construction phase.

Co-ordination of development

- 2.68 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.
- 2.69 Development proposals should not prevent future access to potential development sites or prejudice the delivery of future infrastructure schemes. Development will not be granted planning permission if it prejudices the potential for the satisfactory development of a larger area.

The use of innovative products and solutions

- 2.70 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 delivering the housing. This will inevitably involve new methods of construction as well as housing products that are new to the market.

- 2.71 The Council will work with applicants that are looking to build homes more quickly, 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. 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 principle to accelerate the rate at which homes are built and brought to market.
- 2.72 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, increase choice for residents and diversify the market.
- 2.73 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. 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.

DR2 | Regeneration

Why this policy is needed

2.74 Havant Borough sits in a prosperous part of the South East of England. However, many areas of the borough have seen a lack of investment in renewal for some years, with a resulting deterioration in the quality of the urban form and building stock which in turn has exacerbated the lack of private sector investment. To break this cycle, the Council is committed to taking a more interventionist approach, beginning with investment in projects on its own land in town centres and Hayling Island seafront, in order to kick start wider investment in the borough.

DR2 | Regeneration

A Council led programme of regeneration

- a. Essential to achieving the strategic priorities of this Local Plan is the regeneration and development of key projects at:
 - i. Havant Town Centre (KP1)
 - ii. Waterlooville Town Centre (KP2)
 - iii. Hayling Island Seafront (KP3)
 - iv. Leigh Park District Centre (KP4)
- b. The development of these sites represents an opportunity for the Council to fulfil its regeneration ambitions. The proposals for these sites and their design are expected to reflect this in their innovation and design;
- c. 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;

The use of brownfield land

- d. The Council supports the development and intensification of brownfield sites to provide as much of the Borough's development needs as possible;

Boosting local skill levels and community integration

- e. Significant new residential will be expected to support local people in accessing employment and skills training either through a financial contribution or a site-specific skills and employment plan; and
- f. Developments of 20 or more new homes will contribute towards a community officer, to help new residents in the development integrate into existing communities.

How this policy works

A Council led programme of regeneration

2.75 The Council has adopted a Regeneration Strategy that sets out a vision for the regeneration areas. Policy DR2 provides an approach to the prioritisation of sites and the commitment to initially focus on sites within the Council's ownership. This will bring about the change that markets have not delivered.

- 2.76 In driving forward these sites, the Council will work with delivery partners, such as Homes England, to secure the delivery of the regeneration sites. The Council will also bid for external funding to improve the viability of the sites, provide necessary infrastructure and accelerate the delivery of development on these sites.
- 2.77 Project teams will drive forward the delivery of these schemes, 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.
- 2.78 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 regard 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.
- 2.79 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.

Promoting the development of brownfield sites

- 2.80 Brownfield sites in particular offer the opportunity to make particularly efficient use of the land through the density of development.
- 2.81 In allocating sites for housing development, the Council has sought to optimise the potential of previously developed land (PDL), also known as brownfield land. This includes maximising the potential of residential development in Havant, Waterlooville and Leigh Park town centres and regeneration areas which are close to public transport hubs, making sure that such areas provide as much housing as possible.
- 2.82 The Council is supportive of meeting the need for housing, as far as is possible, using brownfield land. For any brownfield sites not identified in this Local Plan, the principle of development will be supported subject to compliance with the remainder of the policies in this Local Plan.

Boosting local skill levels and community integration

- 2.83 The Council will require a financial contribution towards on-site training and jobs for local people or a site-specific Skills and Employment Plan to be secured through a S106 where 100 new homes (gross) or more are proposed.
- 2.84 New development, particularly of a large scale, will only be successful if it integrates well with the Borough's existing communities. To this end, larger developments will be expected to contribute towards a network of community officers. These officers help new residents successfully integrate with existing communities, groups and networks as well as establish new ones.

3 | Key Projects

KP1 | Havant Town Centre

- 3.1 Havant Town Centre is the most sustainable location in Havant Borough. This is due to the availability of shops and services, frequent public transport services from Havant Railway and Bus Stations, as well as the proximity of employment areas.
- 3.2 The Havant Town Centre, as defined for planning purposes, is shown in Figure 4. The boundary and sub-areas reflect changes that have occurred in the distribution of retail functions in the centre. The aim is to create distinct, but linked places within the centre, by directing particular uses to four different functional and character areas.
- 3.3 Future proposals will seek to supplement a reduced shopping area through the introduction of a wider range of uses such as food, leisure and community facilities and public realm improvements. The council also supports the delivery of about 750 homes in the town centre, to increase activity at all times of the day, and make best use of the facilities on offer.
- 3.4 Good connectivity between different parts of the town centres is a key to the overall success of the centre, so it is critical that it becomes easier to move around the centre without using a car.

The Retail Hub

Larger shops at Solent and Central Retail Parks

- 3.5 The Retail Hub comprises the Solent Road and Central Retail Parks. 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, along with a large supermarket. Its success reflects the demand for larger retail units which cannot be accommodated within the town centre's older stock. The Council will continue to support the Retail Hub as the primary shopping area of Havant Town Centre, supporting large format retail stores. In addition, opportunities to improve pedestrian and cycle connectivity with other areas of the town centre should be maximised.

The Historic Core

The traditional town centre, including West Street and the Meridian Centre

- 3.6 As the birthplace of Havant Town, the area around St Faith's Church, now a conservation area, marks the historic core. It is characterised by many small, local and independent businesses, smaller retail units, as well as the Meridian Shopping Centre. The area also hosts Havant Bus Station, is in proximity to Havant Railway Station, and provides the connection between the Retail Hub and Market Parade.
- 3.7 East Street is excluded from the defined town centre. In doing so, it is not the Council's intention to prevent the existing businesses along East Street from operating, but instead to give support for the conversion of any vacant units, some of which are listed, to residential use.
- 3.8 Although the Havant and Waterlooville Town Centres Study (October 2017) shows the vacancy rate in the town centre (as a whole) to be lower than the national average, there are many long-term prominent vacant units in this sub-area. This is because, like many small and medium-sized towns, the units in the Historic Core are of the wrong size, configuration and location to meet many of today's retailer requirements.

- 3.9 Future development in the Historic Core provides an opportunity, not only to protect and further enhance the historic environment, but also to move away from a reliance on retail. Instead, the council will encourage other town centre uses such as healthcare, leisure, cafés and restaurants, with the potential to form a social hub around the churchyard. This will help promote Havant as a destination and meeting place, attracting visitors and expanding the evening economy of the town centre. Proposals which contribute to the improvement and increased use of the public realm for the weekly market, café seating, event programmes, pop-up sales and children's play will also be supported. The loss of ground floor town centre uses to residential development in this part of the town centre will be resisted.
- 3.10 The Meridian Centre is an indoor shopping centre with parking, opened in 1991. It houses multiple and independent (mainly comparison) retailers, along with Havant Library. The Council will support a flexible mix of uses in the centre, and encourage non-shopping uses at first floor level.

Market Parade

Ground floor retail with housing above, south of the railway station

- 3.11 Market Parade was built in the 1960s and comprises three-to-four storey buildings with shops and cafés at ground floor and flats above. The public realm is dated and unwelcoming, which affects the attractiveness of the town centre to the many people arriving and moving between Havant Railway Station, Havant Bus Station, the Historic Core and the Civic Campus. While there is a high footfall through the Market Parade area, it has a high vacancy rate and poor perception of safety.
- 3.12 Havant Park and North Street are also identified as being part of the Market Parade area. The former is an attractive space for recreation and leisure but has no active frontage or integration with the town centre, while the latter includes a Waitrose supermarket and smaller specialist shops.
- 3.13 The Market Parade area will be the focus for the town centre's regeneration concentrating on active commercial uses at ground floor level and redevelopment for high-quality, high-density, innovative residential use on upper floors. As a key route to and from Havant Railway Station, public realm improvements are vital to enhance not only the appearance of Market Parade, but to create a welcoming entrance to Havant Town 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, will also significantly enhance the attractiveness of the area. As part of this, there is an opportunity to introduce a taller, landmark building in Market Parade overlooking Havant Park. The principle of high-quality, high-density living adjacent to the railway station was established through a planning permission granted in 2015, which, however, was not implemented⁸.

Civic Campus

The civic and leisure uses north of the Railway Line

- 3.14 The Civic Campus area comprises 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 Work and Pensions Office).
- 3.15 Public Service Plaza (Havant Borough and Hampshire County Council Offices) has already been successfully upgraded to provide improved facilities and co-located services. The potential for

⁸ APP/14/01225 - Market Parade Development Site, Market Parade, Havant.

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 at 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 a review of the role of Havant Health Centre and an increased focus on Oak Park.

- 3.16 These public service changes present an opportunity to accelerate the redevelopment of the Civic Campus area. As part of the One Public Estate 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 (brownfield) land, which together with the area's sustainable location close to Havant Railway and Bus Stations, creates an opportunity for high-density residential development and more innovative housing products (see Policy DR1).
- 3.17 While the Havant Campus of Havant and South Downs College (HSDC) is not included in this area, it is immediately adjacent. As such, there is scope to provide new educational facilities to integrate public facing parts of the college's courses with other facilities in the Civic Campus area.

KP1 | Havant Town Centre

Planning permission will be granted within Havant Town Centre for development that:

- a. Accords with any approved town centre regeneration framework ;
- b. Makes a positive change to the quality, vitality and viability of the centre through enhancements to attractions, public realm and the historic environment;
- c. Provides consistent, high-quality surface treatments, landscaping, signage and street furniture;
- d. Provides mixed housing types, tenures, sizes that meet the needs of all, including younger and older age groups, contributing to the delivery of about 750 dwellings in the centre;
- e. Retains sufficient car and cycle parking to serve the needs of the town centre and considers the use of car clubs;
- f. Provides safe, convenient and welcoming road and railway crossings within and around the town centre;
- g. Enhances and prioritises pedestrian and cycle connectivity through the town centre, in particular at Park Road (North and South), West Street and Market Parade;
- h. Provides direct and convenient pedestrian and cycle links from the town centre to Langstone Technology Park and the Havant Campus of Havant & South Downs College;
- i. Delivers the fastest digital communication technology available;
- j. Minimises anti-social behaviour and other crime, as well as the fear of these; and
- k. Retains and improves the landscape and public realm, including the integrity of mature trees and hedgerows.

In addition to criteria a) to k), certain uses should be directed to the distinct areas of Havant Town Centre. These are set out below by area.

Retail Hub

As the primary shopping area, proposals which protect and enhance the Retail Hub as a shopping destination will be supported.

Planning permission within the Retail Hub will be granted where:

- l. Commercial, business and service uses (Class E) with active ground floor frontages are proposed; and
- m. Proposals protect and enhance Havant Footpath 51.

Proposals for non-E uses will only be permitted in exceptional circumstances and will need to demonstrate that:

- n. The new use will support the function of the primary shopping area; and
- o. The new use will retain active ground floor frontages.

The Historic Core

As the area for smaller scale retail and mixed-use provision including leisure, cafés and restaurants, planning permission within the Historic Core will be granted for development that:

- p. Provides commercial, business and service uses (Class E); food, drink and leisure uses; or learning and non-residential institutions (Class F.1) with active ground floor frontages; or at upper floors only provides residential accommodation;
- q. Provides active ground floor frontages, especially on key corner sites and those facing Havant Park, to promote and enhance the vitality and viability of the town centre;
- r. Enhances the evening economy;
- s. Enhances the character and pedestrianised use of West Street through the provision of high quality street furniture, surface treatment and landscaping;
- t. Is informed by a Heritage Statement, of an appropriate level of detail, which demonstrates how the proposal has been informed by the context and setting of the St Faith's Conservation Area.
- u. Retains, supports, and/or enhances the successful operation of weekly street markets and other public realm events along West Street through appropriately designed new facilities.

Market Parade

As an area for leisure uses and high-quality, high-density residential redevelopment, planning permission within the Market Parade area will be granted for development that:

- v. Provides main town centre uses (as per criterion a) with active ground floor frontages; and/or provides innovative high-density residential redevelopment on upper floors above only;
- w. Enhances the evening economy.

In addition, where redevelopment of the built form is proposed

- x. Provides a new, tall landmark building overlooking Havant Park;
- y. Provides an active frontage to Havant Park with a pedestrian and cycle route to Havant Railway Station and the Historic Core;
- z. Contributes to the enhancement and/or replacement of the railway footbridge; and
- aa. Protects and enhances the Shipwrights Way.

Civic Campus

As an area with a focus on civic, community, leisure, health and educational uses as well as high-quality, high-density residential redevelopment, planning permission within the Civic Campus area will be granted for development that:

- bb. Co-locates civic, community, leisure, health and educational uses to rationalise the public estate and provide more effective services;

- cc. Provides innovative high-density residential redevelopment (in line with Policy DR1);
- dd. Contributes to the enhancement and/or replacement of the railway footbridge;
- ee. Incorporates low or zero carbon energy technology on-site, with the potential to connect to a wider district energy scheme.

Delivery

Council Led Regeneration

- 3.18 The regeneration of Havant Town Centre is key to the delivery of both the Local Plan and the Council's Regeneration Strategy. Each of the four distinct areas presents opportunities for investment and development, with the overall aim of creating a successful, integrated and well connected centre as a whole.
- 3.19 To achieve a co-ordinated and comprehensive approach to the future of Havant Town Centre, the Council will produce a town centre regeneration framework to facilitate the implementation of this policy.
- 3.20 The Council is committed to strategic land acquisition and the use of compulsory purchase where necessary to unlock the development of these areas.
- 3.21 The Council will appoint delivery partners to build out specific development parcels. Development partners will need to sign up to the high quality design expectations and place-making agenda that are essential to the successful regeneration of Havant Town Centre.
- 3.22 The Council intends to kickstart the regeneration of Havant Town Centre with a flagship development on the car parks surrounding the Public Service Plaza. Homes England are supporting the Council in bringing forward this development, which is intended to change perceptions of the town centre and attract further private finance. This forms a continuation of One Public Estate (OPE) work, which began with the successful extension and enhancement of the Public Service Plaza. OPE is a Government initiative to bring together public bodies and use their estate to deliver more effective public service provision and create development opportunities. As the Civic Campus is primarily in public ownership, it is a key area in the Hampshire OPE portfolio. Careful phasing will be essential to ensure continuity of public services, given that the site is currently in active use.
- 3.23 A heat mapping and masterplanning report was prepared in 2016 to identify areas for potential development of heat networks in the Borough⁹. Development proposals in the Civic Campus area should evaluate the feasibility of district heat or combined heat and power, particularly where an existing network or proposed network may exist. The evaluation should consider the heat load of the proposed development and proximity to an established or planned pipeline.

Changes of use

- 3.24 Where planning permission is required, the Council will expect proposed uses to support the function of the relevant part of the town centre. The policy offers a flexible approach to uses in the town centre and allows for a broad range of shops, facilities and residential development, with parameters set out for each part of the centre.

⁹ [Havant Borough heat demand mapping and energy masterplanning \(2016\)](#)

- 3.25 Within this context, the Council is keen to support the shopping offer that remains in changing and difficult times for the retail sector. This is particularly important in the Retail Core, which is considered to be the primary shopping area in the centre. Permission within the Retail Core will only be granted for uses which support the primary retail function by bringing footfall and activity to the shopping area, and which encourage people to spend time in the area, such as leisure or food and drink uses. In the Retail Core, proposals for uses which detract from, or which do not actively support the commercial offer, such as residential development on ground floor, industrial or warehouse uses, will not be supported.

Connectivity, Public Realm and Heritage

- 3.26 The town centre must become a cohesive place that people enjoy being in and passing through. Careful consideration will have to be given by the Council and individual site promoters to the proposed future management of the public realm. These arrangements must be for the benefit of the whole community. A public realm design palette will be put together to guide this aspect of the town centre's regeneration.
- 3.27 In the instance that improvements and/or re-location of the bus station are proposed, Hampshire County Council (HCC) and the relevant bus operators will need to be consulted at the earliest opportunity.
- 3.28 A replacement railway bridge at Havant Railway Station will be a marker of renewal and break down perceptions of demarcation between the areas north and south of the station.
- 3.29 Given the heritage assets in the Historic Core, applications must be accompanied by a Heritage Statement. Any matters arising, such as archaeological remains, must be addressed within a Heritage Impact Assessment in line with Policy E13.
- 3.30 Weekly markets and events will be supported in the Historic Core. This includes proposals for new facilities which enable the market to operate successfully, such as electricity hook-ups. Appropriate design will be a key consideration.

KP2 | Waterlooville Town Centre

- 3.31 Waterlooville Town Centre will provide mixed-use redevelopment comprising about 600 new dwellings, rationalisation of the shopping areas, enhanced community facilities and public realm improvements which complement the town centre's premium bus route location. The proximity of Berewood and Wellington Park residential areas means that the population close to the town centre will be significantly increased in the coming years.
- 3.32 The town centre boundary is shown in Figure 5. The boundary reflects the recent changes in the distribution of retail functions in Waterlooville Town Centre. Future proposals will seek to create distinct, but linked areas, offering a range of shops, services and facilities with improved connectivity between the distinct areas of the town.

Wellington Retail Park and Dukes Walk

A modern large unit retail park and a modern shopping precinct, requiring improved connectivity with the rest of the town centre

- 3.33 Wellington Retail Park comprises larger retail units which include major brand stores. The erection of a Sainsbury's supermarket in 2014 has helped to attract footfall and maintain a low vacancy rate.
- 3.34 Dukes Walk shopping centre comprises 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.
- 3.35 Wellington Retail Park and Dukes Walk will continue to be the primary shopping areas. As such, proposals which protect and, where possible, enhance the areas as shopping destinations will be supported. In addition, opportunities to improve pedestrian and cycle connectivity with the other key locations, including St George's Walk and London Road, should be maximised.

Wellington Way and North-East London Road

Outdated shopping area and public car park offering an opportunity to contract the retail offer and introduce high density residential development

- 3.36 Wellington Way shopping precinct was built in the 1970s and no longer suits modern retail requirements. The vacancy rate is high, and the area has become unattractive. Whilst it sits in a key location between Wellington Retail Park and Dukes Walk, the pedestrian route through the precinct does not successfully connect these two primary shopping areas.
- 3.37 Similarly, in recognising the need to contract the retail provision of the town centre, the north-eastern end of London Road is no longer needed for retail uses. Given the high accessibility and proximity to shops, facilities and services there is an opportunity for high density residential redevelopment, including a taller landmark building and more innovative housing products (see Policy DR1). This will, in turn, help bring vitality to Waterlooville Town Centre, particularly in the evening.

London Road

A pedestrianised traditional high street with a recently created large space used on market days

- 3.38 London Road is a traditional 'high street' occupied by a range of shops and services together with cafés and pubs. Public realm improvements, including new street furniture and landscaping, have been carried out in recent years.
- 3.39 Connection with the successful Wellington Retail Park is poor, via a steep ramp and underpass under the busy Maurepas Way, and London Road has lost much of its attraction, vitality and viability.
- 3.40 The regeneration of London Road and The Boulevard will be guided by the provision of a smaller retail core, high density residential development at upper floors and active uses at ground floors. Further public realm improvements to enhance the area as a destination and connector between Wellington Retail Park and Dukes Walk will also be promoted.

St Georges Walk

Mixed use area, which hosts the bus interchange and requires public realm improvements to create an identity

- 3.41 St George's Walk is an important transport hub for the town centre as it hosts the main bus interchange following previous investment in the Star bus priority service and the bus stops on St George's Walk itself. It also provides the connection between Wellington Retail Park and Dukes Walk via London Road, but is dominated by vehicular traffic so has little appeal for pedestrians at present. There is a need to enhance St Georges Walk by improving the public realm and addressing vacancy issues.
- 3.42 As part of improving pedestrian and cycle linkages, development will need to integrate and improve Swiss Road, which is an important functional link to the supermarket and the community centre, but is not easily legible with poor quality landscaping, bland frontages and car parking mixed with pedestrian access.

Asda/Community Centre Site

A mid-size supermarket and community centre with large car park, requiring better connection with the new development at Berewood and the rest of the town centre

- 3.43 This area contains the Asda supermarket, associated car park and the Waterlooville Community Centre. In the instance that this area becomes available for development in the future, the Council would support the principle of mixed-use redevelopment.

KP2 | Waterlooville Town Centre

Planning permission will be granted within Waterlooville Town Centre for development that:

- a. Makes a positive change to the quality, vitality and viability of the town centre as a whole;
- b. Provides consistent, high-quality surface treatments, landscaping, signage and street furniture;
- c. Provides mixed housing types, tenures, sizes that meet the needs of all, including younger and older age groups, contributing to the delivery of about 600 dwellings in the centre;
- d. Provides easy access to the town centre for all, in particular:
 - i. Enhances and prioritises pedestrian and cycle connectivity with surrounding residential areas, including Berewood and Wellington Park;
 - ii. Provides safe, convenient and welcoming road crossings within and around the town centre;
 - iii. Retains sufficient car and cycle parking to serve the needs of the town centre and considers the use of car clubs;
- e. Delivers the fastest digital communication technology available across the town centre;
- f. Minimises anti-social behaviour and other crime, as well as the fear of these; and
- g. Retains and incorporates the protected trees found within the town centre.

In addition to criteria a) to h), certain uses should be directed to the distinct areas of Waterlooville Town Centre. These are set out below by area.

Wellington Retail Park and Dukes Walk

As the primary shopping areas, proposals which protect and enhance Wellington Retail Park and Dukes Walk as shopping destinations will be supported.

- h. Planning permission will be granted for commercial, business and service uses (Class E) with active ground floor frontages.
- i. Proposals for non-E uses at ground floor will only be permitted in exceptional circumstances and will need to demonstrate that:
 - i. The new use will support the retail function of the primary shopping area; and
 - ii. The new use will retain active frontages.

Wellington Way and North-East London Road

The focus for this area is high-quality, high-density residential redevelopment. Planning permission within the Wellington Way and North-East London Road area will be granted for development that:

- j. Provides innovative high-density residential redevelopment (in line with Policy DR1);
- k. 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; and
- l. Provides improved pedestrian and cycle access to Wellington Retail Park and Dukes Walk via London Road.

St Georges Walk

The focus for this area includes active ground floor uses and public realm improvements to enhance the pedestrian and cycle connectivity between Wellington Retail Park and Dukes Walk. Planning permission within the St George's Walk area will be granted for development that:

- m. Prioritises pedestrian and cycle movement;
- n. Protects and supports the bus network and enhances interchange facilities;
- o. Provides commercial, business and service uses (Class E); food, drink and leisure uses; or learning and non-residential institutions (Class F.1) with active ground floor frontages;
- p. Provides active frontages at ground floor, especially at key corner sites, to promote and enhance the vitality and viability of the town centre;
- q. Maximises opportunities for residential (C3) development above ground floors only;
- r. Provides high-quality public realm improvements including street furniture;
- s. Creates activity on both sides of the entrance to Swiss Road and
- t. Improves legibility of the connecting function of Swiss Road using consistent surface treatment, street furniture and landscaping to encourage pedestrian and cycle flow.

London Road

The focus for this area is the retention of independent shops and cafés at ground floor, new office and residential development at upper floors along with vibrantly used public space. Planning permission within the London Road area will be granted for development that:

- x. Provides commercial, business and service uses (Class E); food, drink and leisure uses; or learning and non-residential institutions (Class F.1) with active ground floor frontages;
- y. Provides active frontages at ground floor level on London Road, especially at key corner sites, to promote and enhance the vitality and viability of the town centre;
- z. Maximises opportunities for residential (C3) development above ground floors only;
- aa. Supports the character and pedestrian use of London Road and The Boulevard through the provision of high quality street furniture, surface treatment and landscaping; and
- bb. Retains, supports, and/or enhances the successful operation of weekly street markets and other public realm events through appropriately designed new facilities.

Asda/Community Centre

If this area becomes available for development, a comprehensive approach should be taken which considers residential, community, leisure and/or retail redevelopment. Planning permission within the Asda/community centre area will be granted for development that:

- cc. Provides a comprehensive mixed-use redevelopment comprising a combination of residential, community, leisure and/or main town centre uses;
- dd. Protects, re-provides and/or enhances Waterloo Community Centre;
- ee. Enhances the public realm including high quality street furniture, surface treatment and landscaping;
- ff. Improves pedestrian and cycle connectivity with Swiss Road, St Georges Walk, London Road and across Maurepas Way to Berewood and Havant Footpath 11 and protects and enhances Havant Footpath 10.

Delivery

Council Led Regeneration

- 3.44 The delivery of improvements to Waterlooville Town Centre is key to the delivery of both the Local Plan and the Council's Regeneration Strategy.
- 3.45 The Council will promote Waterlooville Town Centre and the specific development opportunities in order to bring developers on board and help the town centre adapt to the challenges of the future. This could involve masterplanning or a development framework. Where appropriate, the Council will carry out the compulsory purchase of properties and land for the regeneration of Waterlooville Town Centre.
- 3.46 Each of the five distinct areas have opportunities for investment and development, including for the delivery of around 600 new homes. This could include innovative residential products (see Policy DR1).

Connectivity and Public Realm

- 3.47 While each area has an individual character and function, improved connectivity between them is critical for the future success of Waterlooville. Proposals which encourage connectivity, pedestrian and cycle flow, and respect the character and function of the distinct areas will be supported.
- 3.48 The town centre must become a cohesive place that people enjoy being in and passing through. The Council will consider how to make best use of the extensive public realm that already exists, particularly on London Road. Careful consideration will have to be given by the Council and individual site promoters to the proposed future management of the public realm. These arrangements must be for the benefit of the whole community. A public realm design pallet will be put together to guide this aspect of the town centre's regeneration.
- 3.49 The Council will work closely with Hampshire County Council to deliver an enhanced Premium Bus Transit network, which includes Waterlooville Town Centre as a key interchange in the network. This will boost the connectivity of the area to Portsmouth, Havant and Petersfield.
- 3.50 In the instance that improvements and/or re-location of the bus interchange are proposed, Hampshire County Council (HCC) and the relevant bus operators will need to be consulted at the earliest opportunity.

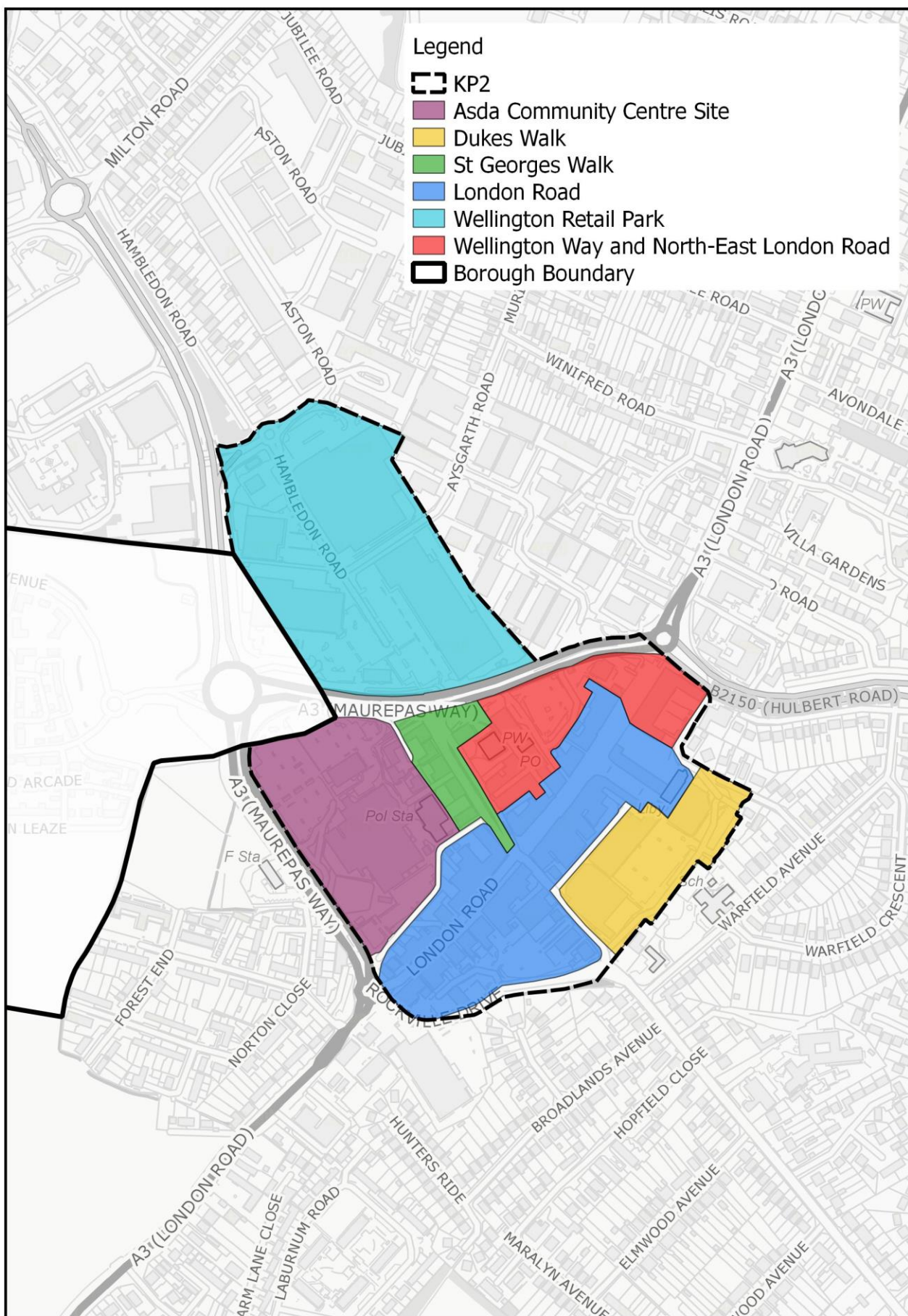
Planning Applications for Developments and Changes of Use

- 3.51 Where planning permission is required, the Council will expect proposed uses to support the function of the relevant part of the town centre. The policy offers a flexible approach to uses in the town centre and allows for a broad range of shops, facilities and residential development, with parameters set out for each part of the centre.
- 3.52 Within this context, the Council is keen to support the shopping offer that remains in changing and difficult times for the retail sector. This is particularly important in Wellington Retail Park and Dukes Walk, which are considered to be the primary shopping area in the centre. Permission in Wellington Retail Park and Dukes Walk will only be granted for uses which support the primary retail function by bringing footfall and activity to the shopping area, and which encourage people to spend time in the area, such as leisure or food and drink uses. Here, proposals for uses which detract from, or

which do not actively support the commercial offer, such as ground floor residential development, industrial or warehouse uses, will not be supported.

- 3.53 On London Road, uses which increase activity at ground floor level will be supported, in particular, food, drink and leisure uses. Key corner plots, such as those connecting The Boulevard and London Road, should be retained in active use with window displays on both sides so as to enhance activity and encourage pedestrian movement from one street to the next.
- 3.54 Uses and activities that make best use of the public space in this area will also be supported, such as the weekly market, café seating, event programmes, pop-up sales and children's play. It is important that the local market is retained and, where possible, enhanced. In support of the market on London Road, provision of electricity hook-ups and other infrastructure for stalls and proposals which support the market and other street events will be supported subject to design considerations.
- 3.55 The use of upper floors for residential (C3) use can make efficient use of town centre land while keeping the centre active in the evening. High-quality, mixed-use development where new homes are located on upper floors is therefore encouraged in many parts of the centre. The loss of ground floor town centre uses to residential within the town centre boundary will be resisted, except in the Wellington Way and North-East London Road area.

Figure 5: Waterlooville Town Centre Areas



KP3 | Hayling Island Regeneration

- 3.56 Hayling Island, particularly the seafront, is a focus for the regeneration of the Borough. The seafront will be a focus for commercial investment to grow and sustain a thriving local economy that will transform the area from its traditional 'bucket and spade' reputation to one that focuses on active and environmental tourism. It has a high quality natural environment and is regarded as the birthplace of windsurfing. There has been a national rise in domestic holidays in recent years, and with an expected rise in international visitors over the next ten years, there is an opportunity to reinvigorate the island into a destination with its own identity that complements others on the south coast.
- 3.57 Hayling Seafront offers excellent leisure facilities for residents and visitors and supports a wide range of natural habitats. There is a need for carefully balanced seafront investment that will maintain and complement 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 seafront character varies with both lively and tranquil stretches that equally contribute to its broad appeal. It is essential that provision for recreation complements the seafront landscape and respects its intrinsic natural value.
- 3.58 The Council owns a great deal of land in this part of the island and so will be a major player in the regeneration of sites. Future proposals on the identified areas on south Hayling Seafront 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 seafront.
- 3.59 There is also an opportunity for the island to offer excellence in marine leisure. There are three marinas and three sailing clubs on the island, each attracting visitors and local users. These facilities, together with the seafront itself, have the potential to provide significantly enhanced and additional commercial and leisure activities, subject to development being sensitively designed to respond to the island's environmental designations.
- 3.60 The distinct areas identified for development (figure 6 and 7) are:
- Southwood Road – Located within a predominately residential area with public car parking including the Nab car park.
 - Eastoke Corner – Leisure and retail uses, including a play space, performance space and recreation facilities including a large unsurfaced area which is used for car parking.
 - Beachlands – A traditional funfair, leisure and retail uses which previously formed the heart of the tourism offer on the island.
 - West Beach – An area with natural character with access to the sea, café/restaurant and toilet facilities.
 - Northney Marina – located in the northeast of the island, the marina has a number of berths and associated storage, pontoons, and parking. Together with Langstone Hotel (Langstone Quay Resort) next to the site, this area has the potential as a real focus point for tourism. However, existing facilities are limited, and development and investment in the marina's facilities is needed.

Southwood Road

- 3.61 This area is predominantly residential with public car parking areas, open space and Eastoke community centre.
- 3.62 The Nab car park is identified for residential development which could take the form of higher rise accommodation reflecting its waterfront location and the need to make efficient use of land.

Opportunities and Constraints

- New homes that make the best use of the waterfront location.
- Loss of the existing emergency equipment store should be re-provided as part of the redevelopment of the site.
- Potential contamination associated with the site's current and/or previous use.
- The site lies adjacent to a Site of Interest for Nature Conservation (SINC).
- The site lies within flood zone 2; flood risk increases with climate change.
- Channel in car park acts as drainage relief in high tide or storm surge conditions.
- Off-site water mains reinforcement is likely to be required.

Eastoke Corner

- 3.63 Eastoke Corner area comprises a range of different leisure and retail uses, including the Hayling miniature railway which forms a focus for tourism on the island.
- 3.64 The public realm on the south side of the Sea Front includes a play space, performance space and recreation facilities, as well as a large area of unsurfaced car park. An underused public space on the south-east corner of Rails Lane is identified for a mixed-use development comprising retail at ground floor and residential development at first floor and above. This would be subject to significant enhancements to the public realm on the south side of the Sea Front.
- 3.65 There is also the potential to reconfigure an unusually large expanse of highway on the north side of the road to deliver a new area of public space.

Opportunities and constraints

- Remodelling the existing highway and public space to facilitate enhanced cycling, pedestrian use and parking, along with making more efficient use of land for residential development.
- Part of the site lies within Rails Lane Local Centre.
- Part of the site is within or adjacent to a SINC designation.
- Significant part of the site is in Flood Zone 2; flood risk increases with climate change.
- Land south of the site is identified as Secondary Support Area for Solent Waders and Brent Geese.
- There is a known lack of capacity in local sewer system.
- Off-site water mains reinforcement is likely to be required.
- Redevelopment would affect the existing public toilet block.
- The site(s) are within a Radon Class 2 area.

Beachlands

- 3.66 This area includes a funfair, leisure and retail uses and remains the focus of the traditional tourism offer on the island.

- 3.67 The Seafront Feasibility Study¹⁰ suggests the traditional leisure offer in this area is no longer sustainable, and that investment and development in new leisure offer should be focused at Eastoke Corner. This provides an opportunity to develop high quality new housing at Beachlands, alongside significantly improved food, drink and retail outlets to raise the quality of the offer on the island overall.
- 3.68 The area also includes the landmark Listed Building, Norfolk Crescent¹¹. A fine Georgian building in its time, which whilst slowly improving remains run down. The flats along this part of the seafront have little cohesion and any new development in this area must present design quality that raises the whole area. It is also important that any development creates a new destination for visitors, and provides connection to the sea as well as reflecting the natural feel of the seafront as a whole.

Opportunities and constraints

- Provide a high quality new residential development which retains and enhances the connection with and views to the sea.
- Provide a destination location for food and drink offer.
- Connectivity with the wider Seafront, including by foot, cycle and the miniature railway.
- New jobs in food, drink and retail and the re-provision of leisure offer at Eastoke Corner.
- Loss of the existing funfair.
- Sinah Common Site of Special Scientific Interest (SSSI) and the Solent Maritime Special Area of Conservation (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.
- A Coastal Change Management Area (CCMA) lies to the south of the site.
- A pumping station is on the site.
- The site lies within the setting of the Grade II Listed Buildings - Norfolk Crescent, the Royal Hotel and the Shades Public House.
- There is potential for previously unidentified archaeological deposits of prehistoric, Roman and WWII date.
- 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.
- Potential for holiday accommodation.
- The site overlays a Secondary Aquifer.
- Site will be within Flood Zones 2 & 3 within the development lifetime.

West Beach

- 3.69 West Beach has a natural character closely related to the Sinah Common SSSI, and benefits from access to the sea, with visitor facilities including a café, public toilet blocks and a restaurant. It is a key focal point for water sports, with relatively safe waters. The main users are day visitors for windsurfing, paddle boarding, kitesurfing, kayaking and wild swimming. The Seafront Feasibility Study has also shown the importance of cycling and walking activities for the visitor economy on the island.

¹⁰10 [Hayling Island Seafront Regeneration Analysis and Feasibility Study January 2019](#)

¹¹ 35-53 Norfolk Crescent, Grade II Listed Building is a terrace built circa 1825

- 3.70 Investment in facilities is essential if the area is to fulfil its potential and extend its seasonal offer. Any development should provide a leisure facility which is flexible to accommodate the needs of a range of users.
- 3.71 The area is also identified as having potential to accommodate new and innovative visitor accommodation such as beach lodges which would be appropriate to the open and natural character of the area. However, residential development would not be appropriate in this location reflecting the environmental designations and the impact of coastal change and flood risk.
- 3.72 The design and layout of any development in this area must fully respect and enhance the natural environment and natural features of this area.

Opportunities and constraints

- Opportunity to provide high quality facilities for a range of users including water sports, cyclists, walkers and other leisure activities.
- Opportunity to enhance the surrounding public spaces and natural areas through sensitive, and appropriately designed development.
- The south of the site lies within the Coastal Change Management Area.
- The Coastguards Conservation Area is adjacent to the north.
- There is potential for archaeological deposits comprising WWII defences.
- 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 site currently lies in Flood Zone 1, but with climate change, much of the site and the access road will lie in Flood Zones 2 & 3 in the future.
- The site includes and is bounded on all sides by SSSI designation which could benefit from enhanced management.
- The site is adjacent to a Primary and Secondary Support Area for Solent Waders and Brent Geese.
- 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.
- Opportunity to create a nature reserve to the western area of Hayling Island.

Northney Marina

- 3.73 Northney Marina is one of the three marinas on the island where there is an identified need for investment and improvement to existing marina facilities. The site lies to the north-east of Langstone Hotel (Langstone Quay Resort) which is accessed via Northney Road and joins the A3023 to the west of the site. The site benefits from over 200 berths and associated storage areas, parking and pontoons. The site is in the same ownership as Sparkes Marina which is located on the south-eastern tip of the island.
- 3.74 Both marinas provide a range of marine related employment which is recognised as a key sector by the Solent LEP and it is important to ensure marina sites are retained and enhanced for such purposes accordingly.
- 3.75 A comprehensive mixed-use redevelopment of the site including enhanced commercial and leisure facilities and supporting residential uses will encourage further commercial investment and make a

more efficient use of the site. The development is needed to support the further development of the local economy particularly the marine leisure sector, as well as the regeneration of the island.

- 3.76 The development will need to be sensitively designed having regard to the setting of the Chichester Harbour Area of Outstanding Natural Beauty (AONB) reflecting the importance of its landscape and scenic beauty. The removal and redevelopment of the existing buildings could provide an enhancement to its setting.

Site Constraints and Opportunities

- This is a brownfield site.
- The site is within the Chichester Harbour AONB.
- 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; flood risk on-site increases with climate change.
- Improved marina facilities will regenerate the site and ensure a more efficient use of the site.
- Potential for investment to fund sea wall repairs at Sparkes Marina.
- Investment in the marina will promote the regeneration of wider marina and support participation in watersports on the island.
- The site is located on Duckard Point associated with the discovery of Bronze Age cremation and bronze tools.
- There is high potential for previously unidentified archaeological deposits.
- There is recorded evidence of landfill or probable landfill on site.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding
- Off-site water mains reinforcement is likely to be required.
- The site overlays a Principal Aquifer.
- Applicants are encouraged to engage with the local planning authority from an early stage to determine whether the proposals constitute EIA development¹². In such cases, an Environmental Statement will be required in support of any planning application.

¹² In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

KP3 | Hayling Island Regeneration

Development within the regeneration and development sites (as defined on the Policies Map) will be permitted where:

- a. It contributes towards the transformation of Hayling Island and enhances the quality of attractions, leisure facilities, the public realm and the natural environment;
- b. Makes best use of its coastal location;
- c. Development improves the environmental quality and urban design of identified regeneration areas;
- d. It secures safe and convenient routes by foot, cycle, public transport or miniature railway which are accessible to all users;
- e. It provides safe, convenient and welcoming road crossings, and where relevant crossings across the miniature railway;
- f. Development minimises anti-social behaviour and other crime and fear of these;
- g. Includes the provision of public art which could take influence from the heritage of Hayling Island;
- h. Visitor information/wayfinding is provided;
- i. High quality public realm areas are provided which include public seating;
- j. Avoids flood risk, or, where this is not possible provides a satisfactory solution to make the site safe, in line with policy E19;
- k. The relevant site-specific criteria are met for the regeneration sites set out below.

Southwood Road

Development of about 35 dwellings will be permitted where:

- l. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Flood Risk Assessment;
 - ii. Drainage Strategy;
 - iii. Ecological Assessment including winter bird surveys;
 - iv. Land Contamination Investigation Report;
 - v. Transport Assessment;
 - vi. Travel Plan;
- m. An emergency equipment store is re-provided as part of the redevelopment of the site;
- n. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- o. The design and layout:
 - i. Provides a high-quality frontage which responds to its seafront location;
 - ii. Retains, and where possible, enhances public access to the beach;
 - iii. Re-provides lost flood storage capacity.

In addition, proposals will be expected to demonstrate compliance with criteria a) to k) above.

Eastoke Corner (north)

Development of about 20 dwellings, retail and food and drink uses will be permitted on the identified residential development area where:

- p. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Flood Risk Assessment;
 - ii. Drainage Strategy;
 - iii. Ecological Assessment;
 - iv. Noise Assessment;
 - v. Contaminated Land Investigation Report (to include gas monitoring);
 - vi. Transport Assessment;
 - vii. Travel Plan;
- q. New retail provision is provided in accordance with Policy C6 due to the site's location in the Rails Lane Local Centre; and
- r. Existing on street parking is retained or re-provided accessible to the Rails Lane shopping area;
- s. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- t. The design and layout provide for a high-quality active frontage at ground floor on the south-eastern corner on Rails Lane, with residential uses at first floor and above.

In addition, proposals will be expected to demonstrate compliance with criteria a) to k) above.

Eastoke Corner (south)

Mixed use development of leisure, food and drink uses, and public realm improvements will be permitted on the identified area south of the Sea Front where:

- u. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Flood Risk Assessment;
 - ii. Drainage Strategy;
 - iii. Ecological Assessment;
 - iv. Noise Assessment;
 - v. Contaminated Land Investigation Report (to include gas monitoring);
 - vi. Transport Assessment;
 - vii. Travel Plan;
- v. Existing on street parking is retained or re-provided accessible to the Rails Lane shopping area;
- w. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- x. Mitigation for Solent Waders and Brent Geese is provided prior to development, and is to the satisfaction of the Council in line with Policy E17;
- y. Outdoor areas for alfresco dining are provided as part of any food and drink uses, taking advantage of the seafront location;
- z. Pedestrian and cycle routes are protected, and where possible enhanced through the rationalisation of the public highway on the northern side of the Sea Front.

In addition, proposals will be expected to demonstrate compliance with criteria a) to k) above.

Beachlands

Mixed use development of about 100 dwellings, leisure, retail, food and drink and public space will be permitted where:

- aa. Development proposals are led by a masterplan approach to the comprehensive development of the site;
- bb. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Masterplan of the site;
 - ii. Design Code;
 - iii. Ecological Assessment;
 - iv. Heritage Impact Assessment ;
 - v. Contaminated Land Investigation Report (to include gas monitoring);
 - vi. Air Quality Assessment;
 - vii. Noise Assessment;
 - viii. Transport Assessment;
 - ix. Travel Plan;
 - x. Flood Risk Assessment
- cc. There is no net loss in the number of jobs when compared to the current or last occupation of the site;
- dd. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- ee. A replacement visitor information facility is re-provided on site or an appropriately scaled financial contribution is made for the provision of a replacement visitor facility elsewhere on the seafront;
- ff. The design and layout:
 - i. Provides a welcoming visitor experience including high quality public realm improvements;
 - ii. Retains and where possible enhances, the connection with and view to the sea;
 - iii. Respects the setting and character of the nearby Grade II listed buildings of Norfolk Crescent, the Royal Hotel and the Shades Public House;
 - iv. Integrates and facilitates the delivery of the England Coast Path proposals;
 - v. Provides an appropriate easement to the pumping station on the site.

In addition, proposals will be expected to demonstrate compliance with criteria a) to k) above.

West Beach

Development of a mixed-use leisure facility, food and drink uses, and innovative holiday accommodation will be permitted where:

- gg. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Flood Risk Assessment;
 - ii. Drainage Strategy;
 - iii. Ecological Assessment;
 - iv. Heritage Impact Assessment ;
 - v. Contaminated Land Investigation Report;
 - vi. Air Quality Assessment;
 - vii. Transport Assessment;
 - viii. Travel Plan;

- hh. The leisure facility provides for a range of users and is secured for the benefit of the community;
- ii. It provides for a high quality public realm including the provision of public toilets, changing facilities and showers and landscaped parking areas;
- jj. The special flora and fauna of the SSSI are protected, and where possible enhanced through a costed Habitat Management and Monitoring Plan;
- kk. 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;
- ll. Proposals take account of the Coastal Change Management Area in line with Policy E4;
- mm. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- nn. A Flood Warning and Evacuation Plan is prepared for any holiday accommodation¹³; and
- oo. The design and layout;
 - i. Respects the setting and character of the nearby Coastguards Conservation Area;
 - ii. Provides pedestrian and cycle links which connect to the local network;
 - iii. Integrates, and facilitates the delivery of the England Coast Path proposals; including a direct link to the Hayling Island Ferry.

In addition, proposals will be expected to demonstrate compliance with criteria a) to k) above.

Northney Marina

Mixed use development of about 40 dwellings and 1,000 sqm of employment, commercial and service uses (Class E) which support the function and operation of the marina will be permitted where:

- pp. The following assessments are submitted to support a planning application in addition to those listed in point a:
 - i. Environmental Statement if required;
 - ii. Ecological Assessment;
 - iii. Landscape and Visual Impact Appraisal;
 - iv. Contaminated Land Investigation Report to including gas monitoring;
 - v. Air Quality Assessment
 - vi. Transport Assessment;
 - vii. Travel Plan;
 - viii. Flood Risk Assessment and Flood Warning and Evacuation Plan;
 - ix. Heritage Impact Assessment ;
- qq. The development proposals would provide for high quality improved marina facilities at Northney Marina and at Sparkes Marina and contribute towards the marina offer on the island;
- rr. Secures the repairs needed to the sea wall at Sparkes Marina;
- ss. 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.
- tt. Coastal defences are appropriately designed and avoid the use of hard engineering if possible, having regard to the European environmental designations surrounding the site;

¹³ In line with National Planning Policy Guidance on Flood Risk and Coastal Change

- uu. A detailed landscaping scheme mitigates any increase in the built form on the site, having regard to the landscape and scenic beauty of the Chichester Harbour AONB;
- vv. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval.
The design and layout:
- ww. Secures buildings which are of a low profile appropriate to the character of Chichester Harbour AONB;
- xx. Provides built form appropriately set back from the edge of Chichester Harbour to minimise recreational disturbance to the SPA designation;
- yy. Makes appropriate improvements to the existing highway to ensure safe access and egress throughout the lifetime of the development;
- zz. Conserves and enhances its immediate and wider setting within the Chichester Harbour AONB.

In addition, proposals will be expected to demonstrate compliance with criteria a) to k) above.

Delivery

- 3.77 The Council is committed to the regeneration on Hayling Island with a focus on delivering change in realistic phases.
- 3.78 The project will need to be cost effective in terms of capital given the challenging nature of local government finance. The Council's Regeneration Strategy¹⁴ indicates that this is likely to start by redeveloping underused Council owned land in East Hayling. The capital gained from this development will fund Eastoke Corner and move increasingly west, funding the development at Beachlands and West Beach.
- 3.79 The design and layout of Beachlands in particular should be informed by a comprehensive masterplan that considers the site's constraints and context. This should be supported by a design code. Extensive pre-application discussions are recommended reflecting the multiple landownership and the site's constraints. The piecemeal redevelopment of the site would not be appropriate.
- 3.80 With the exception of West Beach, all of the sites will involve the development of new housing. This is necessary to gain development value from the sites to fund the investment in enhancements to the public realm and visitor facilities.
- 3.81 The Council will work with the landowner to deliver a high quality mixed use development. Proposals will need to demonstrate how it will result in the future improvement and sustainability of the marina offer on the island. This will help to secure and retain the use of the site for marine purposes.

¹⁴ [A Regeneration Strategy for Havant Borough 2018-2033](#)

Figure 6: Hayling Island Regeneration Key Project Sites (south)

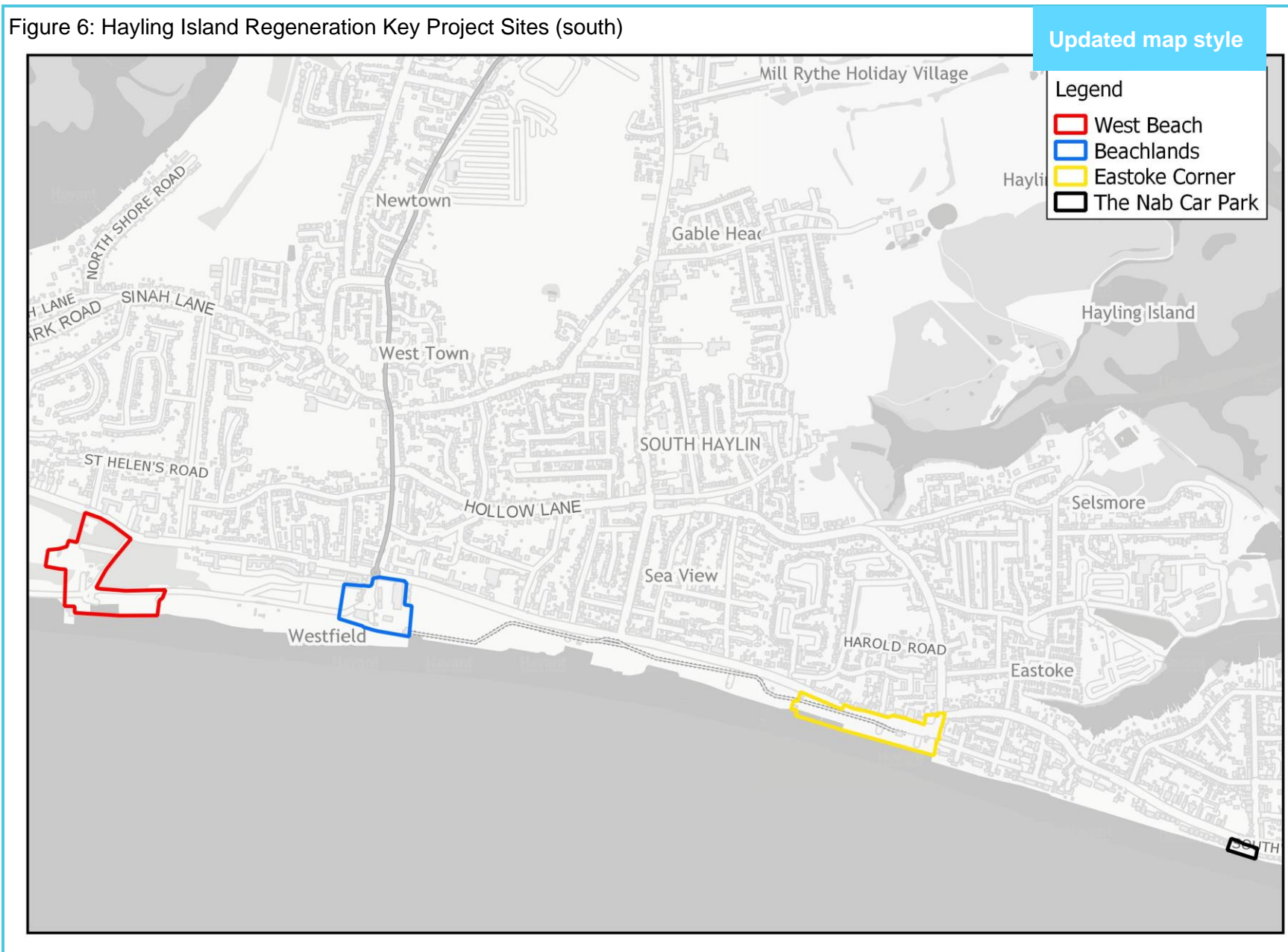
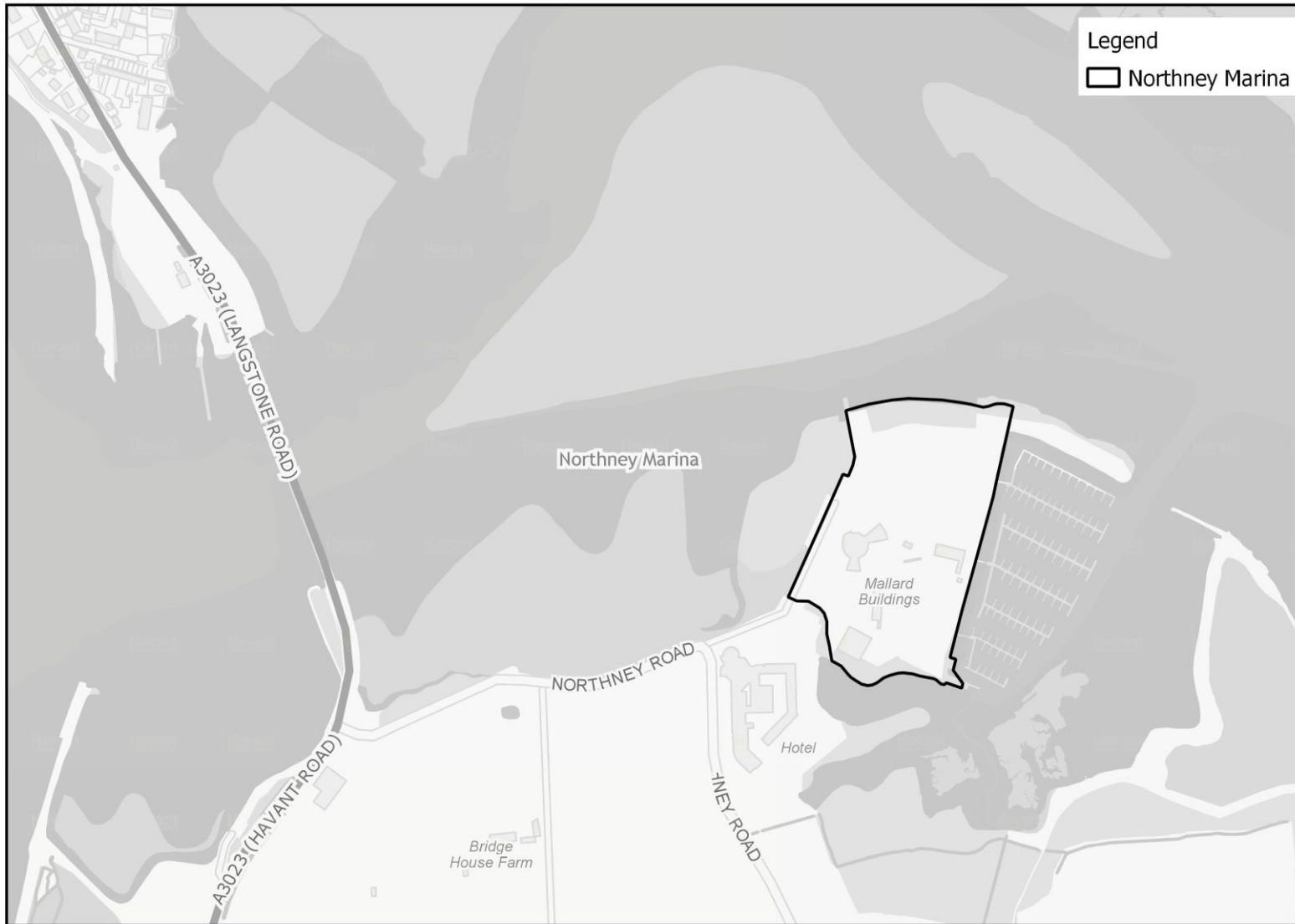


Figure 7: Hayling Island Regeneration Key Projects Sites (north)

Updated map style



KP4 | Leigh Park District Centre

- 3.82 Leigh Park Centre is a district centre made up of four distinct but connected areas. The centre serves the wider Leigh Park community in retail terms, and most importantly as a community and cultural hub. The centre is very well served by public transport, walking and cycling routes and ample car parking. The existing retail offer will continue to shrink, particularly on Park Parade. This provides opportunities for surplus retail provision to be redeveloped for housing (about 75 new homes) and to focus on strengthening the leisure and community facilities that retain footfall and sustain the centre as a community and cultural hub for residents and business. The Council will engage with the community in preparing a masterplan for Leigh Park centre.

Greywell Shopping Precinct

- 3.83 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 a car park
- 3.84 The Greywell area will continue to be a focus for retail provision. Greywell is defined as the primary shopping area, where the loss of commercial, business and service uses will be resisted.
- 3.85 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

The original 1950s shopping parade, more recently pedestrianised, with high levels of vacancies and an underused car park

- 3.86 Park Parade was the original Leigh Park 'High Street'. It is pedestrianised, providing a large, but underused public space. This area comprises mainly smaller units, with largely secondary functions for the centre, with a gym and takeaways. The units have flats above, which are accessed from the rear.
- 3.87 The back of the buildings on Park Parade are unsightly, particularly the southern elevation, which, together with the underused car park at Tidworth Road, provides the main view of Leigh Park Centre to the arriving visitor. Adaptation of the units to non-retail uses will be acceptable in principle, where it can be demonstrated that the alternative uses would positively contribute to the viability and vitality of Leigh Park Centre.
- 3.88 Development which provides a refreshed façade to Stockheath Road, including the comprehensive redevelopment of sections of the southern side of Park Parade and Tidworth Road car park will be supported.

Somborne Drive

A large leisure (bingo) building, parking and modern supermarket with recent public realm improvements

- 3.89 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. North of these, car parks and a large bingo hall and a new sports facility at Front Lawn recreation ground add to the overall offer.

Dunsbury Way Community Buildings

Community uses with car parking

- 3.90 A concentration of community buildings occupies land adjacent to Dunsbury Way and Bishopstoke Road. This includes a library, two community centres, a day nursery, a craft space and a training facility. The range of services meet the significant demand for social services in Leigh Park. However, the viability of the various buildings and services is marginal and there is some overlap of services. Greater collaboration between the service providers would give an opportunity to sustain these essential services in a modern community hub building, while also freeing up space for residential redevelopment.

Car Parks

- 3.91 Leigh Park centre is served by generous car parking, and this policy identifies opportunities for the redevelopment of some car parks, any such proposals will need to demonstrate that the loss of spaces will not have a detrimental effect on users of the centre. In this context, it should be noted that Leigh Park is well served by walking, cycling and bus routes, and this will continue to be supported.

KP4 | Leigh Park District Centre

Development within Leigh Park District Centre will be permitted where:

- a. It makes a positive change to the quality, vitality and viability of the district centre;
- b. It accords with the principles of any approved masterplan or regeneration framework for the centre;
- c. Proposals provide 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;

In addition to criteria a) to e), certain uses should be directed to the distinct areas of the centre. These are set out below by area.

Greywell Precinct:

As the primary shopping area, the focus for the Greywell Precinct is shopping use. Planning permission will be granted where:

- f. Proposals enhance the retail function of the primary shopping area;
- g. Proposals for non-E uses will only be permitted in exceptional circumstances and will need to demonstrate that:
 - i. The new use will support the function of the primary shopping area; and
 - ii. The new use will retain an active ground floor frontage.

Park Parade area:

This is a mixed use area, including retail focused on independent shops, cafés and restaurants; leisure and high quality residential development. Planning permission will be granted where:

- h. Proposals bring vacant units back into use and improve the design of the street frontage;
- i. Any residential development forms part of a comprehensive redevelopment in accordance with any approved Leigh Park Centre masterplan or framework;

Somborne Drive area:

The focus of the Somborne Drive area is for retail and leisure uses that encourage activity throughout the day and into the evening. Planning permission will be granted where:

- j. The use increases the attractiveness of the District Centre;
- k. Development secures public realm improvements which visually connect with the centre.

Dunsbury Way area:

The focus for the Dunsbury Way area is on new residential development and sustaining a thriving community hub, which meets the needs of the community for health, training, learning, leisure and social services. Planning permission will be granted where:

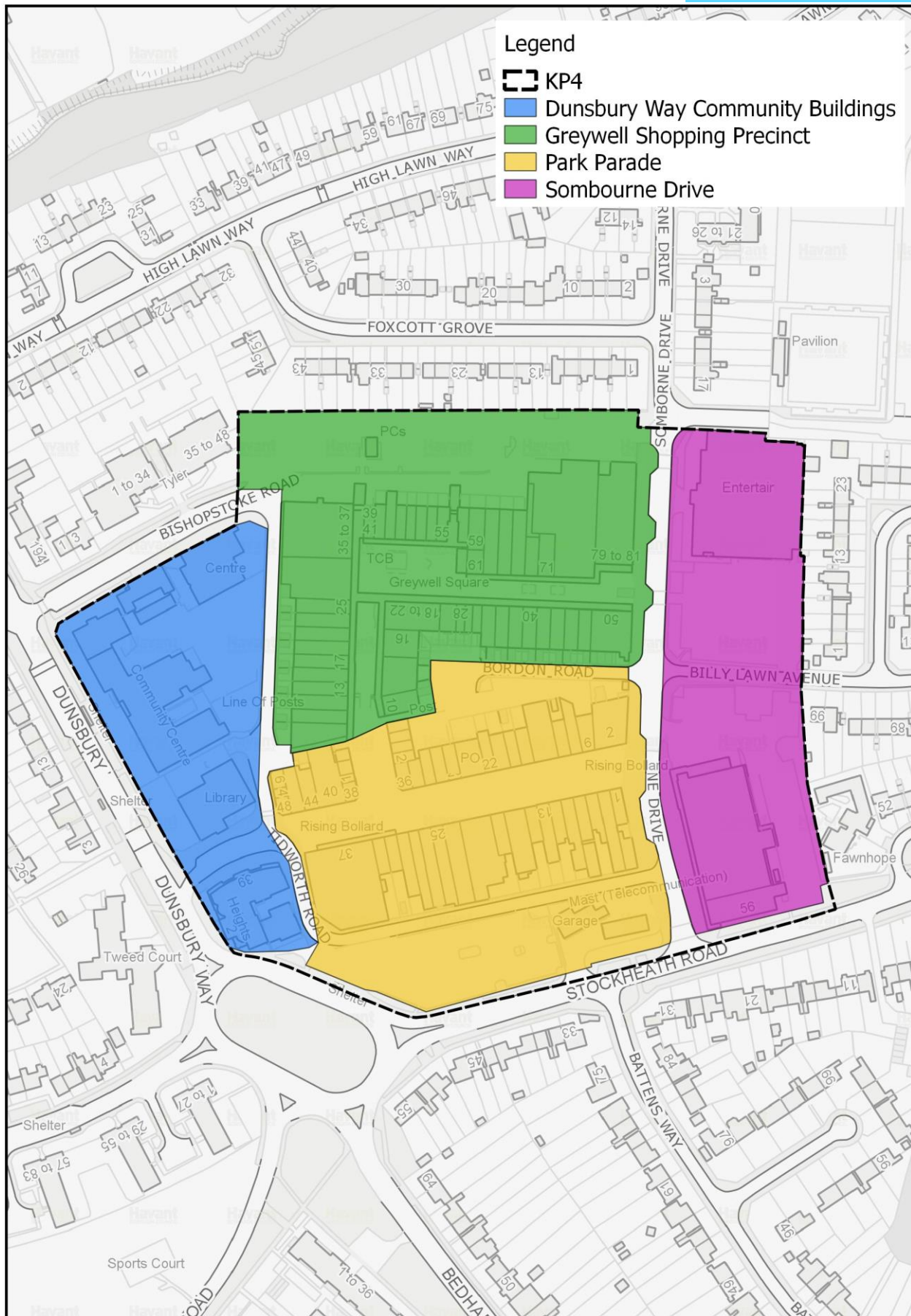
- l. Community engagement and service provider collaboration is integral to the proposal;
- m. Redevelopment creates a modern community hub facility that is accessible to all, enhances the current service provision and is adaptable to the changing needs of the community;
- n. Any residential development forms part of a comprehensive redevelopment in accordance with the principles of any approved Leigh Park centre regeneration framework or masterplan;
- o. During construction, the phasing of the development minimises the impact on community and social service delivery
- p.

Delivery

- 3.92 The reputation of Leigh Park has changed in recent years, moving towards being a desirable place where people from all walks of life can live, socialise and work. It offers attractive, well-built housing stock with parking and gardens at more affordable prices. There has also been substantial investment in Leigh Park recently with the £1 million redevelopment of Front Lawn. Moving forward, Leigh Park District Centre offers excellent opportunities for development, making better use of the land that is available, consolidating facilities and freeing up space for new housing.
- 3.93 Property values in Leigh Park mean that the market, even with interventionist Council support, will not be able to deliver the kind of change that is needed. As such, the Council will continue to explore the delivery of regeneration in Leigh Park District Centre with Government, Homes England, Registered Providers, Portsmouth City Council and other partners. This is with the aim of delivering development which continues to move Leigh Park's reputation towards a highly desirable place to live.
- 3.94 Working with the local community, the Council will lead on a long-term framework or masterplan for the redevelopment and regeneration of Leigh Park centre. Prioritising a masterplan for Leigh Park centre will provide a new planning framework that will enable any individual proposals to be considered within a bigger picture. All proposals that come forward will need to demonstrate how they will complement the principles of the masterplan or framework. The plan must be aspirational to deliver a transformation in the centre, with the aim of attracting investment that moves Leigh Park's reputation towards a desirable place to live. 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. Many of these buildings offer vital services to the residents of Leigh Park, so continuity in the provision of existing services during the construction phase will also be essential.
- 3.95 Where planning permission is required, the Council will expect proposed uses to support the function of the relevant part of the town centre. The policy offers a flexible approach to uses in the town centres and allows for a broad range of shops, facilities and residential development, with parameters set out for each part of the centre.
- 3.96 Within this context, the Council is keen to support the shopping offer that remains in changing and difficult times for the retail sector. This is particularly important in the Greywell Precinct, which is considered to be the primary shopping area in the centre. Permission within this area will only be granted for uses which support the primary retail function by bringing footfall and activity to the shopping area, and which encourage people to spend time in the area, such as leisure or food and drink uses. In the Greywell Precinct, proposals for uses which detract from, or which do not actively support the commercial offer will not be supported.

Updated map style

Figure 8: Leigh Park District Centre Areas



KP5 | Southleigh

The Site

- 3.97 The site has an area of 152 ha. It is predominately agricultural land, with some currently inaccessible parkland in the north-east. Residential development to the east and west, together with the historic Southleigh Park House along Bartons Road to the north surround the site. The site slopes gently from north to south. The A27 and the railway line run along the south of the site.
- 3.98 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 and a number of business units and warehouses which lie in the centre of the site. There are a number of existing dwellings on Eastleigh Road, which runs north-south through the middle of the northern part of the site.
- 3.99 Surrounding the site are a number of recent and proposed developments, some of which are allocated through other policies in this plan.

Background and Masterplanning

- 3.100 Paragraph 72 of the NPPF supports the supply of large numbers of new homes "*through planning for larger scale development, such as new settlements or significant extensions to existing villages and towns, provided they are well located and designed, and supported by the necessary infrastructure and facilities. Working with the support of their communities, and with other authorities if appropriate, strategic policy-making authorities should identify suitable locations for such development where this can help to meet identified needs in a sustainable way.*"
- 3.101 Identified as capable of providing around 2,100 dwellings, Southleigh is the most significant site allocated in the Local Plan. However, due to the lead-in timescales to plan, obtain consent and build the scheme, it is considered that only 1,200 new homes can be delivered up to 2037. The remaining 900 homes would be delivered from 2037 onwards.
- 3.102 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. The Council has worked with statutory consultees and local communities to create an initial Framework Masterplan for the site (2017)¹⁵. The Masterplan was informed by extensive community consultation both through online questionnaires and workshop sessions and served to create a vision for the future development of the site and to refine initial higher-level work on site yield and infrastructure requirements. It is not at a sufficient level of detail to directly inform a planning application at this stage. Neither is it set in stone, and several elements will need to be refined and revised as further detailed evidence is explored. Nevertheless, the 2017 masterplan has substantially informed this policy and has set the framework for a future developer to draw up more detailed designs.
- 3.103 Piecemeal development of this site is not considered sustainable, although it is acknowledged that such a large site is likely to come forward in phases, again informed by the masterplanning work.

¹⁵ [Denvilles-Emsworth Masterplan Document - Levitt Bernstein \(December 2017\)](#)

Site Opportunities & Constraints

- This is a greenfield site.
- The site is predominantly 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 Historic Interest.
- There are a number of Tree Preservation Orders on the site, 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.
- The site is in proximity to the South Downs National Park.
- There is the potential for common reptiles and nesting birds to be found on the site.
- High quality hedgerows are 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.
- Sections of the south of the site are 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.
- The West Brook, in the south east of the site, is a designated main river
- 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.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding
- 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 vast majority of the site is in the Minerals Safeguarding Area 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.
- Development of the site bring 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 older people.
- 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.
- Applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development. If it is an EIA development, an Environmental Statement will be required in support of any planning application.

- Given the scale of the site, very early engagement with the LPA is necessary, particularly around infrastructure provision.

KP5 | Southleigh

A mixed-use development to deliver about 2,100 dwellings and associated infrastructure and facilities will be permitted where, following detailed masterplanning with extensive community engagement, a comprehensive scheme for the site is put forward which accords with the agreed masterplan, and:

- a. Delivers a development which meets the vision of a sustainable place with garden community qualities, which:
 - i. Has its own identity but respects and integrates successfully with the existing communities at Denvilles and Emsworth;
 - ii. Offers a wide range of attractive and imaginatively designed home types, tenures, densities and styles to cater for all sections of the community and for all stages of life, including genuinely affordable housing and, if there is a need, specialist accommodation for people with support or care needs and self-build plots;
 - iii. Has at its heart an attractive and functioning local centre and a range of recreational and community facilities;
 - iv. Combines the best of town and country to create a healthy community with vibrant, sociable and attractive streets and neighbourhoods, easy access to generous and good quality outdoor space and opportunities to grow food;
 - v. Provides access to nature for residents, specifically including the coast and Southleigh Forest, while protecting ecological interests and taking opportunities to deliver biodiversity net gain;
 - vi. Is designed to make walking, cycling and public transport the most attractive forms of local transport, so that residents have convenient and sustainable access to jobs, education, and services.

- b. Meets all its infrastructure needs to make the development attractive and sustainable, and to minimise negative impacts on existing communities, including:

Community Facilities:

- i. 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;
- ii. a new three form primary school on a site of at least 2.8 ha, co-located with the local centre;
- iii. significant and cohesive public open space of excellent quality for recreation, leisure and sport, which makes connections to surrounding green infrastructure.

Travel & Transport:

- iv. If shown to be necessary through a site-specific TA, a new access to the A27 and a link road through the site;
- v. Improvements to the junction of Bartons Road, Horndean Road and Emsworth Common Road;
- vi. Provision for additional bus routes to connect the public transport network between Emsworth and Havant;
- vii. 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. A dedicated safe leisure cycle and walking route as part of the open space around the periphery of site, with connecting links to and from this route from within and beyond the site;
- ix. Enhanced on- and off-site walking and cycling routes to Southleigh Forest, to the east of Horndean Road, including links to the South Downs National Park.

Drainage and Flood Risk Management:

- x. A drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20;
 - xi. An extensive network of SuDS incorporated into the design of the on-site green infrastructure to provide multifunctional benefits;
 - xii. Flood easement areas which are kept free of development and free of any supporting flood risk management infrastructure, including surface water management such as SuDS;
 - xiii. Safeguarding measures to ensure any significant negative effect on the main river is mitigated to an acceptable level.
- c. All the environmental matters are considered and where necessary mitigated satisfactorily, to make the development acceptable. This includes, but may not be limited to:
- i. Any possible noise and/or air quality impacts from the A27 and the railway line through separation and/or other mitigation measures;
 - ii. The retention of heritage assets and preservation of their setting to contribute to a sense of place and local distinctiveness,;
 - iii. The successful integration of the development with the landscape, including making best use of the historic parkland of Southleigh Park House by opening it up to public access, and responding positively to the special qualities of the South Downs National Park, including consideration of the Dark Night Sky Reserve;
 - iv. Exploration of the prior extraction of minerals to the satisfaction of Hampshire County Council;
 - v. Exploration and where feasible the wide-ranging use of zero-carbon and energy-positive design and technology;
 - vi. A comprehensive ecological strategy, in line with policies E14 and E15, which achieves biodiversity net gain, and includes, but is not limited to:
 - a) The retention and integration of protected trees and hedgerows into the development;
 - b) The retention and enhancement of the on-site SINC in accordance with its original criteria for designation;
 - c) Mitigation measures for Bechstein's Bats, including appropriate buffers;
 - d) Enhancements to the Local Ecological Network through the opportunity areas found on site;
 - e) The creation of green linkages and wildlife corridors including within and through the site, in particular to connect the protected landscapes of the South Downs National Park and the Chichester Harbour AONB and making best use of existing natural features such as trees and streams.
- d. To inform criteria b) and c) above, as a minimum, the following assessments are submitted to support a planning application:
- i. Environmental Statement if required;
 - ii. Heritage Impact Assessment;
 - iii. Ecological Assessment;

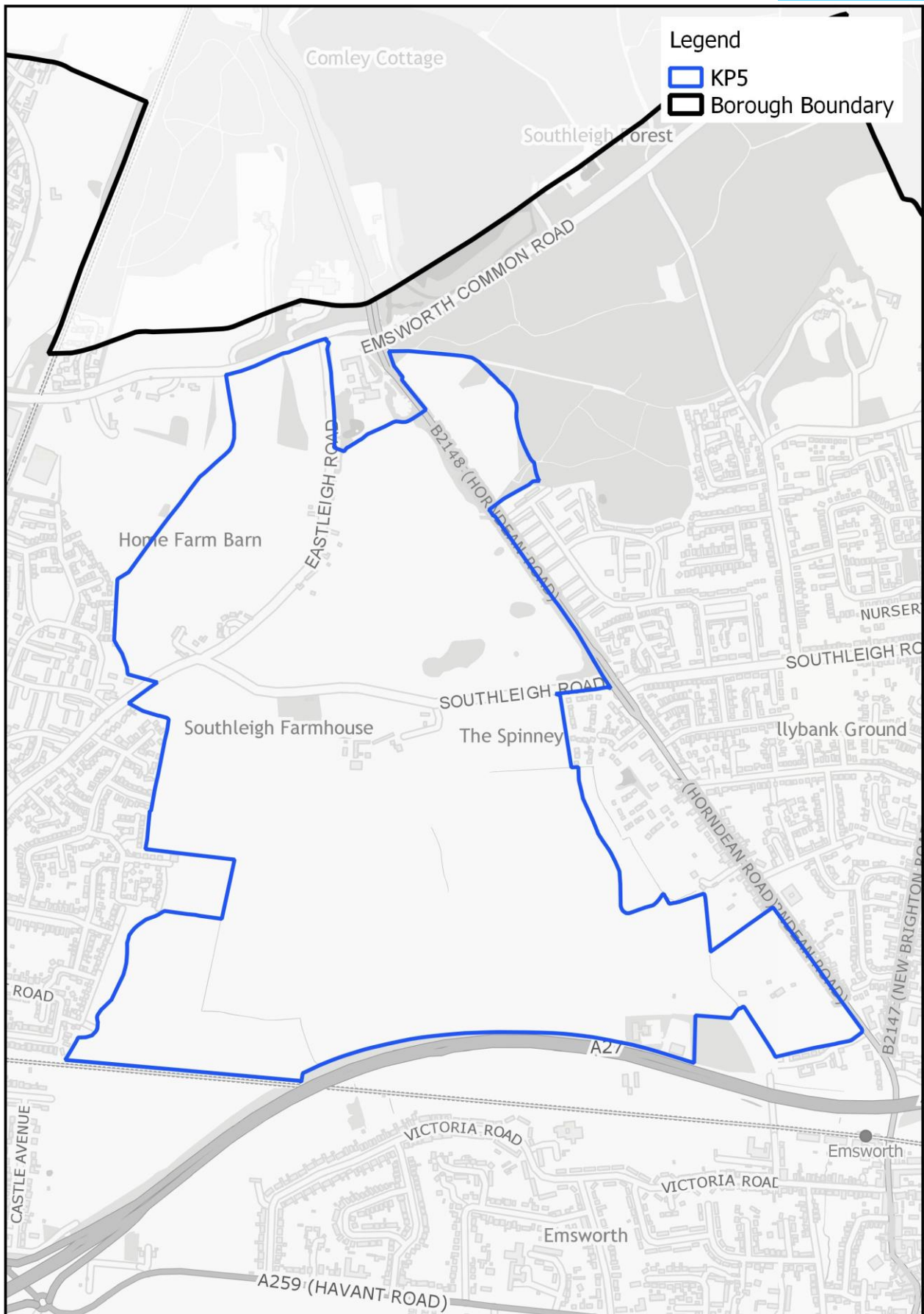
- iv. Flood Risk Assessment;
- v. Drainage Strategy and SuDS Masterplan;
- vi. Transport Assessment;
- vii. Travel Plan;
- viii. Air Quality Assessment;
- ix. Noise Impact Assessment;
- x. Contaminated Land Investigation Report to include gas monitoring;
- xi. Landscape and Visual Impact Assessment;
- xii. Lighting Assessment;
- xiii. Arboricultural Assessment.

Delivery

- 3.104 The Council is committed to the delivery of a comprehensive sustainable development on this key site and expects a single outline planning application covering the entirety of the site. The Council will use all powers available to achieve a comprehensive development of this strategic site, including Compulsory Purchase if necessary.
- 3.105 Before Planning Permission is granted for development, a Masterplan and Design Guide/Code for the whole site must be prepared by the site promoter, in conjunction with and approved by the Council. The Masterplan must be accompanied by a Phasing Plan which identifies trigger points for infrastructure delivery relative to the timing of development phases. The aim of this is to ensure that a high-quality neighbourhood with an overarching design ethos and sense of place is delivered, which has the infrastructure needed to support the development, not just once development is complete, but as phases come forward.
- 3.106 The site promoter's masterplan will be expected to take the 2017 published Framework Masterplan as a starting point. This was informed by extensive community and stakeholder consultation both through online questionnaires and workshop sessions, and the Council expects the further detailed masterplanning to continue this engagement.
- 3.107 The final agreed Masterplan and Design Guide/Code will be a material consideration in the determination of future planning applications.
- 3.108 While substantial evidence has been compiled to support this plan, including around the deliverability of the site and infrastructure needed to support it (Transport Assessment and Southleigh Transport Study; Viability Report; Infrastructure Delivery Plan), this evidence will need to be further refined before a planning application is submitted. The Transport Assessment indicates that the development may not need a direct access onto the A27, but it also makes clear that the sub-regional transport model has limitations in its ability to isolate the impact of individual sites. Therefore, at an early stage it will be necessary to test in further detail the need for an access from this site directly onto the A27. Until it is irrefutably demonstrated that such an access is not needed, land is safeguarded through this plan to allow it to be delivered at an appropriate stage in this development (see Policy IN2).
- 3.109 Continuous dialogue will take place with the landowners, infrastructure providers and other key partners. This will include exploration of bringing on board expertise, support and/or available funding from delivery agencies such as Homes England. A coordinated effort will be needed from all stakeholders to bring about this large development. A dedicated Development Management officer funded by the applicant will be needed to properly support the processes.

3.110 Given the scale of the development, careful consideration will have to be given by the site promoter to the proposed future management of the site, and in particular the common areas and the mitigation measures put in place to deal with the impact of the development. These arrangements must be for the benefit of the whole community, and models of community stewardship should be explored from the outset.

Figure 9: Southleigh



KP6 | Langstone Technology Park

The Site

- 3.111 IBM developed the site largely in its present form in the 1960s as its UK Headquarters. Since IBM departed from the site, it has evolved into a technology park offering flexible space for offices, innovative manufacturing, research and development. The Park comprises 45,000 sqm of built space, occupied by over forty enterprises employing nearly 4,000 people. It is served by around 1,800 surface car parking spaces and benefits from an adjacent hotel and restaurant development.
- 3.112 The Park is currently the largest concentration of commercial floorspace in the Borough. It is a key employment area for the Borough and its further growth would boost the Borough's prosperity through provision of new business employment.
- 3.113 Historically the Park has enjoyed an occupancy rate exceeding 90%, but this has fallen to two thirds in recent years due to emerging competition, dated facilities and lack of appeal to occupiers. Nonetheless, the Park boasts a number of key benefits including excellent power and internet connections as well as being well-placed close to Havant Town Centre, Havant Railway and Bus Stations and next to the A27.
- 3.114 The site would benefit from improvement of its access infrastructure to better connect it to Havant Town Centre and its public transport hubs. It also needs improvements to the supporting facilities on-site to make sure that the Technology Park can offer the facilities that businesses require. It is therefore critically important that development of the site creates a campus which can accommodate digital technology firms containing all the necessary services and facilities needed to drive its continuing success.
- 3.115 The site presents opportunities for development through refurbishment and/or redevelopment of the existing buildings, and rationalisation and consolidation of the existing car parking provision, to free up space for development.
- 3.116 There is an opportunity for the site to accommodate new and innovative commercial models. Incubator units could be provided to offer accommodation for new and expanding businesses. Offices and industrial floorspace for digital technology firms, together with education accommodation and training facilities would also be suitable and could help promote the Park as the premier location for 4IR (the Fourth Industrial Revolution) economic development on the south coast.
- 3.117 Improvements in the links to the town centre and through to Havant railway and bus stations are needed. The Council has prepared a Microsimulation model of the A3023 corridor and this can be used to model impact of any new development on the highway network, and inform any necessary infrastructure improvements.

Site Constraints and Opportunities

- The site is brownfield land.
- Single landownership.
- The site lies to the south of Havant Town Centre Retail Hub and Solent Retail Park.
- The original IBM buildings were designed by Ove Arup and won the 1972 Financial Times award so have some architectural interest.

- Opportunity to improve linkages with Havant Town Centre, Bus Station and Railway Station.
- Opportunity to increase permeability of the site by breaking up the large areas of car parking tarmac.
- The site is immediately adjacent to the A27. It is served by access via a right turn from Langstone Technology Park from the A3023, and Brookside Road which is accessed off the Southmoor Lane/Harts Farm Way roundabout.
- The Hermitage Stream runs along the eastern edge of the site with most of the boundary lying within Flood Zone 3.
- Proximity to the Main River.
- A group of protected trees lies in the north-western corner of the site, whilst several willow trees protected by Tree Preservation Orders (TPOs) lie on the western bank of the Hermitage Stream within the south-eastern part of the site.
- A woodland belt runs along the eastern side of the site which provides an important buffer to the Hermitage Stream and the residential area beyond.
- The Chichester Harbour AONB lies to the south west.
- St Faith's Conservation Area lies to the north east of the site.
- Budds Farm waste water treatment works lie to the south east of the site.
- There is recorded evidence of landfill or probable landfill on site.
- The site overlays a Secondary Aquifer.
- The western part of the site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel.
- The site lies within a Radon Class 3 area.
- The site would benefit from connection to the South East Hampshire Bus Rapid Transit network.
- There is an opportunity to provide direct pedestrian/cycle links to and from the site and the public footpaths which run along the northern and eastern boundaries of the site.
- Applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development¹⁶. If it is an EIA development, an Environmental Statement will be required in support of any planning application.

¹⁶ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments.

KP6 | Langstone Technology Park

Employment development of about 12,575 square metres together with supporting uses and infrastructure will be permitted where:

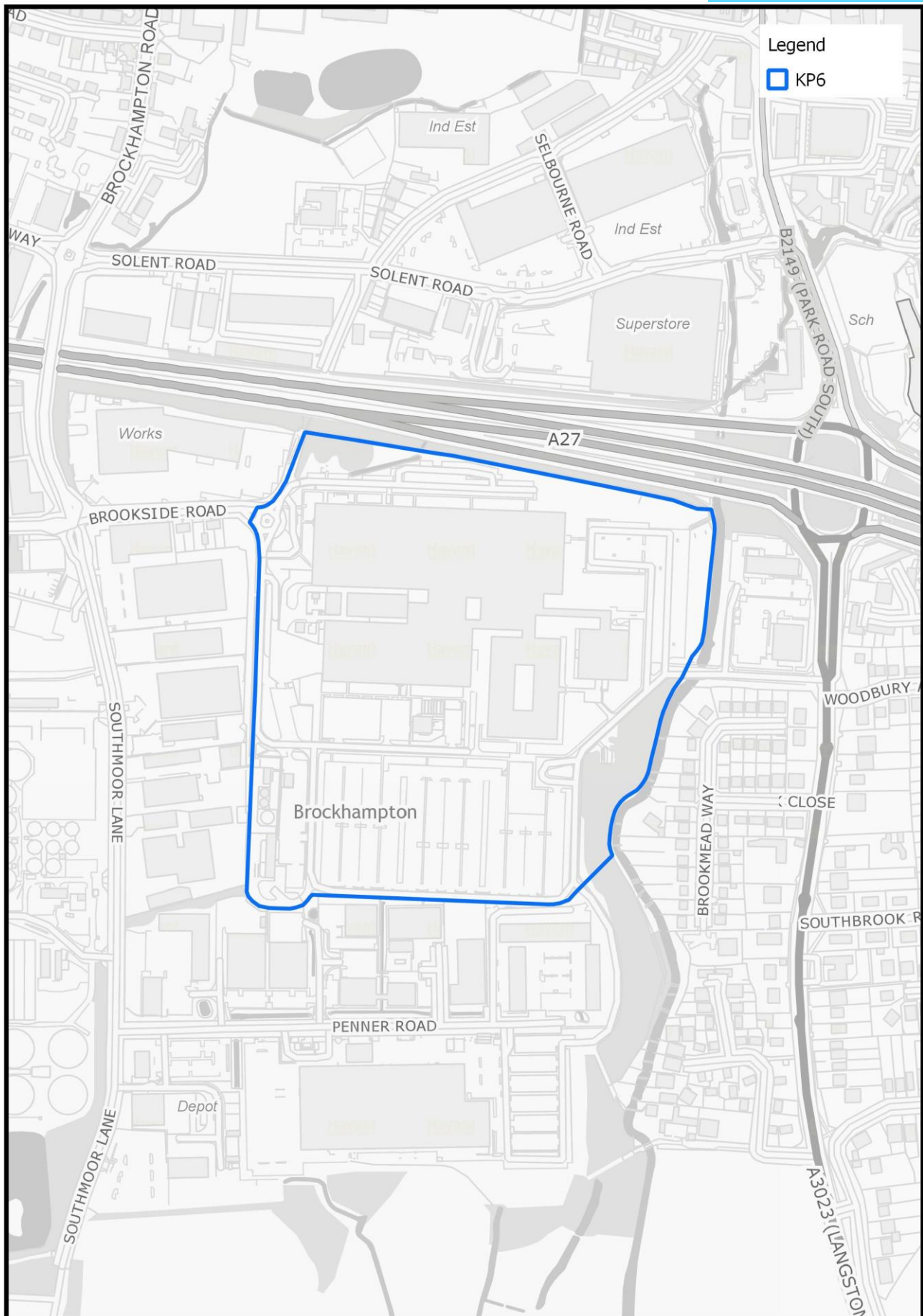
- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Environmental Statement if required;
 - ii. Masterplan of the site to include phasing;
 - iii. Transport Assessment;
 - iv. Travel Plan;
 - v. Heritage Statement;
 - vi. Ecological Assessment;
 - vii. Arboricultural Impact Assessment;
 - viii. Contaminated Land Investigation Report to include gas monitoring;
 - ix. Noise Assessment;
 - x. Odour Assessment;
 - xi. Air Quality Assessment;
 - xii. Flood Risk Assessment;
 - xiii. Drainage Strategy.
- b. It will provide for a range of employment opportunities and support the needs of emerging sectors;
- c. Complementary / supporting (non-B Class) uses support the function and operation of the employment uses located on the site and surrounding established employment areas;
- d. It retains and enhances pedestrian and cycle routes through Langstone Technology Park, and those which facilitate access to Havant Town Centre and adjacent employment areas;
- e. Suitable access to the site is secured in consultation with the Highway Authority and Highways England;
- f. Sufficient parking is provided in line with Policy IN3, and requisite parking can be retained during any phased redevelopment or refurbishment of the site;
- g. The development protects and enhances the public footpaths to the north and east of the site;
- h. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- i. The design and layout:
 - i. Provides for pedestrian, cycle and bus permeability throughout the site;
 - ii. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the Hermitage Stream is mitigated to an acceptable level;
 - iii. Locates Class B2/B8 uses to minimise noise and disturbance to residential properties;
 - iv. Retains and incorporates the protected and mature trees found on site.

Delivery

- 3.118 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 and addressed. 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.

Figure 10: Langstone Technology Park

Updated map style



KP7 | Dunsbury Park

The Site

3.119 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. The site has the potential to provide a total of 77,000 sqm of high quality employment floorspace.

3.120 Outline consent 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 site¹⁷. It is now anticipated the floorspace permitted by the outline consent can now entirely be provided in Phase 1 (see table 4). Land to the east of Park Lane, otherwise known as Phase 2 has an identified capacity of 15,000 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 floorspace to be delivered over and above the outline consent	15,000
Total	76,779

Table 4: employment floorspace by phase within Dunsbury Park.
(All figures are net.)

3.121 The 2014 outline consent limited the proportion of B8 Storage and Distribution uses to no more than 20% of the total employment floorspace. A subsequent application was approved that removed the limit on the amount of B8 floorspace that can be accommodated on the site. The reason for the original limitation was a concern over employment density. However, the 2015 edition of the HCA Employment Densities Guide²² confirms the increasing range of occupations in the B8 sector mean that actual employment densities have raised in recent years. In addition, the Employment Land Review²³ indicates that planning policy for the site needs to be flexible and as market orientated as possible to appeal to a wider range of businesses and reflects modern working practices.

3.122 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 the Design Code for the development.

3.123 A site plan is available in Figure 11 which includes Phases 1 and 2 of the site's delivery.

Site Constraints and Opportunities

- This is a greenfield site.
- The Hermitage Stream runs south-west of the site; the adjoining area is within Flood Zone 3.
- There are a number of mature trees within and adjacent to the site.
- The A3(M) bridge crossing will provide an important pedestrian and cycle route.
- High voltage power lines and a mains gas pipeline run through part of the site.

¹⁷ Reference APP/12/00338

- Part of the site overlies a former landfill site containing inert construction waste from the A3(M).
- Bechstein's bats and dormice present on and adjacent to the site.
- A SuDS Masterplan 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.
- Development proposals as part of Phase 2 are likely to be deemed to constitute 'EIA development'¹⁸. As such applicants are encouraged to engage with the Council 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.
- With the provision of 15,000 sq. m additional employment floorspace on Phase 2, opportunities to:
 - Enhance walking and cycling routes across the A3(M) junction 3.
 - Upgrade further lengths of Park Lane cycleway to a porous bound surface.
 - Provision of walking and cycling links to and from Waterlooville to the west.
 - There is potential for archaeology in the northern part of Phase 2

¹⁸ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments.

KP7 | Dunsbury Park

Phase 1

Notwithstanding the approved parameters of the outline consent¹⁹, employment development of about 42,700 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 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; and
- b. The hotel and conference facility provide suitable business accommodation near the entrance to the site and the A3(M).

Phase 2

Employment development of about 15,000 sqm on Phase 2 of the site will be permitted where:

- c. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Environmental Statement if required;
 - ii. Landscape and Visual Impact Assessment;
 - iii. Heritage Impact Assessment;
 - iv. Ecological Assessment;
 - v. Contamination Risk Assessment;
 - vi. Air Quality Assessment;
 - vii. Geo-Technical Assessment;
 - viii. Flood Risk Assessment;
 - ix. Drainage Strategy;
 - x. Transport Assessment;
 - xi. 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 prepared which demonstrates that proposed building heights will not adversely impact the character of the woodland location or diminish the character of the woodland or diminish the quality of wider landscape views; and
- f. Proposals protect and enhance the public footpath/bridleway network in and around Phase 2.

Phase 2

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

- g. The operations or use(s) will support a minimum employment density of 70 sqm per person; or
- h. The development proposals will provide a range of employment opportunities for both lower skilled and higher skilled employees.

In addition to the above, employment development will be permitted where:

- i. The design of new buildings, particularly their bulk and orientation, respects and enhances the character of their woodland location;

¹⁹ Of which 3,675 sqm is already committed by a Reserved Matters consent.

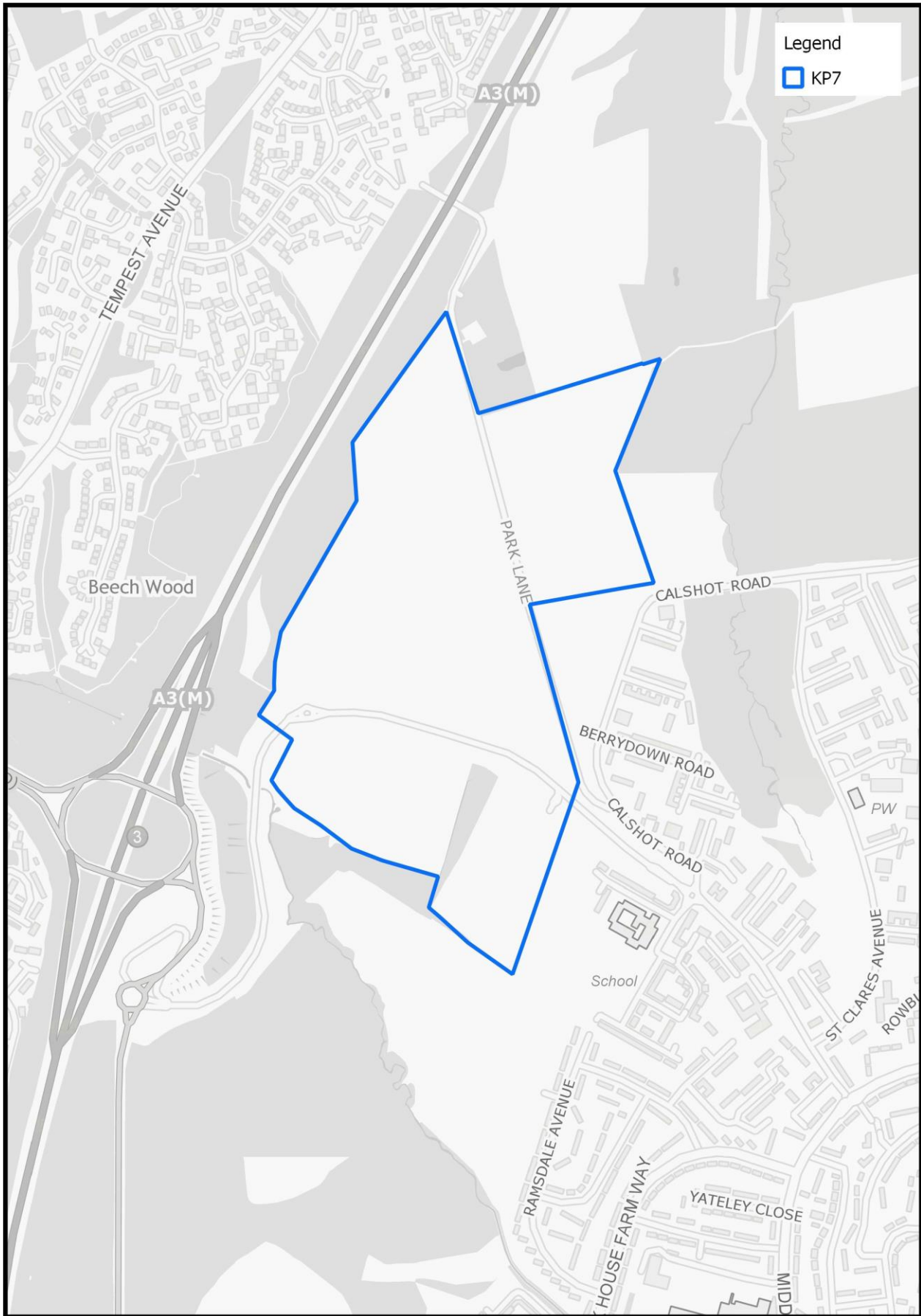
- ii. An appropriate landscaping and ecological buffer is retained between the development and Beech Wood;
- iii. The layout of the site will provide an accessible, safe and permeable environment which is fully integrated with its surroundings;
- iv. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15;
- 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. 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.

Delivery

- 3.124 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 Phase 1.
- 3.125 The Council will continue to work with Portsmouth City Council to ensure the site is appropriately phased and delivered in a comprehensive manner.

Figure 11: Dunsbury Park

Updated map style



KP8 | Havant and South Downs Colleges

Background

- 3.126 The Borough's two further education colleges, Havant and South Downs both had 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.
- 3.127 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.
- 3.128 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.
- 3.129 Residential development will provide capital funding to enable further refurbishment and investment in the Havant and South Downs campuses. 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. At the same time there is a need to further integrate the college into the community with any new or enhanced facilities available to the public. This will ensure that the high quality facilities on the sites will be available to more of the population to help improve education, skills and health levels across the Borough.

Havant campus

- 3.130 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's pitches and college playing pitches. The site lies to the north of Petersfield Road (B2149), with residential development to the east and west of the site. Trosnant Infant and Junior Schools bound the playing fields to the north.

Site Opportunities and Constraints

- This is a greenfield site.
- 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.
- Potential for noise from traffic on Petersfield Road (B2149) and the playing fields at Trosnant Infant and Junior Schools.
- Proximity to a main river means the Environment Agency should be consulted at an early stage.
- There is potential for previously unidentified archaeological deposits.
- There is potential for roosting bats, nesting birds and common reptiles.
- The site is situated within Groundwater Source Protection Zone 1c and underlain by a Secondary Aquifer.
- The site is within a Radon Class 2 area.

South Downs campus

- 3.131 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. Gundymoor 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.
- 3.132 The Campdown mixed use allocation (Policy H40) wraps around the eastern, southern and part of the northern boundary of the campus. A play area and sports pitches lie opposite the northern part of the campus on College Road. There are predominantly residential areas to the west and south-west respectively.

Site Opportunities and Constraints

- This is a brownfield site.
- Opportunity for a shared vehicular access with the Campdown site.
- The site is adjacent to a Scheduled Monument (SM) comprising a buried Roman villa and road
- 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.
- The site overlays a Secondary Aquifer.

KP8 | Havant and South Downs College

Development which creates new floorspace at Havant and South Downs College (as defined on the Policies Map) will be permitted where:

- a. The development will provide or enable new teaching space and educational facilities;
- b. The scheme would provide support services and ancillary services which would sustain a high-quality learning environment;
- c. The design of new buildings and the spaces which connect them is innovative and stimulates the mind;
- d. The development secures enhancements to pedestrian and cycle routes;
- e. Sufficient car parking is retained to serve the campus; and
- f. Proposals include public art.

The Havant Campus

The existing buildings and facilities at the Havant Campus will be refurbished and redeveloped to provide new teaching space and educational facilities.

In addition to criteria a) to f) above, comprehensive mixed-use development of publicly accessible sports facilities, replacement hockey pitches and supporting facilities together with residential development of about 65 dwellings will be permitted where:

- g. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Transport Assessment (to include parking strategy);
 - ii. Travel Plan;
 - iii. Parking Strategy;
 - iv. Ecological Assessment;
 - v. Flood Risk Assessment;
 - vi. Drainage Strategy;
 - vii. Arboricultural Impact Assessment;
 - viii. Archaeological Assessment;
 - ix. Contaminated Land Investigation Report to include gas monitoring;
 - x. Noise Impact Assessment;
 - xi. Air Quality Assessment.
- h. Sufficient levels of car and cycle parking are provided on site to serve the residential, college and sports facilities;
- i. The enhanced sports facilities are made publicly available, together with appropriate changing facilities;
- j. The design and layout:
 - i. Of the residential development does not prejudice the development of new sports provision including the replacement hockey pitches and supporting facilities within the western extent of the site;
 - ii. Ensures that the residential uses are located at the eastern extent of the site and secures an appropriate relationship between the new development, the neighbouring occupiers on The Drive and Compton Close and the enhanced sports facilities;
 - iii. Provides vehicular access for the hockey club and the residential development to the satisfaction of the Highway Authority;

- iv. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the watercourse is mitigated to an acceptable level;
- v. Retains and integrates the protected trees found on and adjacent to the site.

In addition, proposals will be expected to demonstrate compliance with criteria a) to f) above.

The South Downs site

The existing buildings and facilities at the South Downs Campus will be refurbished and/or redeveloped to provide new teaching space and educational facilities that support its role as a further education learning centre.

In addition to criteria a) to f) above, residential development of about 95 dwellings following the reconfiguration and consolidation of the college campus, will be permitted where:

- k. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Transport Assessment (to include parking strategy);
 - ii. Travel Plan;
 - iii. Parking Strategy;
 - iv. Ecological Assessment;
 - v. Flood Risk Assessment;
 - vi. Drainage Strategy;
 - vii. Heritage Impact Assessment;
 - viii. Arboricultural Impact Assessment;
 - ix. Landscape and Visual Impact Assessment;
 - x. Contaminated Land Investigation Report;
 - xi. Noise Impact Assessment;
 - xii. Air Quality Assessment.
- l. Sufficient levels of car and cycle parking are provided on site to serve the residential and college facilities;
- m. An appropriate means of vehicular access for the residential development is established in a coordinated manner with the adjacent site (Policy H40), and does not result in vehicular conflicts with the retained college campus;
- n. An appropriately scaled contribution is made for the expansion of Morelands School;
- o. 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
- p. The design and layout:
 - i. Respects and, where possible, enhances the setting of the buried Roman villa (SM) and road to the east;
 - ii. Ensures that the residential uses are located within the southern extent of the site; 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 secures accessibility through the residential development and retained college campus, College Road, and the Campdown site (Policy H40);
 - iv. Retains and integrates the protected trees found on and adjacent to the site.

Delivery

- 3.133 Following the relocation of A level teaching 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. Residential development on this part of the site will be used to fund capital investment in the improvement and refurbishment retained South Downs campus and Havant campus.
- 3.134 At Havant campus, it is anticipated that the new facilities for Havant Hockey Club will be located immediately east of the existing college, together with enhanced sports facilities. The reconfiguration of sports provision on the site will result in the partial loss of playing fields but will provide much improved sports facilities which will outweigh the loss. It is therefore anticipated that the eastern extent of the site will become available for residential development.

Figure 12: Havant College Campus

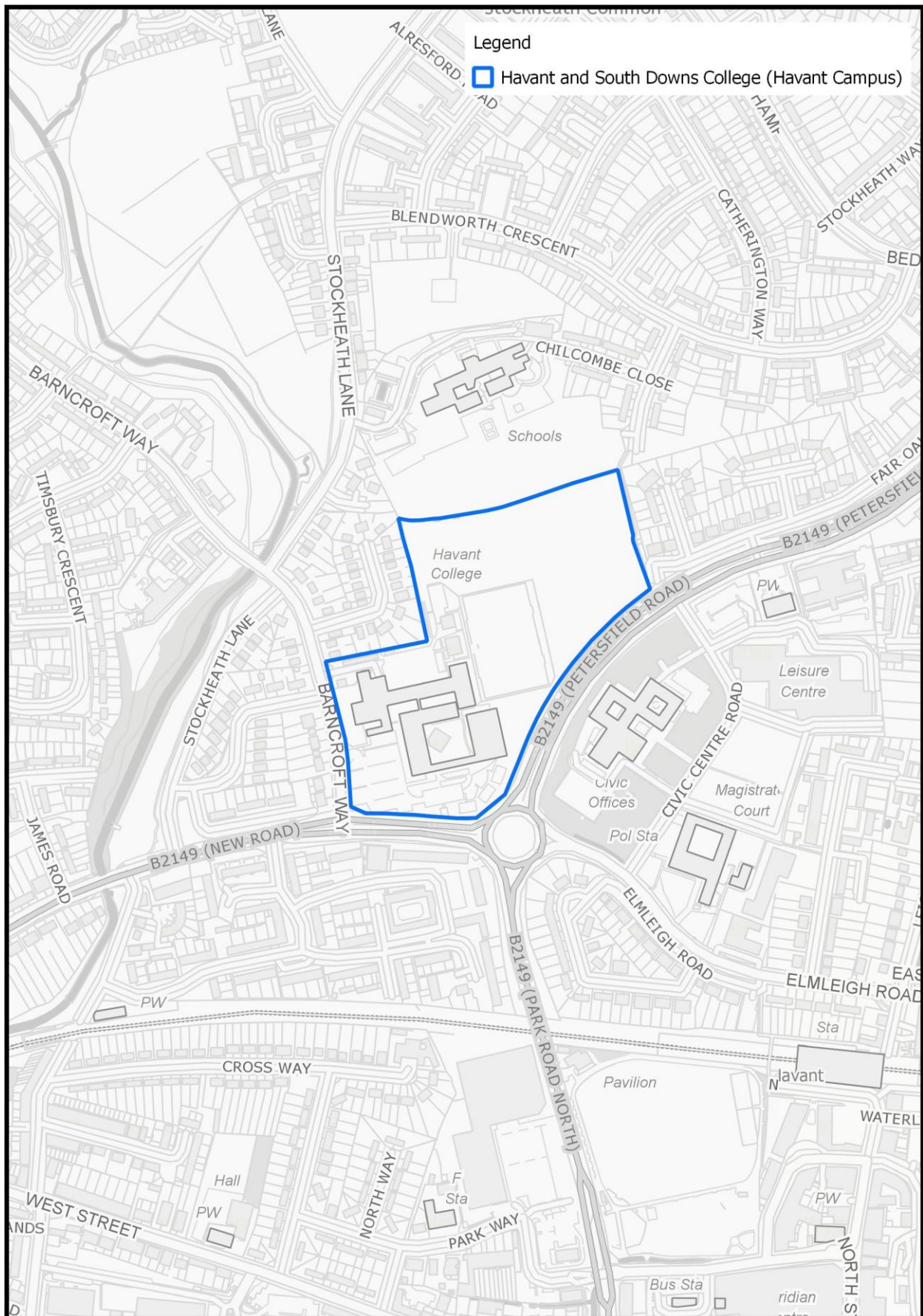


Figure 13: South Downs College



KP9 | Havant Thicket Reservoir

The Site

- 3.135 Havant Thicket Reservoir is a proposed winter water storage facility on the border of Havant Borough and East Hampshire District. It will 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.
- 3.136 Approximately half the site lies within East Hampshire District. East Hampshire District Council has designated the site in its Local Plan Part 1 (Joint Core Strategy) and Policy CP26 Water Resources/Water Quality safeguards it from development.
- 3.137 The site is located close to Dunsbury Park (See KP7). The new reservoir will provide an excellent natural environment and leisure opportunities, increasing the attractiveness of Dunsbury Park.

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 two pockets of land within the Mineral Safeguarding Area (MSA).
- There are Sites of Importance for Nature Conservation (SINCs) within or adjacent to the site.
- Part of the southern area of the site is in the Sir George Staunton Conservation Area, including The Avenue and the registered park and garden of special historic interest (Grade II* Registered).
- Areas of ancient semi-natural woodland and planted woodland.
- The site is used by Bechstein's bats.
- The site is within the setting of the South Downs National Park.
- Protected trees at the Great Copse (in relation to routing of the pipeline).

KP9 | Havant Thicket Reservoir

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

- a. The development is sustainable, fully maintained, cost-effective and delivers environmental and community benefits;
- b. The reservoir provides additional leisure opportunities which complement existing provision in the borough and the surrounding area, and will become an attraction for local communities;
- c. 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;
- d. Green infrastructure links between the rest of Leigh Park and Dunsbury Park are enhanced;
- e. Construction traffic is minimised through Leigh Park, Rowlands Castle and other residential areas;
- f. Public vehicular traffic is restricted within the site and confined to the vicinity of the main access;
- g. 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, bridleways, and cycle paths should connect to existing public and permissive path network in the neighbouring area;
- h. Accessibility to different parts of the site for all users has been carefully considered in the design, layout and surfacing of paths, and the provision of seating;
- i. It can be shown that substantial harm or loss of part of the Grade II* listed Registered Park and Garden cannot be avoided, and is necessary to achieve substantial public benefits that outweigh its harm or loss;
- j. Changes to the natural and rural character are mitigated in particular by:
 - i. Limiting impacts on biodiversity including the creation of additional habitats to ensure biodiversity net gain is secured;
 - ii. Avoiding, mitigating and then compensating for the loss of, and effects on, Sites of Importance for Nature Conservation (SINCs);
 - iii. Ensuring that the pipeline has no significant impact on Great Copse, protecting it during construction;
 - iv. Integrating the reservoir into the existing landscape of the area;
 - v. Minimising the loss of ancient woodland and trees and compensating for the loss of irreplaceable habitat within a costed management strategy; ;
 - vi. A comprehensive mitigation strategy is secured for impacts to protected and notable species, including appropriate mitigation measures for Bechstein's bats in line with Policy E15.
- k. 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;
- l. Opportunities for biodiversity enhancements associated with the reservoir and the Hermitage Stream are realised wherever possible;
- m. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- n. The potential impact of the development on the setting of the South Downs National Park has been assessed and any necessary avoidance and mitigation measures included in the scheme design;
- o. The risk of flooding 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 while taking into account nature conservation and other site constraints; and
- q. Opportunities arising from the new pipe works are taken to enhance the habitats, recreation provision 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 Policies Map), where they could prejudice the future delivery of the pipeline.

Delivery

- 3.138 A great deal of work has already taken place by Portsmouth Water to take forward the reservoir proposals, stretching back over 40 years.
- 3.139 The proposal will be delivered through a Masterplan 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

- 3.140 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 - 3 years;
 - Main construction phase - 3 years;
 - Filling and commissioning - 2 to 3 years.
- 3.141 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.

Pipeline

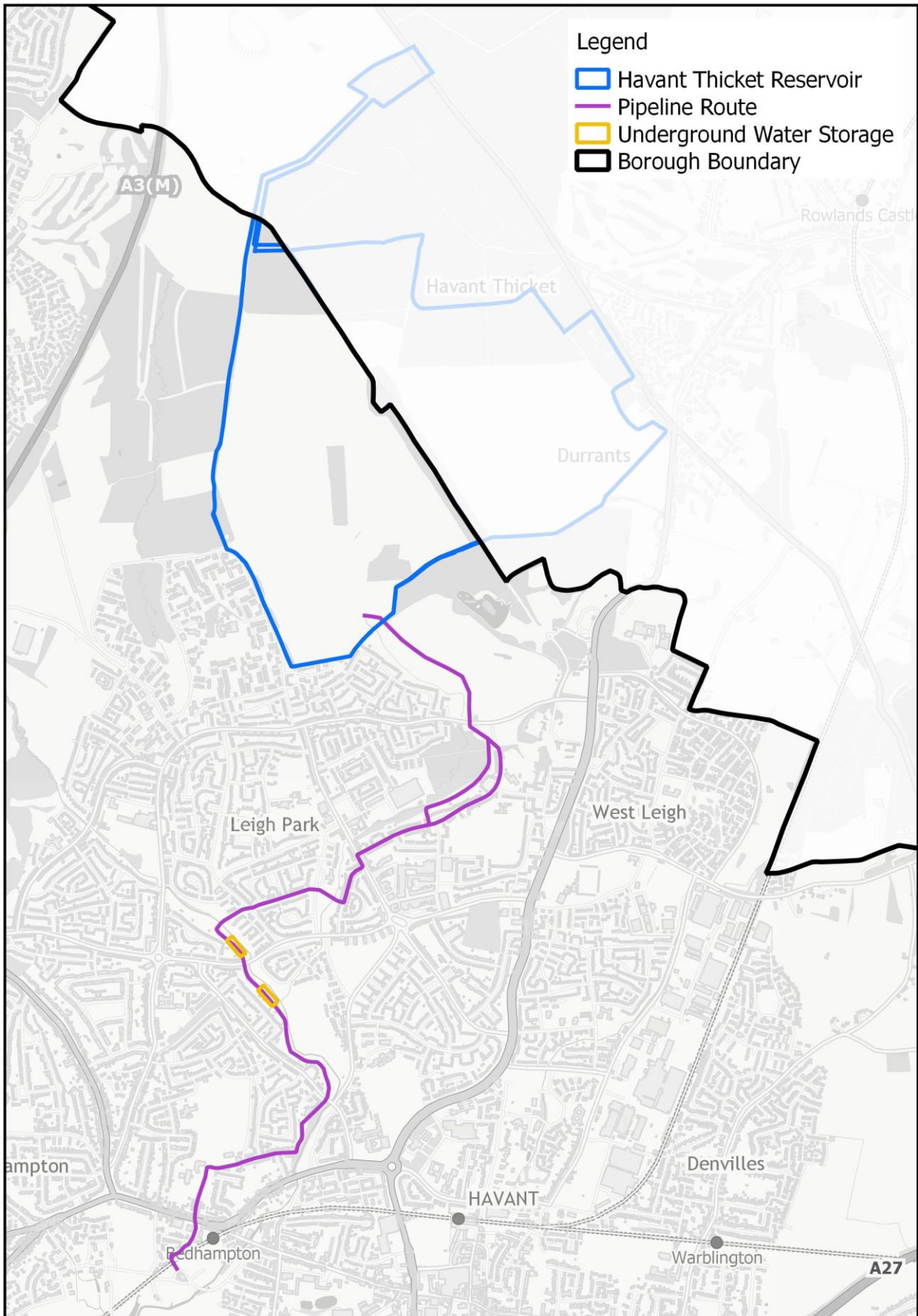
- 3.142 In order to serve the reservoir, a pipeline needs to be constructed from the Havant and Bedhampton Springs to the reservoir site. The pipeline route, shown on the Policies Map, was identified by Portsmouth Water Company (the infrastructure provider) in 2008 in consultation with Havant Borough 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. The feasibility of this option will be reviewed alongside other options. The company will ensure every effort is made to minimise impacts on the community from the construction of the pipeline.
- 3.143 Installers must ensure that the pipeline has no significant impact on the protected Great Copse. These trees must be protected during construction in line with British Standard 5837 (2012) Trees and Construction. The council will expect a tree protection plan to be submitted and agreed prior to any works taking place in this area.
- 3.144 The pipeline route includes a core buffer zone extending five metres either side of the pipeline. Development having an adverse impact on the pipeline 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 ensure 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.

- 3.145 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.
- 3.146 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.

Figure 14: Havant Thicket Reservoir and Pipeline

Revised map



4 | Infrastructure

IN1 | Effective provision of infrastructure

Why this policy is needed

- 4.1 Key to delivering sustainable development is the timely provision of infrastructure to support the level of development proposed in various locations across the Borough. It is necessary to make sure that the quality of life of existing communities is maintained, and that development does not have a detrimental impact upon amenity, safety or the environment. Positively planning through a Local Plan is the best way to avoid infrastructure being over-burdened by new development as the additional infrastructure use arising from it can be considered early in the planning process.
- 4.2 In discussing 'infrastructure' throughout this Plan, the Council is generally referring to the facilities, installations and services which provide:
- Education - early years, primary and secondary schools, colleges and special educational needs and disability (SEND).
 - Emergency services and emergency planning.
 - Green & Blue Infrastructure - ecology (including mitigation land), green routes (including public rights of way), open space.
 - Flood risk management, including flood defences and protection measures; sustainable drainage systems.
 - Health - Primary Care (GPs and health centres); other medical and social care facilities
 - Social infrastructure - community centres and leisure, sport and recreation facilities; libraries, cemeteries.
 - Transport and highways - roads (local and strategic network), rail, buses, cycling, walking, ferries.
 - Utilities and telecoms - electricity, gas, waste and recycling, water supply, wastewater and sewage disposal; telecommunications (including broadband).
- 4.3 Other policies in this Plan, together with the strategies of service providers, seek to deliver efficiencies in the use of infrastructure and reduce demand by promoting behavioural change, such as encouraging walking and cycling instead of using the car for every journey, or building in sustainable drainage systems from the outset. However new and improved infrastructure will also be needed to support development as some infrastructure within the Borough is at or near capacity and so needs upgrading to support additional use.
- 4.4 Some infrastructure may be delivered via contributions from developers through the planning system or by the developers directly. Other provision is made by the infrastructure providers themselves by aligning their strategies and investment plans with planned growth and development, and the Council is committed to working with these providers to secure delivery of improvements.
- 4.5 As transport improvements are a key area of focus, both in strategic terms, and in mitigating the effects of new development, these are covered separately in Policies IN2 to IN5. Havant Thicket Reservoir and land for two Bird Refuges also have their own policies, KP9, E25 and E26, due to the significance of these projects. The Hayling Island Brent Goose and Wader Refuge is also safeguarded under Policy IN1.

IN1 | Effective provision of infrastructure

The Council will work with infrastructure providers and other partners to bring about the strategic infrastructure investment needed in the Borough, with a particular focus on:

- a. Securing improvements to the Borough's transport network (see Policy IN2);
- b. Delivering new coastal defences and other flood risk and erosion management schemes in areas at risk of tidal flooding;
- c. Reducing flood risk from rivers, surface and ground water through sustainable drainage and flood alleviation schemes;
- d. Facilitating the delivery of sufficient capacity in water supply and foul water treatment;
- e. Supporting the healthcare providers and the emergency services in their work by safeguarding sites for these services in places where they are needed in order to meet operational requirements;
- f. Ensuring every child has a school place when and where it is needed;
- g. Supporting the provision of sufficient early years spaces where they are needed;
- h. Improving the Borough's digital infrastructure through the provision of the fastest digital communication technology available, including in public spaces and buildings; and
- i. Making the most effective use of existing and proposed infrastructure, including opportunities for co-location and/or multifunctional use of facilities.

In support of a.- i., land is safeguarded through this Plan, as shown on the Policies Map, for:

- j. Health Centre at Emsworth (at the Victoria Cottage Hospital site (see H12) or at Redlands Grange²⁰) (IN1A)
- k. Health Centre for Hayling Island, at Mengham (IN1B)
- l. Expansion of Morelands Primary School (IN1C)
- m. Combined Emergency Services Hub at Hulbert Road (IN1D)
- n. Extension to Warblington Cemetery (IN1E)
- o. Flood Alleviation Scheme for the River Ems at Westwood Close (IN1F)
- p. Flood Alleviation Scheme for the Nore Farm Stream at Southleigh (IN1G)
- q. Langstone Flood & Coastal Erosion Risk Management Scheme (IN1H)
- r. Intertidal Habitat Compensation at Northney and Conigar & Warblington (IN1J)
- s. Hayling Island Brent Goose and Wader Refuge (IN1K)

Proposals which undermine the prospect of the delivery of these schemes will not be permitted.

Developers will be expected to provide or where appropriate make a financial contribution to infrastructure which is needed to make the development acceptable in planning terms. Planning Permission will be granted where:

- t. The applicant has demonstrated due consideration of all the infrastructure needs arising from the development including cumulative effects of nearby sites;
- u. The proposal meets all the identified on-site and/or off-site infrastructure requirements;
- v. The whole life cost of infrastructure provision has been considered and mechanisms are in place for its future maintenance/care;
- w. A programme of delivery has been agreed with the relevant infrastructure provider before development begins, which coordinates both financial and physical contributions from the

²⁰ A Feasibility study led by the GPs at Emsworth Surgery and the NHS South Eastern Hampshire Clinical Commissioning Group is ongoing to determine the most suitable site. Once this is concluded only the chosen site will remain safeguarded for the surgery.

- development with other investment streams and ensures that expected impacts are mitigated before they arise;
- x. The proposal does not threaten the use or future management or maintenance of existing infrastructure 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
 - y. The development is served from the outset by the fastest digital communication technology available at the time of construction.

How this policy works

- 4.6 The Council is committed to delivering the key items of infrastructure needed to support the future development of the Borough. During the preparation of the Local Plan the Council worked closely with infrastructure and service providers as well as neighbouring and partner authorities to understand the impacts of development on the Borough's infrastructure, and to identify what is needed to mitigate the impacts and when. This is set out in a separate Infrastructure Delivery Plan, with key elements reflected in this Plan. 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.
- 4.7 In support of this aim, this Plan safeguards land for a number of key infrastructure items. These are listed in this policy and shown on the Policies Map. Safeguarding does not imply that all, or any, of the land shown will definitely be needed. Rather, safeguarding is intended to highlight land possibly or likely to be needed to deliver key infrastructure schemes. Thereby, the land is protected from loss to other uses, pending further study and investigation and the identification of funding. If further work shows that any of the land is not needed, it may be released for other purposes.
- 4.8 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 its partner authorities in South Hampshire, Homes England and the Solent Local Enterprise Partnership to access funding opportunities from Government, and seek to attract external sources of funding to support infrastructure delivery, not only to support the planned development, but to improve the quality of life for existing residents and to support local businesses.
- 4.9 The Council charges the Community Infrastructure Levy (CIL), where developers pay a charge per square metre of their development towards the costs of infrastructure provision. This builds a funding pot which assists with delivering key infrastructure requirements across the Borough. A CIL Spending Protocol has been published explaining how these funds will be allocated.
- 4.10 CIL is not a substitute for the provision of, or financial contributions towards, infrastructure which is necessary to make a development acceptable in planning terms. These items will continue to be secured through legal agreements.
- 4.11 The Council's Developer Contributions Guide²¹ 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

²¹ [Developer Contributions Guide](#)

updated as necessary to take account of any revisions to the CIL Charging Schedule or Regulations .

- 4.12 The Council will work with developers and infrastructure providers to coordinate the delivery of infrastructure improvements in the Borough to support the development that is proposed, and to improve infrastructure provision in the local area. Statutory undertakers and other service and infrastructure providers will be consulted on planning applications to confirm their requirements and detailed specifications to mitigate the expected impacts of the development on the infrastructure network. Appropriate planning conditions will be used where necessary and appropriate to secure delivery of infrastructure. However, there remains an expectation that landowners and developers will undertake the necessary technical analysis and modelling work, collaborating with infrastructure providers and other stakeholders at an early stage, before a planning application is made, to identify any infrastructure capacity issues. This must include consideration of cross-boundary impacts.
- 4.13 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. 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.
- 4.14 Where developers are making provision for infrastructure themselves they must check that the appropriate technical requirements of the relevant authorities²² and statutory undertakers are met. Ideally infrastructure should be designed to a standard that would allow adoption by the relevant infrastructure body, as set out in Policy IN5. However, the Council accepts that adoption is not always possible and Policy IN5 sets out the required management and maintenance process for such cases.
- 4.15 Delivery of infrastructure must be planned and coordinated with the timing of development. It may be necessary to identify trigger points for the infrastructure to ensure that expected impacts are mitigated before they arise (for example highway improvements and school places). Careful planning must also take place to coordinate works on site to ensure efficiency of delivery. For example, broadband providers should not have to dig their own trenches for cabling after a development has been completed, when this could have been coordinated with the laying of pipes from the outset. The layout of utilities within a development scheme should be informed by highways and other routes to make sure that future maintenance would minimise disruption. To this end, a programme of delivery for improved or new infrastructure needs to be agreed with the relevant infrastructure providers prior to the commencement of development to ensure best coordination.
- 4.16 Where infrastructure is provided on site, arrangements for the ongoing maintenance of facilities will be required in line with Policy IN5.

²² For example, sustainable drainage systems must meet specific design and maintenance standards so that they function correctly.

IN2 | Improving transport infrastructure

Why this policy is needed

- 4.17 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 economy²³. This policy sets out how the Council will encourage sustainable modes and patterns of travel. It also explains how the Council will work with its partners to deliver the transport infrastructure necessary to support the development proposed in this Plan, and bring about transport improvements, in particular to the network of sustainable travel choices.
- 4.18 There is a separate policy on how the Council expects developers to deal with transport and parking in their development proposals (Policy IN3: Transport and Parking).
- 4.19 Havant Borough Council (as Local Planning Authority) and Hampshire County Council (as Local Highway Authority) together have a responsibility to consider the impact of development proposed through the Local Plan on the highway network. New development should not undermine highway safety or have a severe adverse effect on the highway network. To this end, two of the key pieces of evidence underpinning the Local Plan are the Transport Assessments (TAs) for the mainland (using a sub-regional transport model), and for Hayling Island (using a more detailed microsimulation model). The TAs model the transport impacts of the development proposed through the Local Plan, test measures to mitigate severe negative impacts, and consider whether the level of proposed development is appropriate.

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 develop strategies and facilitate the transport infrastructure that the Borough needs. Decision making on transport investment will be guided by Hampshire County Council's 'reduce, manage, invest' strategy.

The principle of development will be supported for transport and land use proposals which:

- a. Improve accessibility to goods, services and employment for all and provide transport options that promote equality;
- b. Improve the network of infrastructure which encourages sustainable, low carbon transport modes, with a particular emphasis on healthy non-motorised modes and public transport;
- c. Provide transport management measures to ensure the safe and efficient operation of the strategic and local road network; and
- d. Prioritise transport improvements that support economic growth.

In support of delivering the principles above, the Council will work with partners to deliver:

- e. New and improved footbridges at Havant Station and Warblington Station;
- f. South East Hampshire Bus Rapid Transit proposals;
- g. Schemes identified in Hampshire County Council's Local Transport Plan and the Solent Transport Delivery Plan;

²³ [Clean Growth Strategy: Department for Business, Energy & Industrial Strategy, 2017](#)

- h. Mitigation schemes identified through the Local Plan Transport Assessment and Hayling Island Transport Assessment;
- i. New junction arrangements that provide a direct link from Southleigh (Policy KP5) to the A27, if needed; Land is safeguarded as shown on the Policies Map.
- j. Delivery of new, or improvements to existing rights of way, to enhance the network of sustainable and leisure travel routes

Transport or land use proposals which undermine the principles at a. – d. or prejudice the future provision of the transport schemes at e. – j. will be refused planning permission.

How this policy works

- 4.20 This Plan is supported by Transport Assessments for the mainland area of the Borough and for Hayling Island²⁴. These assessments have shown that mitigation measures can address the impact that the proposed level and location of development is likely to have on the transport network. These, or refined variations of these schemes following further detailed modelling, will need to be delivered to mitigate the impacts of development proposed through this Plan. Some of these will be delivered by the Borough Council through its own programme of works and Community Infrastructure Levy funding bids. Others will be required alongside development, as planning applications are made. Proposals which undermine the ability of developers or the Council to deliver identified mitigation schemes to make the development in this Plan acceptable will be refused.
- 4.21 Policies in this Plan require applicants to submit detailed site-specific transport assessments, which will further test and refine the schemes presented at a high level in the TAs and will help to determine which elements individual developers are responsible for. Rigorous testing of the transport implications of development proposals, both individually and in combination with other committed and proposed development, is particularly relevant for applications on Hayling Island, due to the sensitivity of the A3023.
- 4.22 One of the most significant pieces of highway infrastructure, for which land is safeguarded through this policy, is a direct link into the A27 to and from the southern side of the Southleigh Strategic Site (See Policy KP5). While current evidence appears to indicate that such a link may not be necessary, the TA has also suggested that further detailed site-specific testing is needed to confirm this. Until it is conclusively proven that such an access is not needed, land is safeguarded through this Plan to allow it to be delivered at an appropriate stage in the Southleigh development.
- 4.23 On a wider level, Havant Borough Council works with a number of other organisations involved in delivery and management of transport networks; these include:
- Hampshire County Council – the Highway Authority with responsibility for adopted roads and with powers to develop and deliver transport schemes within the Borough;
 - Highways England – responsible for operating, maintaining and improving England's motorways and trunk roads, including the A3(M) and A27 running through Havant;
 - Partnership for Urban South Hampshire (PfSH) – voluntary partnership of all the local authorities in South Hampshire together with Hampshire County Council to support the

²⁴ Local Plan Transport Assessment (December 2018) and Hayling Island Transport Assessment (January 2019) and its Addendum (February 2020)

sustainable economic growth of the sub region and to facilitate the strategic planning functions necessary to support that growth;

- Neighbouring Local Authorities and their respective Highway Authorities, including those not in PfSH - in particular, Chichester and West Sussex;
- Solent Transport - coordinates strategic transport planning in the PfSH area;
- Solent Local Enterprise Partnership (LEP) - a private/public partnership working with local partners to promote economic growth across the region;
- Public Transport Operators and Network Rail.

- 4.24 Hampshire County Council (HCC) has produced the Local Transport Plan (LTP) 2011-2031²⁵, which is made up of a Long-Term Strategy and a Part B, which sets shorter term Implementation Plans. 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'. Underneath the Transport Plan sits the Havant Borough Council Transport Statement²⁶, 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 modes²⁷. These plans and strategies set the framework for all the transport improvements in the borough. They are supplemented and, in some cases, ultimately implemented through other partnerships and programmes. Irrespective of how and by whom they are delivered, policy IN2 sets out the principles which will govern investments in transport in the context of the Local Plan.
- 4.25 The Solent Transport partnership (formerly Transport for South Hampshire) represents Hampshire County Council, Portsmouth City Council, Southampton City Council and the Isle of Wight Council. Improved transport connectivity is key to delivering the economic growth aspirations for the Solent area. Their Transport Delivery Plan 2012-2036²⁸ and associated Public Transport Delivery Plan 2014-2036²⁹ identify the prioritised transport schemes and interventions needed to support development growth³⁰. This includes the creation of a public transport hub at Havant Rail Station, and the extension of the existing bus rapid transit (BRT) network to include links between Havant and Portsmouth.
- 4.26 The South East Hants Rapid Transit (SEHRT) Board is another partnership between Hampshire County Council and Portsmouth City Council, together with the local public transport operators of First and Stagecoach, which has been set up to take forward plans for the rapid transit network. A bid by the partnership to the Department for Transport Transforming Cities Fund for a mass transit scheme for in and around Portsmouth was successfully submitted in 2018³¹, and the partnership will now work up detailed proposals. The secured funding will be used to improve connectivity between where people live and work in the sub-region. This has already begun with the development of the 'Star' service linking Waterlooville and Portsmouth. However, there is a need to build on this with high quality and high frequency buses for commuting and other journeys on corridors from Havant to/from Portsmouth and from Waterlooville to/from Portsmouth. The aim is to make the bus the best transport choice for those living in areas such as Southleigh and Waterlooville which are not served by rail, reducing car based trips on the highway network.

²⁵ [Hampshire Local Transport Plan 2011-2031 – Hampshire County Council \(Reviewed April 2013\)](#)

²⁶ [Havant Borough Transport Statement \(Adopted September 2012 and Updated December 2013\)](#)

²⁷ [Strategic Transport Plans & Policies \[www.hants.gov.uk/transport/strategies/transportstrategies\]\(http://www.hants.gov.uk/transport/strategies/transportstrategies\)](#)

²⁸ [Transport Delivery Plan 2012-2026 - Transport for South Hampshire \(February 2013\)](#)

²⁹ [Public Transport Delivery Plan 2014-2036 – Peter Brett Associates for Transport for South Hampshire \(March 2014\)](#)

³⁰ [Solent Transport Schemes \[www.solent-transport.com/transport-schemes\]\(http://www.solent-transport.com/transport-schemes\)](#)

³¹ [Transforming Cities Fund \[www.portsmouth.gov.uk/Ext/Travel/Transforming-Cities-Fund\]\(http://www.portsmouth.gov.uk/Ext/Travel/Transforming-Cities-Fund\)](#)

- 4.27 At a more local level, the Council will continue to develop the Borough's walking and cycling network in order to encourage a switch to more sustainable modes. The Council is preparing a Local Cycling and Walking Infrastructure Plan (LCWIP), and has published maps of the proposed walking and cycling network³². These have a focus on improved accessibility standards for all users of walking routes and propose new routes and increased off road provision for cycling. The LCWIP will be used to inform the Council's own investment strategy and Community Infrastructure Levy funding bids, but applicants for planning permission are also expected to consider these schemes as part of their transport assessments and may be asked to provide or contribute to improvements to the network around their sites.

³² www.havant.gov.uk/cycle-paths-and-cycleways

IN3 | Transport and parking

Why this policy is needed

- 4.28 There are many things designers of 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.
- 4.29 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. They must also mitigate any transport impacts on the highway network beyond their site, which are likely to be caused or severely exacerbated by their development.
- 4.30 The Government is committed to accelerating the shift to low carbon transport, ending the sale of conventional petrol and diesel vehicles by 2040, developing one of the best electric vehicle charging networks in the world, and investing to make cycling and walking the natural choice for shorter journeys³³. This shift can only take place at a national level if it takes place locally.

IN3 | Transport and parking

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

- a. Safe and suitable access to the site is provided for all people and modes of transport;
- b. Sustainable modes of travel are encouraged and supported through on and/or off-site measures;
- c. The site layout encourages lower vehicle speeds, and prioritises the safe and convenient movement of pedestrians and cyclists within the site;
- d. Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link with the wider network beyond the site, providing a high level of permeability;
- e. Any existing public rights of way are safeguarded and where appropriate improved, and new routes provided where appropriate;
- 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 the use of high quality materials and integration of landscaping;
- g. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;
- h. 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;
- i. Provision is made for the parking of cars, motor cycles and cycles in line with Council standards;
- j. 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 where long-term parking for staff or residents is provided.
- k. Where required, 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;

³³ [Clean Growth Strategy - Department for Business, Energy & Industrial Strategy \(October 2017\)](#)

- l. 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;
- m. A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.

How this policy works

- 4.31 Developers are expected to consider carefully the traffic and transport implications of their development, both within the site itself as well as on the local network surrounding the site and the wider strategic network, including taking into account the cumulative impacts of developments nearby. The aim must be to facilitate easy, convenient and safe travel to/from and movement around the site for everyone, with a focus on minimising the need to travel by car.
- 4.32 Applicants should refer to *Manual for Streets*³⁴ and other recognised guidance and standards³⁵, to ensure that their designs are fit for purpose.
- 4.33 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.
- 4.34 Street design, layout, materials and street furniture should make the public areas and streets safe, pleasant and sociable places, which encourage use by pedestrians and cyclists (see also Policy E1 – High Quality Design). Opportunities should also be taken to improve cycle and pedestrian connectivity beyond the site. Applicants' Design and Access Statements (and/or Transport Statements) will be expected to specifically address how sustainable modes of travel have been encouraged, with particular reference to criteria a-g of this policy.
- 4.35 Adequate provision must be made for the parking of cars, motorcycles and cycles to discourage informal parking within the site or an increase in parking in the surrounding area. Compliance with this will be assessed against published parking standards for Havant Borough³⁶.
- 4.36 Where applicants rely on garages to comply with parking standards, the Borough Council will remove permitted development rights which would allow residents to convert the space into living accommodation without planning permission.
- 4.37 It will not be acceptable for developers or management companies to restrict or ban unreasonably the parking of certain types of vehicles, such as vans, on new developments. Where such restrictions are in force, this prevents the free use of the parking spaces provided in compliance with parking standards, and can lead to unacceptable overspill of these vehicles into neighbouring areas. To address this, the Council will only agree management plans which do not place unreasonable restrictions on the parking of certain types of vehicles, and will secure planning obligations which prohibit the introduction of any such restrictions through transfer, lease or letting arrangements, without the Council's consent.
- 4.38 Providing well-located, safe, and secure cycle parking helps to encourage increased numbers of people to cycle. It is expected that all cycle parking should therefore be conveniently located both

³⁴ [Manual for Streets – Department for Transport \(2007\)](#)

³⁵ Including HCC's [Technical Guidance Notes](#)

³⁶ The Parking Standards are set out in the [Parking Supplementary Planning Document \(July 2016\)](#), or any subsequently published update to that SPD.

in relation to buildings and to roads and/or cycle routes; located in an actively used area, well-lit and overlooked, and made of vandal resistant materials. Every residential development will therefore be expected to provide long stay, dry and secure (overnight) cycle parking for residents, with larger development providing short term spaces also. Non-residential development will be expected to provide both long and short stay cycle parking, to meet the needs of those who are likely to be at the property for extended periods, such as staff, and those who might only remain for a few minutes or hours, such as visitors and customers. Detailed standards are set out in the Parking Standards SPD.

- 4.39 The Council expects all applicants to consider how the physical design as well as the future operation of the development can encourage and support travel by non-motorised modes and by public transport, and to put forward proposals as part of their application. Proposed measures should be commensurate with the nature and scale of the development scheme. They may be on or off-site physical works, and/or softer measures related to the future operation of the development. On larger schemes, it may be necessary to provide for bus access into the site with suitably located bus stops, and pre-application discussions on this matter are encouraged.
- 4.40 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. 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) and commercial development where users are likely to park for significant periods (such as workplaces and hotels), the Council expects a minimum of 20% of the spaces to provide charging points. In addition, the Council expects developments to be future proofed so that they are able to accommodate a future increase in the demand for on-site electric vehicle charging points. This could include installation of ducting and ensuring sufficient electrical capacity for parking areas.
- 4.41 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. This includes both the Local and the Strategic Road Network.
- 4.42 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). Applicants should agree with the Council at the pre-application stage what evaluation is needed in each instance. Advice is also available from Hampshire County Council as Highway Authority³⁷.
- 4.43 Where the transport impacts of development are likely to be insignificant, for example for very minor development proposals, it may be that no Transport Assessment or Statement is required. Equally, a Transport Assessment or Statement may be required where cumulative effects are expected.

³⁷ See [Highways Development Planning](#) on Hantsweb

- 4.44 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 Framework³⁸.
- 4.45 For allocated sites across the Borough, the strategic Transport Assessments for the mainland and Hayling Island are a useful starting point for considering likely transport impacts. For Hayling Island and Langstone, a microsimulation model is available to assess highway impacts in this part of the Borough in more detail. To support this plan, it was used to assess the impact of the sites allocated on the island, together with mitigation, which is reflected in the Infrastructure Delivery Plan and Policy IN2. The Council considers it to be a robust model to test highways impacts and mitigation. Applicants for developments on unallocated sites in Langstone and on Hayling Island will be expected, where appropriate to the scale of development, to give consideration to using this microsimulation model when assessing the impact of their proposals on the highway network and any proposed mitigation measures.
- 4.46 In assessing the expected impacts and effectiveness of the proposed mitigation package for a development scheme, the Council will not accept undue reliance on assumed uptake of sustainable travel choices. Therefore, transport assessments should assume that all users of a development will choose the worst impact modes of travel, and any mitigation package should be designed to address these effects on the highway network in full. Nevertheless, the Council expects proposals to include measures to encourage sustainable travel, in order to minimise the impacts.
- 4.47 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.
- 4.48 The primary purpose of a Travel Plan is to identify opportunities for delivering sustainable transport initiatives and for avoiding unnecessary travel, 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. 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.
- 4.49 Hampshire County Council publishes guidance and will advise whether a travel plan is required. Generally, travel plans are required for all non-residential planning applications where a Transport Assessment is required. For residential schemes a travel plan is generally only required for an application of 100 or more households. Smaller residential development will not require a travel plan, but will be expected to provide a sustainable travel welcome pack for each home, providing information on local bus services, and cycling and walking routes, along with other relevant information and vouchers for sustainable travel services as appropriate.

³⁸ NPPF paragraph 109

IN4 | Access onto Classified Roads

Why this policy is needed

- 4.50 A multitude of access points onto main roads can reduce the efficiency of the road network, by significantly slowing traffic flows as drivers join or leave the main road. Right turns can be particularly disruptive to traffic flow, as can vehicles reversing onto the road from private accesses. This and other minor traffic disruptions causes 'friction' on the highway network. Whilst only a minor delay is created at first, this can ripple back, causing more disruption.
- 4.51 Classified Roads, also known as A, B and C Roads, are the key arteries in the Borough's local highway network, and it is important that these are kept as free flowing as possible without undue disruption from vehicles leaving and joining the road. For this reason, this policy sets out criteria to govern proposals for additional access points.

IN4 | Access onto Classified Roads

- a. Proposals for additional accesses onto classified roads, or an intensification of use of existing accesses, will only be permitted where the arrangements on the site allow vehicles to turn, so they can enter and leave the site in forward gear.
- b. Notwithstanding criterion a), on the A3023 at Langstone and Hayling Island additional access points, or an intensification of use of existing accesses, will not be permitted, unless
 - i. they form part of a proposal to deliver a development site allocated in this Plan and the proposal includes a satisfactory highways mitigation scheme designed to minimise friction; or
 - ii. the access is specifically part of a transport mitigation scheme.

How this policy works

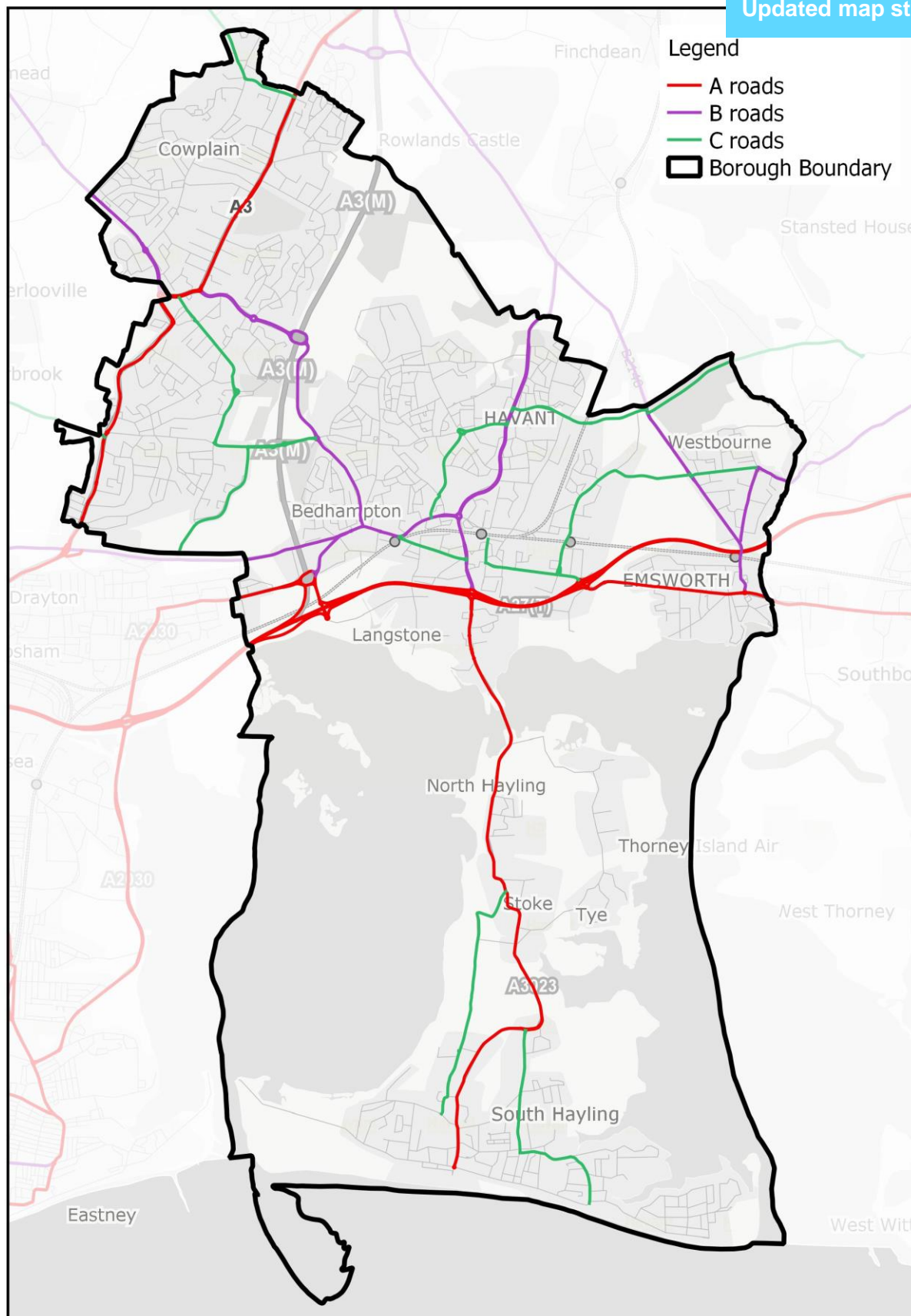
- 4.52 The network of classified (A, B and C) roads is shown below (Figure 15)³⁹. In the interest of highways safety and the efficiency of the network, the Council will seek to prevent undue interruption of the flow of traffic on these roads.
- 4.53 The A3023, the main route through Hayling Island and Langstone, is known to be particularly vulnerable to friction caused by driver behaviour and vehicle turning movements. In order to reduce friction as much as possible, this policy restricts the number of additional access points, and the intensification of use of existing accesses onto that road.
- 4.54 While proposals to deliver the development sites allocated in this Plan may require additional access points onto the A3023, these will only be acceptable where they include mitigation measures to reduce friction. Transport schemes designed to improve flow may also need to reconfigure accesses on the A3023. These are supported in principle under criterion b) ii.
- 4.55 While the classified roads in the rest of the Borough are not affected by friction to the same degree, there is still a need to ensure that efficient use is made of highway capacity. Therefore, all developments on classified roads, on the mainland and on Hayling Island, will be expected to

³⁹ The network of classified roads may change over time. For up to date information on what roads are classified, please consult the Hampshire County Council 'check the status of a road' tool at www.hants.gov.uk

ensure that vehicles are able to exit and enter the highway in forward gear. This means that on-site parking arrangements in new development must be configured to allow vehicles to turn within the boundary of the site. This consideration is particularly pertinent in small scale developments which reuse existing accesses, such as in conversion schemes, or developments on garden land. The Council will expect evidence to be supplied in the form of tracking of parking and turning areas, undertaken assuming a large family car at a minimum speed of 10mph. It should also include consideration of small delivery vehicles.

- 4.56 The Council is committed to keeping under review the effectiveness of this policy in the context of the growing stress on the Borough's highway capacity. If it is found that classified roads across the Borough are beginning to suffer from increased and unacceptable friction, it is likely that the next local plan will extend the restrictions applied to the A3023 in this policy to the other classified roads in the Borough.
- 4.57 Notwithstanding the specific provision of this policy, all developers will be expected to meet highways safety and capacity criteria set out both in the individual site allocations, policy IN3 and national guidance.

Figure 15: ABC Roads



Please note the network of classified roads may change over time. For up to date information on what roads are classified, please consult Hampshire County Council's 'check the status of a road' tool

IN5 | Future management and Management Plans

Why this policy is needed

- 4.58 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 increasing 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.
- 4.59 Common parts can include, but are not limited to:
- Sustainable Drainage Systems (often referred to as SUDS) and other flood risk management measures;
 - Highways including roads, paths, parking areas and associated lighting;
 - Foul drainage systems and infrastructure;
 - Landscaping and trees;
 - Public and green open spaces.
- 4.60 Whilst the responsibility for maintaining ‘common parts’ increasingly falls to householders in new developments, effective future management of development sites is essential to make sure they remain high quality places to live into the future, that public spaces are available and useful to all of the community and homes retain their values. The Council is determined that the shift to private management companies works for place shaping, residents and visitors, and does not have a detrimental impact on residents that live in existing areas adjacent to these new privately managed estates. Policy IN4 therefore sets out the Council’s expectations.
- 4.61 Development other than for residential uses can also require maintenance of publicly accessible areas. For the purposes of this policy these spaces are also considered as ‘common parts’.

IN5 | Future management and Management Plans

When granting planning permission for development that includes new ‘common parts’ a legal agreement will be required that provides 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. The whole-life management and maintenance of the common parts is secured through a legal agreement which establishes a management company.

Full details of the initial and ongoing management arrangement must be provided in a Management Plan to the satisfaction of the Council for all development.

In cases where a Sustainable Drainage Bond is considered necessary, this will be held for a period of 12 months from the point of practical completion of the site.

How this policy works

- 4.62 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 this approach in that residents have a direct say in their immediate environment, taking ownership and responsibility. There is, however, an additional cost to the householder and this may not always be understood by prospective new homeowners.
- 4.63 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 Council 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.
- 4.64 If a Management Plan is required, it 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; and
 - 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.
- 4.65 Management Plans must not be designed purely for the benefit of users and residents of the site in question but are expected to consider the impact of any management provisions on the surrounding area.
- 4.66 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.
- 4.67 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.
- 4.68 For residential development, all new residents are provided with information on purchase of their property setting out their responsibilities, including the costs, for the future management of the 'common parts' of the development.
- 4.69 The developer must appoint a management company with the relevant qualifications, skills, experience and expertise in managing the type of development site in question. The Council encourages developers to appoint managing agents that are members of the Association of Residential Managing Agents. In the event that the Council is not satisfied by the proposed managing company the Council will require the developer to submit details of an alternative management company to be appointed to discharge the Management Plan.
- 4.70 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 hibernacula.
- 4.71 The requirement for a Sustainable Drainage Bond will be assessed on a site-specific basis in consultation with the Council. The bond will normally be assessed as 10% of the contract value of the Sustainable Drainage works on the site as a whole. To be able to fully assess the impact of seasonal weather changes and the effectiveness of the drainage system, the bond will be held for a period of one year after practical completion. Should adjustment be needed to the Sustainable Drainage System post completion then the Council will reserve the right to use the bond to make any changes needed to the system should the developer be unable to do so

5 | The Environment

E1 | High quality design

Why this policy is needed

- 5.1 The NPPF makes clear that good design is a key aspect of sustainable development. Planning and development should create “high quality buildings and places”, and “create better places in which to live and work”⁴⁰. This policy sets out the Borough’s expectations in achieving high quality design, enhancing connections between people and places and integrating new development with the Borough’s high quality natural, built and historic environment.
- 5.2 The Borough has a diverse built environment, and in many cases, it will be appropriate to forge new places particularly where areas suffer from neglect and lack of identity. Havant and Waterlooville Town Centres and Hayling Island Seafront are in need of regeneration and have poor connections to the surrounding areas. The Council recognises the importance of good design for place shaping, including responding to and enhancing its natural assets and more attractive built features.
- 5.3 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. Policy E2 (Health and Wellbeing) 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 H1 (High Quality New Homes) also sets out how new dwellings will be expected to contribute towards improved health and wellbeing of occupants by setting internal space and accessibility standards.

E1 | 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 neighbourhood plans, local design statements, and the design elements of conservation area appraisals which identify local character and distinctiveness have been taken into account;
- c. Demonstrates that it:
 - i. Responds to, and draws inspiration from its local context and where appropriate, forges a new sense of place through design;
 - ii. Considers characteristics such as height, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors;
 - 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 durability;
 - v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces;
 - vi. Avoids over-dominance and does not cause unacceptable harm to the amenity of neighbours through overshadowing, massing, the loss of privacy, outlook, overlooking, and through odour, noise or disturbance;

⁴⁰ NPPF paragraph 124.

- vii. Reduces opportunities for crime and anti-social behaviour and contributes to the creation of safe and inclusive communities; and
 - viii. Integrates with existing local landscape and biodiversity features and characteristics of the area, by using high quality landscaping.
- d. Demonstrates that any adverts, signage, lighting and other security features are 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.

In addition, and where appropriate to the scale and nature of the development, all non-householder development which will create new floorspace is expected to:

- e. Provide a variety of design styles and types to create interest and a sense of place;
- f. Ensure the layout is appropriate in density, scale, and appearance, and provides safe and convenient access for all users;
- g. Incorporate new technologies and construction methods as part of building design, taking into account sustainability and resource efficiency;
- h. Be well connected to and fully integrated with the local area by linking existing pedestrian and cycle routes and encourage people to use public transport where possible;
- i. Make optimal use of land and does not undermine the development potential of adjacent sites;
- j. Include public realm and landscaping which is well designed, durable and consistent across the extent of the development site or key project area; and
- k. Incorporate safe, secure and convenient provision for cycle storage and refuse and recycling facilities which is integrated within the overall design.

How this policy works

5.4 The policy criteria under sections a - c. of the Policy E1 will generally apply to all types of development, including:

- 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.

5.5 In addition, the criteria e. – k. are relevant to developments which include the creation of one dwelling or more and any new commercial floorspace. Criteria e. – k. are a guide and development will not be expected to fulfil requirements which are not relevant to the scheme in question.

5.6 The Council recognises that 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.

- 5.7 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 E5 and the Chichester Harbour AONB Supplementary Planning Document (SPD) (July 2017).
- 5.8 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 Council will also consult the Design Review Panel on development proposals.
- 5.9 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.
- 5.10 The Borough Design Guide SPD⁴¹ complements this policy 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 E13 (Heritage).
- 5.11 The Council is supportive of new technologies and construction methods integrated as part of new development, including Passivhaus design principles in line with Policy E12 (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.

⁴¹ The Borough Design SPD (December 2011) will be revised in line with this new policy.

E2 | Health and wellbeing

Why this policy is needed

- 5.12 The link between planning and health has long been established. As such, the NPPF recognises that supporting healthy communities is fundamental to the social role of planning in delivering sustainable development. The Government has published an evidence resource for planning and designing healthier places⁴². The planning system can help promote public health by promoting environments, facilities and initiatives which enable people to live a healthy lifestyle and take responsibility for their own wellbeing.
- 5.13 Addressing health inequalities and improving the health and wellbeing of the local population, both physical and mental, are key priorities for Havant Borough Council and Hampshire County Council as the public health authority. Health and wellbeing are influenced by many factors including transport, open space, housing, employment, food and environmental quality including air pollution.
- 5.14 Havant Borough is one of the most deprived areas in Hampshire with the areas of focus in the Borough being Eastoke, Leigh Park and Wecock. The strong association between deprivation and poor health is captured in the Index of Multiple Deprivation (IMD) which assesses deprivation across a range of indicators, these include: education; skills and training; employment; crime and disorder; income; health, disability; living environment; and barriers to housing and services. The Havant Health Profile 2018⁴³ demonstrates that important health issues, and therefore local priorities, include increasing physical activity, reducing obesity and improving mental health and wellbeing.
- 5.15 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. However, 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. Many of the measures set out by this policy will also help to sustain and secure incremental improvements in air quality through the design of new developments.

E2 | Health and wellbeing

Planning permission will be granted for development proposals that:

- a. Promote and facilitate an inclusive community through the maintenance and, where possible, enhancement of the Borough's built, natural and historic environment to create a sense of place and community belonging;
- b. Promote and facilitate active and healthy lifestyles through good urban design and co-location of community facilities to ensure easy access and encourage linked trips to local services, facilities and the Borough's environment;
- c. Facilitates easy and safe access to education and employment;
- d. Enhance existing and facilitate new opportunities for active travel (walking and cycling), informal play and social interaction by:

⁴² [Spatial planning for health: an evidence resource for planning and designing healthier places – Public Health England \(June 2017\)](#)

⁴³ See Public Health England [Local Authority Health Profiles](#) for Havant Health Profile 2018

- i. Creating and improving pedestrian and cycle route linkages within the Borough and to surrounding areas, particularly along stream corridors, along the coast, into woodland and into the countryside;
- ii. Enhancing the public realm with high-quality surface treatments, landscaping, signage and street furniture (such as seating) that is accessible to all; and
- iii. Improving the Borough's network of good quality, accessible and safe open spaces with multi-functional recreation value.

How this policy works

- 5.16 Partnership working within local government plays a key role in the effective delivery of health and wellbeing 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, individual agencies and the voluntary sector to achieve shared outcomes and goals to benefit the health and wellbeing of the local community.
- 5.17 The health needs of the Borough can be split into two broad categories: the needs associated with clinical health and the needs associated with public health. The clinical health needs of the Borough are addressed through the Council's Infrastructure Delivery Plan (IDP) and Policy IN1. This policy focuses on public health and how the planning system can help promote health and enable people to live a healthy lifestyle.

Building Healthy Communities and Permeable Design

- 5.18 Development should contribute to building healthy communities through the creation of an inclusive built, natural and historic environment. Inclusive design means providing for all people regardless of age or ability. Healthy communities address the challenges that society faces, including being adaptable to the needs of an increasingly older population and those with dementia and other sensory or mobility impairments. The Council will continue to work with Hampshire County Council as Public Health Authority to improve the design of the built environment.
- 5.19 To accomplish the above, development is expected to promote and facilitate active and healthy lifestyles through the pattern of development, good urban design and good access to local services and facilities. The Town and Country Planning Association's (TCPA) guidance on Planning Healthy Weight Environments⁴⁴ and Sport England's Active Design Guidance⁴⁵ are excellent resources when considering the design and layout of a development scheme. More specifically, the latter builds on the original objectives of improving accessibility, enhancing amenity and increasing awareness (the "3As") and sets out 10 principles of active design.
- 5.20 As part of these, 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, while at the same time, reducing air pollution⁴⁶. 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. As such, new developments must be permeable incorporating walking and cycling routes that are safe, well lit, overlooked, welcoming and link up to existing pathways and cycle routes wherever possible.

⁴⁴ [Planning Healthy Weight Environments – TCPA \(December 2014\)](#)

⁴⁵ [Sport England Active Design](#)

⁴⁶ NB Air quality, and specifically air pollution, is considered in Policy E22.

- 5.21 The management and maintenance of permeable routes, public realm and open spaces provided on new developments will need to be outlined in a management plan in line with Policy IN5.

Access to Nature

- 5.22 Access to the coast can provide many opportunities for formal and informal recreation for residents. However, it is essential that access does not cause an adverse effect on the Chichester & Langstone Harbours Special Protection Area (SPA).
- 5.23 Access to the surrounding natural environment can provide local communities with recreational opportunities such as walking, dog-walking, cycling, horse-riding, outdoor education and orienteering, on their doorstep. This can be achieved through the creation of, as well as connection and upgrade of existing, walking and cycling routes. In doing so, an opportunity is provided for additional tree planting to help expand the Borough's green infrastructure network.
- 5.24 It is important that the creation, connection and upgrade of such routes are also suitable for wheelchairs and pushchairs to ensure that all residents and visitors can enjoy the natural environment and remain active.
- 5.25 Nevertheless, when considering how access can be achieved, it is essential that applicants are aware of the ecology and populations which co-exist within nearby woodland areas. More specifically, access must not impact on protected species (see Policy E15), but instead should be used to encourage residents and visitors away from protected roost and feeding habitats; in particular, Bechstein's bat maternity roosts. New interpretation can also be used to raise awareness of the Borough's ecology.
- 5.26 The above is incorporated in Sport England's 10 design principles for active design, which also includes good examples of how access to the natural environment.

E3 | Landscape and settlement boundaries

Why this policy is needed

- 5.27 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.
- 5.28 Landscape is not just about natural areas; it is also about landscape proposals in new development, 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 to enhance what is special about the character of the Borough as a place.
- 5.29 There are strong links between this policy and those on design (Policy E1), heritage (Policy E13), the Ecological Network (Policy E14) and on the Chichester Harbour AONB (Policy E5), and these should be read in conjunction with this policy.

E3 | Landscape and settlement boundaries

Planning permission will be granted for development which:

- a. Contributes positively to local identity and distinctiveness of landscapes and settlements;
- b. Respects, complements and integrates successfully with the local landscape surrounding the site;
- c. Incorporates any key landmarks and natural or historic features on the site into the design of the scheme and protects them from destruction or deterioration;
- d. Protects key views of important landmarks and landscapes; and
- e. Integrates successfully with the local landscape surrounding the site.

Planning permission for development outside of the defined settlement boundaries (as shown on the Policies Map) will not usually be permitted, unless it:

- f. Relates to small scale householder development; or
- g. Is proposed on previously developed land and does not represent a material intensification of use; or
- h. Specifically, and demonstrably requires a location outside of a built-up area; or
- i. Provides infrastructure that meets an overriding public need.

How this policy works

- 5.30 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 E1) to encompass the way in which the scheme affects the surrounding landscape and townscape, and any natural or man-made features 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.

- 5.31 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, whether historic or more recent, that contribute to a sense of place. These features may be within the development site, or in the area surrounding it.
- 5.32 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.
- 5.33 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 that 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 carefully considers its relationship with existing settlements under part a) of the policy.
- 5.34 The extent of the existing built-up areas together with the allocations in this Plan defines the settlement boundary. These are shown in Figure 16 and in detail on the Policies Map. There is a presumption against new development beyond the defined settlement boundaries, in particular against new residential or commercial development. This is in order not only to protect landscape character, but also to foster more sustainable patterns of development, wherein inhabitants and users of development have easy access to services, without the need necessarily to use a car. While some limited types of development may be considered suitable outside the built-up area, 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. Notwithstanding the provisions of the NPPF, exceptions will not be made for entry level or rural exception sites.
- 5.35 For the avoidance of doubt, the Council does not consider any part of the Borough to be 'rural' in the sense that would justify applying the rural exceptions for small scale commercial or affordable housing development as allowed by the NPPF. While there are areas on the edges of the Borough, and notably on Hayling Island, that are rural in character, these are not sufficiently far from the nearest built up area to consider them in need of their own local housing or jobs offer. As such, the Council will not generally accept arguments based on the 'rural exception' as set out in the NPPF.
- 5.36 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 Assessment⁴⁷, and the Borough Council Design Guide⁴⁸. In designated Conservation Areas, Character Appraisals and Management Plans should additionally be given due consideration. Views from and to the sea and impacts on the seascape as well as the landscape must also be considered.
- 5.37 Where a scheme is likely to have a significant impact on the landscape, townscape or seascape, 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,

⁴⁷ [Havant Borough Landscape Character Assessment \(February 2007\)](#)

⁴⁸ [Havant Borough Design Guide Supplementary Planning Document \(December 2011\)](#)

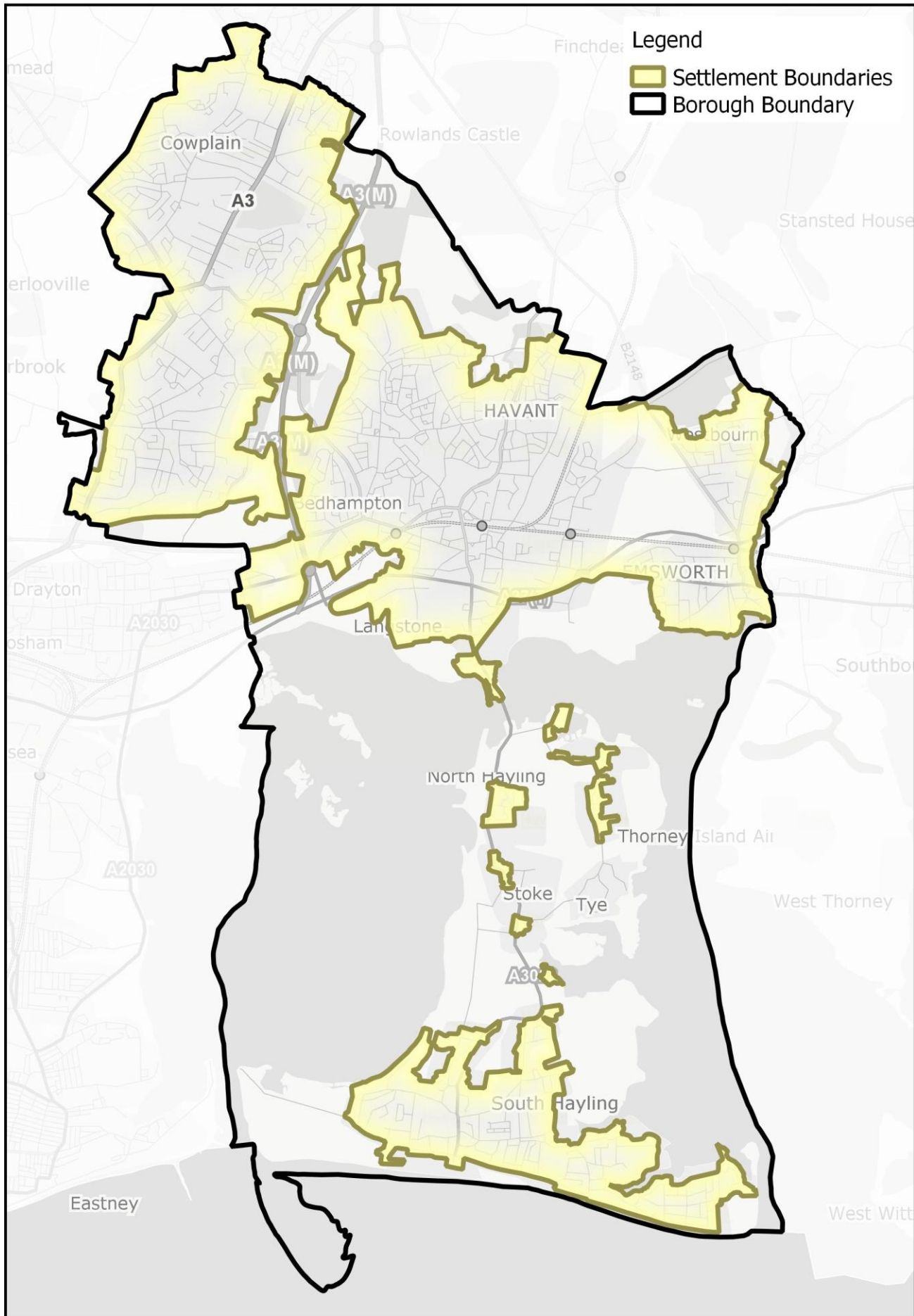
the magnitude of change, the sensitivity to change and the potential to mitigate impacts. The cumulative impacts on character should also be considered in the context of the receiving landscape. Guidance on the methodology for Landscape and Visual Impact Assessments recommends the following methodology:

- Recording and analysing 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.

5.38 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.

5.39 With the significant level of development proposed through this Plan it is also increasingly important that residents can 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 E14).

Figure 16: Settlement Boundaries



E4 | Development on the Coast

Why this policy is needed

- 5.40 The coastal areas of the Borough are some of the most sensitive areas to develop, with complex nature conservation, flood risk and erosion, as well as landscape impact and public enjoyment of the waterfront to be considered. Multiple policies in this Plan cover aspects which also apply to inland areas (see Policies E3, E5, E14, E16, E17 and E19, in particular), while this policy adds some specific considerations for coastal development and areas of coastal change.
- 5.41 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 Plan⁴⁹. 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.
- 5.42 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 change⁵⁰ as Coastal Change Management Areas (CCMAs), so that inappropriate development can be avoided, or existing development and infrastructure can be relocated⁵¹.
- 5.43 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 17 and will be shown on the Policies Map) and sets out what development will be appropriate in these areas and in what circumstances.

E4 | Development on the Coast

In undeveloped areas of the coast:

- a. development proposals will not usually be permitted, unless it can be demonstrated that the development requires a coastal location.

In other areas of the coast:

- b. development will be permitted where it:
 - i. Protects and enhances existing public access to the waterfront and opportunities for water-based recreation; and
 - ii. Does not increase the number of moorings or berths, or intertidal structures such as jetties and slipways in Chichester Harbour or Langstone Harbour; and
 - iii. Does not detrimentally affect navigational safety; and
 - iv. Is in line with the Marine Plan for the area.

Within the defined Coastal Change Management Areas:

- c. Permanent new residential development will not be permitted;
- d. Non-residential development will be permitted where it has been demonstrated that:

⁴⁹ [North Solent Shoreline Management Plan](#)

⁵⁰ Coastal change is physical change to the shoreline through erosion, coastal landslip, permanent inundation or coastal accretion.

⁵¹ NPPF Paragraph 167.

- i. The development will be safe over its planned lifetime, without increasing risk to life or property, and without requiring new or improved coastal defences;
- ii. The development would not prevent the delivery of any coastal defence schemes identified as necessary in the Shoreline Management Plan and/or related Coastal Strategies;
- iii. 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;
- iv. The development provides wider sustainability benefits that outweigh the predicted coastal change; and
- v. The development does not hinder the creation and maintenance of a continuous signed and managed route around the coast.

New or replacement coastal defence schemes will be permitted where:

- e. 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
- f. It has been demonstrated that there will be no material adverse impact on the environment or that these impacts can be mitigated

How this policy works

- 5.44 Application for development on the coast will be carefully considered, in order to protect the integrity of the many functions of coastal land. As well as the criteria in this policy, development in coastal areas must have particular regard to flood risk (Policy E19), and nature conservation (Policy E14). Those affecting the Chichester Harbour AONB must in addition address the provisions of Policy E5.
- 5.45 For the purposes of this policy, the coast should not be considered as limited to the immediate coastline where the land meets the water, but may extend some way inland, where the land continues to have a notably coastal character.
- 5.46 Areas of undeveloped and developed coast are generally defined in line with the built-up area as defined by Policy E3 (Landscape and Settlement Boundaries). Nevertheless, it is acknowledged that small stretches of coast outside of settlement boundaries are already developed, and in some instances, it may be appropriate to take into account on a case by case basis the level and nature of development already present in an area in determining how to apply policy provisions a. and b.
- 5.47 The cumulative impact of boat launching, mooring and storage facilities could be detrimental to the highly sensitive coastal landscape as well as to the wildlife interest in Chichester and Langstone Harbours. In addition, the harbours are very close to capacity in terms of water-based recreational use, which can lead to issues of safety of navigation and detract from the recreational experience itself. New jetties and slipways would only be deemed acceptable, if it can be demonstrated that they are for essential public use or necessary to ensure the continued viability of a marine related enterprise. Other facilities which provide new public access to the water for vessels will not be permitted.
- 5.48 Non-boating related development on the coast can also have a negative impact on navigational safety, as well as increasing disturbance to wildlife. In particular, windows and lighting associated with any building or structure on the coast must ensure that it does not adversely affect navigation within the harbours or disturbance.

- 5.49 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.
- 5.50 As well as seeking to avoid development in areas of flood risk, the Council supports the management of the coast to protect people and property in principle. The Council will work with its partners to deliver coastal management and defence schemes. These may be hard engineering schemes, or management which works with natural process. 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 E14).
- 5.51 CCMA's have been designated at West Hayling and Hayling Beachfront; they are shown on the Policies Map. Due to the vulnerability of these areas to coastal change, development in these areas needs to be carefully controlled.
- 5.52 In these areas, and any CCMA's 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.
- 5.53 To this end, planning applications for all development in the CCMA's 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.
- 5.54 SMPs identify risk in three epochs; that is time periods of up to 20 years, 20-50 years and 50-100 years. 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.
- 5.55 In accordance with the NPPF⁵², in making decisions about the acceptability of a proposed development in the CCMA, the Borough Council will take account of the three risk time periods as identified in the North Solent Shoreline Management Plan⁵³.
- 5.56 Within the short-term risk areas (0-20 years' time period) 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.

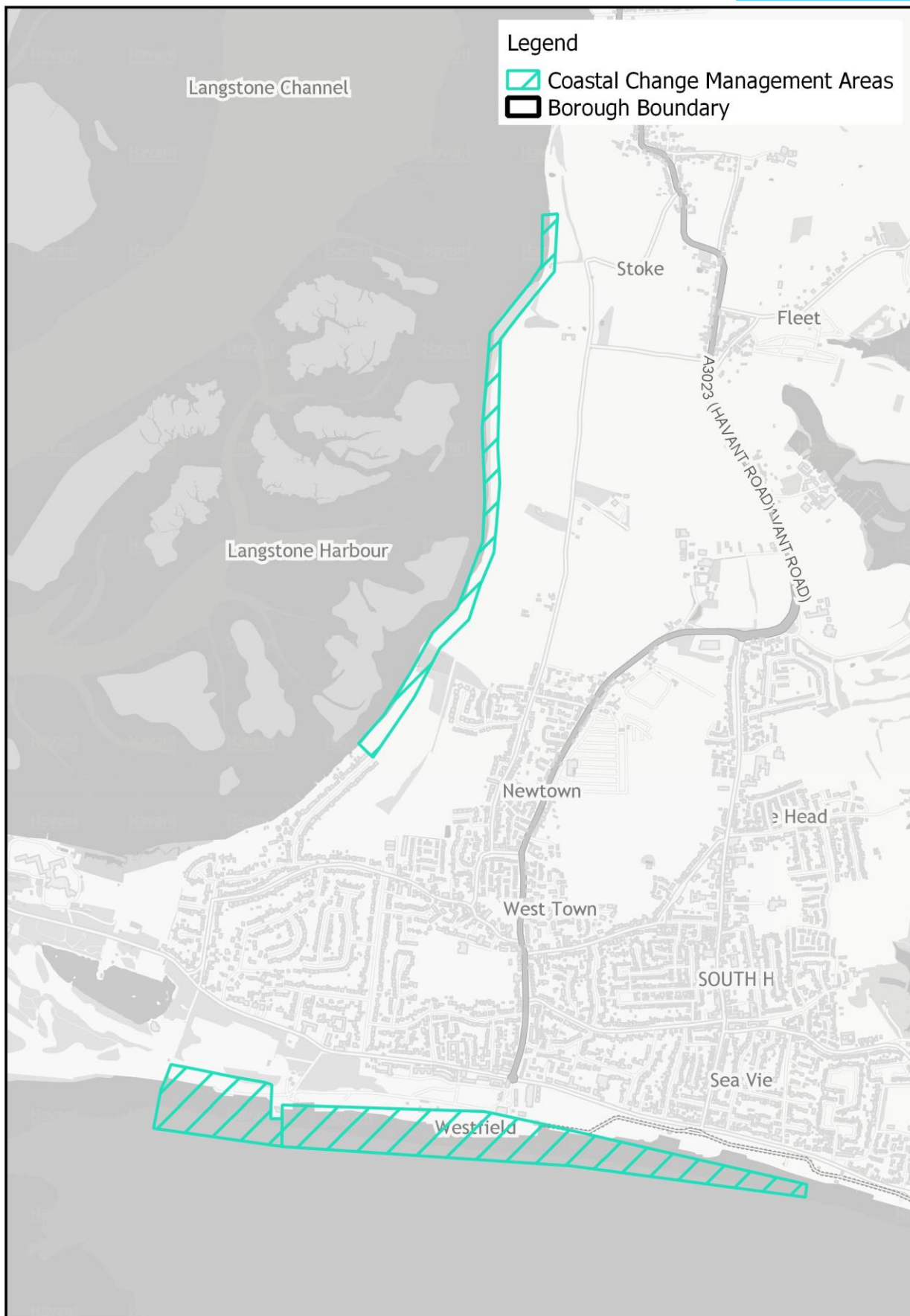
⁵² NPPF Paragraph 168.

⁵³ Erosion Risk Maps are shown at [Annex C5.2 of the North Shoreline Management Plan](#)

- 5.57 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 permitted. Other significant development is unlikely to be appropriate unless it has to be sited within the CCMA 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.
- 5.58 Where development may be affected by coastal change in the future, it may be necessary to limit the lifetime of the development and/or to apply restoration conditions to reduce the risk to people and the development.

Updated map style

Figure 17: Areas of coastal change



E5 | Chichester Harbour Area of Outstanding Natural Beauty

Why this policy is needed

5.59 Paragraph 172 of the NPPF confirms Areas of Outstanding Natural Beauty (AONBs) as having the highest status of protection in relation to landscape and scenic beauty, and in paragraph 11 AONBs are recognised as being a reason to restrict development. As well as the general landscape provision in Policy E3, and policy E4 on coastal development, specific provisions therefore apply to development proposals affecting the Chichester Harbour AONB. The extent of the AONB is shown in Figure 18 and on the Policies Map.

E5 | Chichester Harbour Area of Outstanding Natural Beauty

The impact of individual proposals and their cumulative effect on the Chichester Harbour AONB will be carefully assessed. Planning permission will be granted where it is demonstrated that the proposal:

- a. Conserves and enhances the natural beauty and the special qualities of the AONB, as defined in the Chichester Harbour AONB Management Plan;
- b. Meets the policy aims of the Chichester Harbour AONB Management Plan;
- c. Provides mitigation for any detrimental effects caused by the proposal and, where appropriate, landscape enhancements to address existing harm; and
- d. Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.

How this policy works

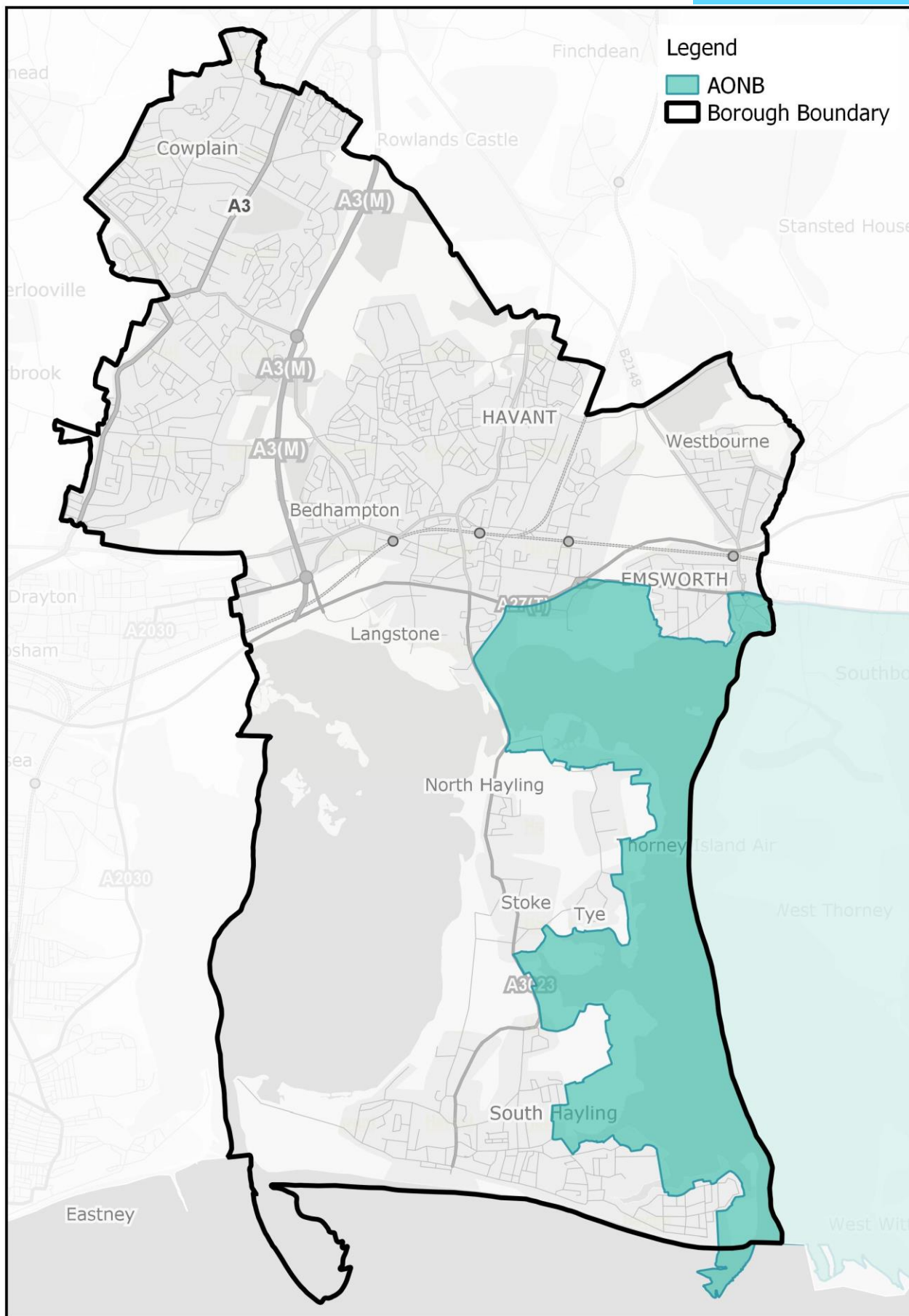
- 5.60 Chichester Harbour Conservancy has produced an AONB Management Plan, which identifies the distinctive features and characteristics of the landscape and provides the framework for the management and ongoing spatial planning of Chichester Harbour AONB. A Landscape Character Assessment for the AONB has also been prepared by the Chichester Harbour Conservancy.
- 5.61 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.

- 5.62 Applicants for development within the AONB should refer to the Chichester Harbour AONB SPD⁵⁴, which has been jointly adopted between Havant Borough Council and Chichester District Council and was prepared in conjunction with the Chichester Harbour Conservancy. Applicants for the installation, repairing or strengthening of coastal defences should also refer to the Chichester Harbour Conservancy 'Sustainable Shorelines' guidance. 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.
- 5.63 As well as the criteria in this policy, development in coastal areas must have particular regard to flood risk (Policy E19), development on the coast (Policy E4) and nature conservation (Policy E14).

⁵⁴ The Chichester Harbour AONB Joint Supplementary Planning Document was adopted by Chichester DC on 16 May 2017 and Havant BC on 19 July 2017.

Figure 18: Area of Outstanding Natural Beauty

Updated map style



E6 | Best and most versatile agricultural land

Why this policy is needed

- 5.64 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. The Borough contains a variety of rich and fertile soils due to its favourable location between the South Downs and the Solent.
- 5.65 It is important that when determining applications for housing and economic development, the benefits of protecting the best and most versatile (BMV) agricultural land are considered against the need for development.

E6 | Best and most versatile agricultural land

Development proposals on greenfield sites outside of the settlement boundary defined in Policy E3 will need to be supported by an appropriate soil survey to demonstrate whether the site is (in whole or part) BMV agricultural land. In the absence of such a survey, or if it is confirmed that the site is (in whole or part) BMV agricultural land, the development is unlikely to be supported.

How this policy works

- 5.66 The NPPF states that planning policies and decisions should contribute to, and enhance, the natural environment by recognising the economic and wider benefits of the best and most versatile (BMV) agricultural land⁵⁵. Further, Footnote 53 in the NPPF outlines that:

“where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred to those of a higher quality”

- 5.67 The Borough would not be able to meet its objectively assessed need (OAN) for housing on previously developed (brownfield) land, and greenfield sites of lower agricultural quality, alone. For this reason, the allocation of residential development on BMV agricultural land in this Plan has been necessary to meet housing need.
- 5.68 As such, it is considered vital to protect the remaining BMV agricultural land in the Borough. On this basis, the principle of development on greenfield sites outside of the settlement boundary defined in Policy E3, which are (whole or part) BMV agricultural land, is unlikely to be supported.

⁵⁵ NPPF paragraph 170. The NPPF defines the best and most versatile agricultural land as Grades 1, 2 and 3a of the Agricultural Land Classification. As such, Grades 3b, 4 and 5 are lower agricultural quality.

E7 | Hermitage Stream

Why this policy is needed

- 5.69 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.

E7 | 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 and/or footways along the stream itself and link to the nearby rights of way network.

How this policy works

- 5.70 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.
- 5.71 The Environment Agency will be consulted on any development intended to restore the Hermitage Stream.
- 5.72 As set out in Policy KP9, the pipeline for the proposed Havant Thicket Reservoir, where practicable, is to run through the open space alongside the Hermitage Stream. This should not undermine the network of cycleways and footways associated with the Hermitage Stream.

E8 | Protection of existing open space

Why this policy is needed

- 5.73 The NPPF gives a role to the planning system in creating places which support healthy lifestyles. Open spaces can bring a number of social, environmental and economic benefits including the promotion of healthy living, opportunities for social cohesion and promoting biodiversity. They have 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.
- 5.74 The Borough's highly urbanised character means that open spaces are highly valued and represent a finite resource that should be protected. The NPPF supports local authorities in planning positively for the protection of open spaces and green infrastructure.
- 5.75 The Open Space Strategy⁵⁶ assesses the quality and quantity of the different typologies of open space in the Borough. These typologies are: Public Parks and Gardens, Natural and Semi-Natural Greenspace, Amenity Greenspace, Play Spaces for Children and Young People, Allotments and Community Gardens, Cemeteries and Churchyards, as well as Civic Spaces. More specifically, the strategy outlines how there is currently a deficit of play equipment for children and young people, as well as allotments and community gardens (or community food growing provision), in the Borough. This deficit is predicted to rise alongside an increase in resident population.
- 5.76 Open spaces can vary dramatically in size and function. This policy covers a multitude of different types of spaces which make up the Borough's open spaces network: large Destination Open Spaces, Local Green Spaces⁵⁷, and other smaller spaces that visually break up and enhance built up areas. It also covers community food growing spaces (allotments and community gardens and orchards).
- 5.77 The protection of Sports and Recreation facilities is covered in Policy E11 and a number of other policies deal with the protection of open and undeveloped areas including the Chichester Harbour AONB (Policy E5) and Sites of Importance to Nature Conservation (Policy E14).

E8 | Protection of existing open space

The Borough's protected open spaces are shown on the Policies Map.

- a. Development on these spaces will be permitted where the proposal is for a recreation use which would retain or enhance the value of the open space.
- b. There is a presumption against development which does not meet criterion a. Development which does not meet criterion a. will only be permitted where:
 - i. It can be demonstrated that the development is in the public interest to a degree which outweighs the need for the protection of the open space; and
 - ii. Alternative open space provision is made which is of equivalent or greater community benefit in terms of quality, quantity and accessibility.

⁵⁶ Havant Borough Council Open Space Strategy (November 2018)

⁵⁷ Local Green Space designation provides special protection against development for green areas of particular importance to local communities.

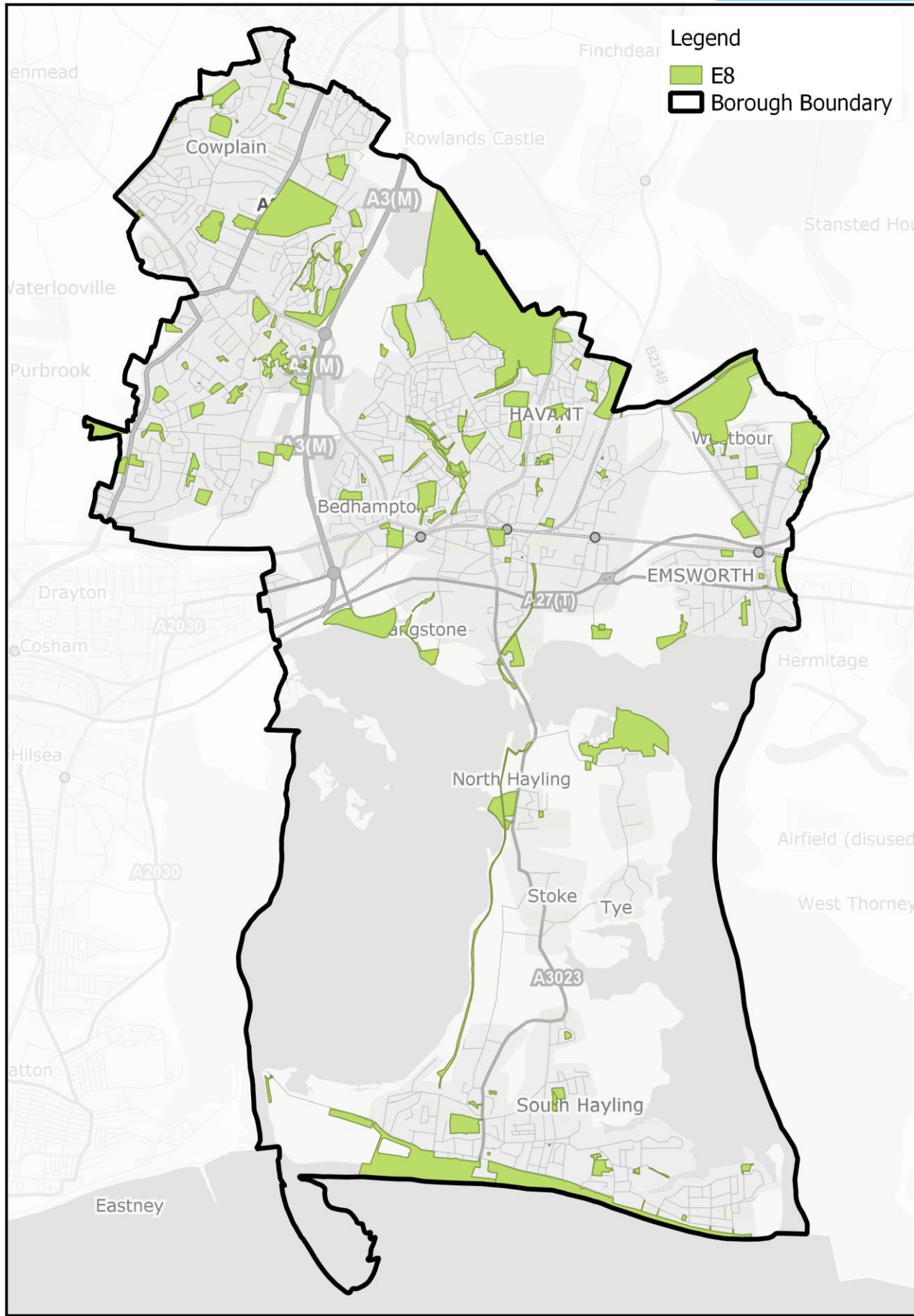
How this policy works

- 5.78 This policy applies to the open spaces shown on the Policies Map, as well as new open spaces created as part of development in compliance with policy H1. While this policy only protects the borough's most significant open spaces, this does not imply that all others are available for development. Proposals on any open space will be judged against this Plan as a whole, in particular its provisions around design, health & wellbeing and landscape.
- 5.79 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 any of the Borough's open spaces as defined on the Policies Map, will therefore normally be refused.
- 5.80 It is not the intention of the policy to protect all equipment or facilities, such as play equipment or street furniture currently on an open space. This is to allow enhancements and flexibility in the use and management of spaces as needs change over time.
- 5.81 Development on an existing open space protected through this policy will be considered acceptable where it provides a recreational facility needed by residents, while retaining or enhancing the value of the open space. Such proposals could, for example, entail improvements to the play value of a site, or development designed to encourage and enable greater use of the open space for recreation and informal sport, such as the addition of changing rooms.
- 5.82 In exceptional circumstances, as set out in criterion b, planning permission may be granted for other development, and which would result in the reduction or the loss of open space. This will only be acceptable where the public interest value of the development outweighs the need for the protection of the open space, and provided that alternative open space provision can be made. Any replacement must be of the same or improved quality, quantity and accessibility to the community which it serves.
- 5.83 Replacement open space may not necessarily be of the same type as that which is lost. In assessing whether criterion b.ii. has been met, the Council will take into account identified needs for the specific types of provision being lost and being proposed as a replacement. Current local requirements for different types of open space are identified in the Havant Borough Open Space Strategy⁵⁸.

⁵⁸ The Havant Borough Council Open Space Strategy (November 2018) sets out tables indicating current and future quantities by open space type across the Borough as a whole. Some types are in shortfall against the guidelines (Table 4.2: Quality and Accessibility Standards Defined for the Open Space Assessment and Table 4.3 FIT Quality Guidelines for Formal Open Space) while others are in surplus. Even where there is a surplus overall this needs to be considered against the accessibility standards as distribution doesn't always correlate to communities as illustrated by the catchment maps. The quality of individual spaces also varies, as indicated by the scores in Appendix 1, with most being 'average' or 'good'. (One is 'poor' and three are 'very good'.)

Updated map style

Figure 19: Protection of existing open spaces



E9 | Provision of public open space in new development

Why this policy is needed

- 5.84 The NPPF requires local planning authorities to plan positively for the creation of green spaces within new developments. Open spaces promote physical activity, positive mental wellbeing and healthy childhood development.
- 5.85 New development places additional demands on the supply and resilience of existing green spaces. It is important that new residential development meets the standards set out in this policy to provide sufficient public open space for new residents.
- 5.86 The Open Space Strategy (2018) highlights that the Borough's deficit in community food growing space (allotments) is expected to increase to 16.29 ha due to population increase over the plan period. Therefore, it is important that new development provides community food growing opportunities to meet the Borough's shortfall.

E9 | Provision of public open space in new development

Proposals for residential development of 50 dwellings or more will be permitted where:

- a. High quality on-site public open space is provided to a standard of 1.5 ha per 1,000 population; and
- b. On development where the open space requirement exceeds 0.5ha, an element of play space is provided; and
- c. On greenfield sites, part of this requirement is provided in the form of community food growing space, to a standard of at least 0.2ha per 1,000 population.

How this policy works

- 5.87 The standards⁵⁹ in this policy equate to 15 sqm per person of public open space, of which on greenfield sites 2 sqm per person is expected to be in the form of space for food growing (allotments or community gardens/orchards). The conversion in Table 5 will be used to apply the open space standard to a proposed number of dwellings.

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

Table 5: Applying the Open Space Standard

⁵⁹ Based on guidelines provided by Fields in Trust – see [Guidance for Outdoor Sport and Play Beyond the Six Acre Standard \(October 2015\)](#)

- 5.88 Where the proposal is for the redevelopment of a previously developed 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.
- 5.89 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 5 through subsequent reserved matters applications.
- 5.90 The need for public open space provision will be generated by residential schemes of all types. The only exception will be for accommodation for the frail elderly and care homes (Use Class C2). 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. Equally, it should be noted that the requirement to provide public open space and food growing space does not replace the need to provide private amenity open space for residents, as set out in Policy H1.
- 5.91 The new public open space should be provided on site, enhancing the quality of the development. Where it is not feasible to provide it on site due to the characteristics of the development, the Council will accept a financial contribution towards the improvement of nearby open space.
- 5.92 On-site space should generally be provided largely as one principal park providing a focal point for the development. This also means that other elements of the site layout, such as car parking provision, should not create undue physical or visual barriers around the open space. It must also be connected appropriately to all parts of the development by surfaced footpaths.
- 5.93 Developers should ensure that an adoptable and high standard is achieved in the design, specification and layout of on-site open space. All spaces created to comply with this policy must be attractive, welcoming, accessible to all and safe to use, as well as durable and adaptable.
- 5.94 Designers should carefully consider the way the space integrates with the development, with a focus on safe access to the site and natural surveillance to create a safe environment for all users, in particular children.
- 5.95 Wherever possible, spaces should be multifunctional, in order to meet the needs of different user groups; some will want places to be active, and some will want to relax, so spaces should support both physical activity and provide places to sit and relax in comfort. Consideration should also be given to how the space can contribute to the Local Ecological Network and biodiversity net gain in accordance with policy E14.
- 5.96 For developments where the open space requirement exceeds 0.5ha, it is expected that an element of play space will be provided. Although formal children's play space may not always be required, spaces should still include opportunities for informal play. This could include natural features such as earth mounds, trees or streams, artworks such as interactive sculptures or paint on a path's surface. Designs which provide opportunities for learning to cycle are also encouraged.
- 5.97 Provision of open space does not necessarily have to be all 'natural', but could include an artificial surface specifically laid out for amenity or recreational purposes. Opportunities to combine different requirements in this Plan may be explored, for example it may be possible to combine open space with sustainable drainage solutions.
- 5.98 To be acceptable in compliance with this policy, community food growing provision must be available to all residents in the local area, not just those on the development site. It should also be noted that food growing, and allotments in particular, have specific requirements regarding security, layout, water supply, composting facilities, signage and vehicular access. Applicants are advised to discuss this in detail with the Council at pre-application stage or early in the application process.

E10 | New and extended cemeteries

Why this policy is needed

- 5.99 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.
- 5.100 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 and preferably with good links to the rights of way network.
- 5.101 It will be necessary to demonstrate that the proposed cemetery will not have an adverse impact on ground and surface water. Any opportunities to create, improve and enhance biodiversity, habitats and green infrastructure should also be taken.

E10 | 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 IN3;
- 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.

E11 | Sports and recreation

Why this policy is needed

- 5.102 The NPPF 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 physical and mental health and wellbeing of communities.
- 5.103 Sports and recreation facilities include both indoor and outdoor facilities. Indoor facilities include swimming pools, sports halls, health and fitness facilities, indoor bowls, squash courts, martial arts dojos and gymnastics halls. Outdoor facilities include tennis courts, bowls, multi-use games areas, skate parks, sports pitches, playing fields and children's play equipment. These lists are not exhaustive.
- 5.104 Sport is not only important for its role in improving the health and wellbeing of individuals, it also has a wider role in creating sustainable communities. Benefits include among other things:
- Stimulating regeneration and community development;
 - Reducing crime and anti-social behaviour;
 - Enhancing individual's happiness, social and cultural wellbeing, as well as physical and mental health;
 - Creating and supporting economic growth; and
 - Providing new opportunities for children and young people.
- 5.105 The Council commissioned the Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies⁶⁰ to provide a robust and up-to-date assessment of the need for open space, sport and recreation facilities in the Borough. All three strategies highlight the importance of protecting and enhancing existing sports and recreational facilities (both indoor and outdoor) in Havant Borough. This coincides with Havant Borough Council's local health priorities of reducing obesity and increasing physical activity.
- 5.106 The Indoor Built Sport Facilities Strategy sets out the need for an additional 208.59 sqm of swimming pool space (equivalent to almost 4 swimming lanes), 1.37 sports halls (equivalent of 6 Badminton Courts) and 89 fitness stations in Havant Borough over the plan period. The Playing Pitch Strategy, as set out in its associated action plan, highlights how future need can be met through specific enhancements to the Borough's existing playing pitches.
- 5.107 Please note that health and wellbeing, along with public open space, are also addressed in Policies E2, E8 and E9.

E11 | Sports and recreation

Planning permission will be granted for development that:

- a. Promotes healthy lifestyles and encourages physical activity by either:
 - i. Protecting existing sports and recreation facilities from loss; or
 - ii. Enhancing existing sports and recreation facilities through improving their quality, accessibility and/or management.

⁶⁰ See the [Open Space, Sport and Recreation Strategy web page](#) for these documents

- b. Provides new/improved sports, leisure and/or recreation facilities that are fit for purpose, publicly accessible and meet the demands for participation now and in the future as set out in the:
 - i. Havant Borough Indoor Built Sport Facilities Strategy;
 - ii. Havant Borough Playing Pitch Strategy; and/or
 - iii. Havant Borough Open Space Strategy.
- c. Provides sport provision and associated facilities which take advantage of the area's natural environment and heritage;
- d. There is a presumption against development which does not meet criteria a, b or c. Development which results in a loss of a sports or recreation facility will only be permitted where:
 - i. It can be clearly demonstrated through a robust assessment that the facility is surplus to requirements; and either
 - ii. Replacement provision is made available of equivalent or greater community benefit in terms of quality, quantity and accessibility; or
 - iii. The development is for an alternative type of sports and recreation or ancillary provision, the need for which clearly outweighs the loss.

How this policy works

- 5.108 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 Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies. Future provision will also need to be more multi-purpose in nature to provide greater flexibility going forward.
- 5.109 It is recognised that many of the Borough's facilities, particularly sports halls, are on education sites with no Community Use Agreements (CUA) in place. Existing community halls and open spaces could also, in many cases, be better utilised for sport hall activities and new outdoor recreational and play equipment. As such, opportunities to improve the Borough's existing provision for sport and recreation use, through quality, access and management improvements, along with appropriate ancillary facilities, will be supported.
- 5.110 The above will enhance provision at a more local level and thereby facilitate participation by those who may be elderly, do not have access to a car, have young children and/or have a disability. New built facilities (i.e. education and community halls) are expected to be accessible to the local community, secured through the implementation of CUA where appropriate. Advice on how to set up a CUA can be found on Sport England's website⁶¹.
- 5.111 It is recognised that the Borough is blessed with a fantastic environment and coastal location. As such, there are opportunities to provide new sporting facilities which complement the area's local environment and heritage. For example, new and/or improved watersports provision along Hayling Island Seafront would be supported in principle.

⁶¹ [Sport England Community Use Agreements Guidance](#)

Loss of Sports and Recreation Facilities/Land

- 5.112 The Council will resist development that results in the loss (part or whole), or reduction in accessibility, of facilities and/or land used for sports and recreation due to the important role they play in improving the physical and mental health and wellbeing of communities.
- 5.113 However, in compliance with paragraph 97 of the NPPF, as well as Sport England's Playing Fields Policy and Guidance Document⁶², existing provision will be protected unless either a robust assessment demonstrates that the facility and/or land is surplus to requirement; replacement provision is made available of an equal or greater community benefit; or the application is for alternative sports and recreation facilities and/or use. In these instances, it is heavily recommended that applicants undertake pre-application discussions with Sport England prior to submitting an application to the Council.
- 5.114 The Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies were carried out using Sport England methodology. The Council considers these three strategies to be robust assessments which outline the Borough's existing provision of, and future need for, open space, sports and recreational buildings and land. All three strategies recommend that all existing provision is protected, while setting out the future need for further multi-functional open space, sports and recreational facilities and land in Havant Borough over the plan period. As such, the Council is unlikely to support development which results in the net loss of open space, sports and recreation facilities or land. However, should an applicant wish to undertake their own robust assessment in support of a planning application, then the applicant will be expected to consider the Council's three strategies and to use Sport England's guidance on assessing needs and opportunities⁶³.
- 5.115 Replacement provision will need to be proposed as part of a planning application and be made available prior to the commencement of development. As part of this, the replacement provision will need to address an identified need as defined by the Havant Borough Open Space, Built Leisure and Playing Pitch Strategies, and must be of equivalent or greater community benefit in terms of quality, quantity and accessibility. In considering development on school playing fields, the Council expects applicants to demonstrate that there will be no net loss of sports and recreation provision. Applications must accord with the "exceptions" outlined in Sport England's Playing Fields Policy and Guidance Document.

⁶² [Sport England Playing Fields Policy](#)

⁶³ [Sport England Assessing Needs and Opportunities Guidance](#)

E12 | Efficient use of resources and low carbon design

Why this policy is needed

- 5.116 Havant Borough is particularly vulnerable to the effects of climate change due to its coastal location. However, by reducing greenhouse gas emissions and by introducing water efficiency standards the impacts of climate change can be lessened in the future. Given the significant amount of housing and commercial development over the lifetime of the Plan, it is critical that development is planned and designed considering its full environmental footprint.
- 5.117 By designing and constructing buildings using low carbon design principles, developments can not only reduce energy consumption, overheating and the Borough’s carbon footprint, but also lower the overall costs of running the building for occupants and mitigate the need for costly retrofits later.
- 5.118 The Council’s Energy Strategy⁶⁴ 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 doing so, energy efficient buildings will be cheaper to heat, cool and light making them more attractive to homeowners and commercial occupiers.
- 5.119 Water efficiency is an important component of sustainable development and the long-term implications for water resources with respect to climate change are uncertain. Therefore, it is important that measures are implemented to address this uncertainty whilst protecting water quality across the Borough. Please see policy EXX (Water quality impact on the Solent European Sites) for further information.

E12 | Efficient use of resources and low carbon design

Development proposals which are intended to improve the efficiency measures of existing buildings or provide low or zero carbon energy will be supported in principle. Development proposals which involve an increase in non-residential floorspace or a net gain in overnight accommodation will be expected to:

- a. Reuse existing buildings’ construction materials wherever possible;
- b. Appropriately integrate solar gain, natural ventilation or ventilation with heat recovery, fabric performance and Passivhaus principles into the layout and design;
- c. Minimise greenhouse gas emissions and improve energy efficiency of buildings; and
- d. Use district heat or combined heat and power (CHP or CCHP) (existing or proposed or on-site), where appropriate;

Energy efficiency in Non-residential development and BREEAM multi-residential

- e. As well as addressing points a) to d) above, proposals for non-residential and multi-residential development are expected to achieve the following standards of the Building Research Establishment’s Environmental Assessment Method (BREEAM):

Gross floorspace to be built (sqm)	BREEAM level to be achieved
0-499	Achieving at least Pass under BREEAM is encouraged

⁶⁴ [Havant Borough Council’s Energy Strategy](#)

500-999	Very Good
1000+	Excellent

Energy Efficiency in Residential development

As well as addressing points a) to d) above, proposals for residential development are expected to achieve the following standards:

- f. A reduction in CO2 emissions of at least 19% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate of Part L of the Building Regulations is achieved; and
- g. The development has demonstrated its long-term sustainability and cumulative impacts using one or both of the following tools as appropriate:
 - i. Assessment under the Home Quality Mark (HQM) ONE, 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)

Water Efficiency

As well as addressing points a) to d) above, proposals which result in a net gain of overnight accommodation must include measures to achieve a maximum water use of 110 litres of water per person, per day, including external water use.

How this policy works

5.120 The requirements set out in this policy are designed to be minimum standards, and developers are encouraged to aim higher. 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.

Non-residential and multi-residential development

5.121 The Building Research Establishment's Environmental Assessment Method (BREEAM)⁶⁵ rewards performance in terms of environmental, comfort and/or health benefits, on a scale of Good to Outstanding, above the regulatory minimum. BRE's briefing paper⁶⁶ offers more detail about how BREEAM supports climate change adaptation. The requirement to meet a certain BREEAM level applies to all development other than residential. This includes commercial developments but also those applicable to the 'multi-residential' scheme, which includes residential institutions and some housing for older people.

5.122 Applicants must use the most up-to-date and relevant BREEAM Scheme when designing their development proposals to meet criterion e). It will be necessary to submit a pre-assessment estimator, the interim (design stage) and final (post completion stage) certificate for any planning applications proposing the construction of 500 sqm or more of non-residential floorspace. Appropriate conditions will be used to secure the certificate rating issued at the pre-construction and post-occupation stages.

⁶⁵ BREEAM

⁶⁶ Mitigation, adaptation, resilience: managing climate change risk through BREEAM

- 5.123 If the required rating is financially unviable or technically unfeasible, then this will need to be demonstrated with appropriate evidence in support of a planning application. In this instance, the applicant will be expected to meet the highest percentage BREEAM score that is viable.

Residential Development – CO₂ Reductions and Overheating

- 5.124 New residential development will need to achieve at least a reduction in CO₂ emissions of 19% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate (TER) of Part L of the Building Regulations. This can be achieved at minimum cost through a range of measures including building fabric efficiency measures, principles of Passivhaus⁶⁷ and/or on-site renewable/low carbon energy generation. The Council will expect building fabric efficiency measures to be prioritised over technological solutions.
- 5.125 If schemes can provide above the 19% improvement, then this will be a material consideration in the determination of that scheme. If the required 19% reduction is financially unviable or technically unfeasible, then this will need to be demonstrated with appropriate evidence in support of a planning application. In this instance, the applicant will be expected to achieve the most significant CO₂ reduction viable in the circumstances.
- 5.126 In terms of overheating, more specifically, the Chartered Institution of Building Services Engineers (CIBSE) design methodology for the assessment of overheating risk in homes (as amended)⁶⁸ provides best practice examples to reduce the impact of overheating.

Residential Development – HQM ONE and BREEAM Communities

- 5.127 In addition to the above, the Council encourages assessment under the Home Quality Mark (HQM) ONE⁶⁹ and/or BREEAM Communities scheme(s). Those proposals which have, or are demonstrably committed to, achieving HQM ONE or BREEAM Communities certification will be looked upon favourably.
- 5.128 The HQM ONE 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, internal comfort and health, resilience and safety, in addition to the home occupier experience. It enables developers to demonstrate the quality of their homes to a range of stakeholders including prospective home buyers and tenants.
- 5.129 BREEAM Communities is a framework used to improve, measure, and demonstrate the sustainability of large-scale development in the early planning and design stages. The use of this scheme will aid pre-application discussions and reduce the likelihood of redesigns.
- 5.130 To demonstrate that such provisions can be met, applicants undertaking these assessments will need to submit a pre-assessment estimator and design-stage certificate at the appropriate stage (for BREEAM Communities this would be the pre-application enquiry, for HQM ONE this is likely to be full or reserved matters stage) and a final certificate post completion. Planning conditions and/or obligations will be used to secure the standard and performance ratings as appropriate.
- 5.131 In the instance that an applicant wishes to use an alternative third-party assessment, this should be discussed with the Council at the pre-application stage.

⁶⁷ Passivhaus or Passive House Principles include proper insulation, no air leakage, no thermal bridges, triple glazing, as well as orientation for winter sun/summer shade.

⁶⁸ CIBSE TM59 Design Methodology for the Assessment of Overheating Risk in Homes

⁶⁹ Home Quality Mark ONE Technical Standard

E13 | Historic environment and heritage assets

Why this policy is needed

5.132 Heritage assets, as part of the wider historic environment, are irreplaceable resources which make a valuable contribution, not only to the character of the Borough, but also to quality of life, leisure, education and tourism. The term “heritage asset” embraces all features that contribute to creating the Borough’s unique sense of place and includes both designated and non-designated heritage assets. A breakdown of the different types of designated and non-designated heritage assets that are present in Havant Borough is presented below in Table 6.

Designated Heritage Assets	Non-Designated Heritage Assets
Scheduled Monuments (SM)	Areas of Archaeological Interest
Listed Buildings and Structures	Buildings of Local Interest (also known as Locally Listed Buildings)
Conservation Areas (CA)	Parks and Gardens of Local Historic Interest
Registered Historic Parks and Gardens	

Table 6: A breakdown of the different types of heritage assets⁷⁰.

5.133 The Council recognises the contribution of the historic environment to the distinctive character of our landscape and townscape, and to the quality of life of current and future residents. As such, heritage assets must be conserved and, where possible, enhanced in a manner appropriate to their significance. In understanding this, new development will be expected to complement and enhance the historic environment, helping to shape modern communities by giving them a sense of history and distinct local identity.

E13 | Historic environment and heritage assets

Proposals affecting heritage assets

Heritage assets are an irreplaceable resource and consequently great weight will be given to their conservation. Development proposals should, in the first instance, avoid any harm to or loss of the significance of assets and any harm or loss considered unavoidable will require clear and convincing justification, irrespective of the level of that harm.

Accordingly, development proposals will be permitted which:

- a. Protect, conserve and, where possible, enhance the significance, and ability to appreciate that significance, of designated and non-designated heritage assets and the contribution they make to local distinctiveness and sense of place; and
- b. Make sensitive use of heritage assets, especially those at risk, through regeneration and re-use, particularly where redundant or underused buildings are brought into an appropriate use.

Proposals likely to cause ‘substantial harm’ to the significance of a designated heritage asset

Development proposals that are likely to cause ‘substantial harm’ to the significance of designated heritage assets (either directly or indirectly, by being within their setting) will only be permitted where either:

⁷⁰ The number of each heritage asset in Havant Borough is set out in the [Annual Monitoring Report \(AMR\)](#).

- c. Harm is shown to be unavoidable and is minimised and it is clearly and convincingly demonstrated that the proposal is necessary to achieve substantial public benefits that cannot be achieved otherwise, and which would outweigh the harm or loss; or
- d. All of the following circumstances apply:
 - i. The nature of the heritage asset prevents all reasonable uses of the site; and
 - ii. No viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
 - iii. Conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
 - iv. Harm or loss is outweighed by the benefit of bringing the site back into use.

Proposals affecting the significance of a non-designated heritage asset

Development proposals that would have an effect on the significance of a non-designated asset will be determined having regard to the scale of any harm or loss and the significance of the heritage asset.

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

The removal of part or all of a heritage asset will only be permitted where it can be demonstrated that the approved replacement development will take place.

How this policy works

- 5.134 As part of Havant Borough Council's positive strategy for the conservation and enjoyment of the historic environment, the Council will continue to manage appropriately development and determine planning applications that affect the Borough's historic environment in accordance with the relevant policies of this Plan (including requirements for allocations in this Plan), relevant legislation, the NPPF and any other material considerations. The Council will also continue to monitor buildings and other heritage assets at risk through neglect, decay or other threats and will positively consider development proposals that would secure appropriate viable uses, along with the repair and maintenance of such assets.
- 5.135 Any proposal which would affect, or has the potential to affect, a heritage asset will be required to provide a Heritage Statement. This must describe the significance of the heritage asset and its setting together with a robust assessment of the impact of the proposed development, using appropriate expertise and where necessary a site-specific survey, at a level of detail proportionate to the significance of the heritage asset⁷¹ and sufficient to understand the potential impact of the proposal and whether "substantial harm" or "less than substantial harm" may result.
- 5.136 The update of Conservation Area Character Appraisals will continue where appropriate, along with consideration of further Article 4 Directions to control development within Conservation Areas more strictly where the special interest, character and appearance of a Conservation Area is being harmed or threatened by "permitted development".

⁷¹ Significance of a heritage asset derives from both the asset's physical presence and its setting.

- 5.137 The Council encourages 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 considered favourably.
- 5.138 National policy is clear that any harm to, or loss of, a designated heritage asset should be “exceptional” (or “wholly exceptional”, depending on the level and type of designation). However, it also sets out that harm may be outweighed by substantial public benefits (where “substantial harm”) or public benefits including securing optimum viable use (where “less than substantial harm”). That said, non-designated heritage assets, may also be worthy of protection in their own right. Key buildings which contribute most to the character of the area should be protected. Where removal of part or all of a heritage asset has shown to be necessary in line with the requirements of the policy, it should be demonstrated that the approved replacement development will take place by means of an agreed contract.
- 5.139 Making sensitive use of heritage assets is particularly important where redundant or underused buildings are brought into an appropriate use.

Scheduled Monuments

- 5.140 Scheduling is the oldest form of heritage protection, more recently derived from the Ancient Monuments and Archaeological Areas Act 1979⁷² and is the selection of nationally important monuments and archaeological sites.
- 5.141 While some change may be possible, there is a presumption that Scheduled Monuments will be handed on to future generations in much the same as their present state. In instances where a proposal may impact upon the setting of a Scheduled Monument, a Setting Study will be required as part of a Heritage Statement. Applicants should engage with the Council and Historic England through pre-application discussions to ascertain the scope and level of detail required for such a study, to inform any future planning application.

Archaeology

- 5.142 The allocations within the Plan highlight the potential for previously unidentified archaeological remains which are not currently scheduled. It is expected that applicants undertake archaeological assessments and evaluations in areas of known or potential archaeological interest. The findings of these assessments and evaluations must be used to inform the design and layout of a proposal and must be included within a Heritage Impact Assessment (see below) as part of a planning application. Applicants will be expected to preserve, in situ, archaeological remains or provision must be made for its recording in cases where the findings of an archaeological assessment and evaluation demonstrate that this is not justifiable or feasible. In this instance, the technology/methodology for recording will need to be agreed with Hampshire County Council's Archaeologist.
- 5.143 Some archaeological remains may not be scheduled, but still be demonstrably of equivalent significance to scheduled monuments. These will be considered subject to the policy for scheduled monuments in accordance with the NPPF.

Listed Buildings and Structures

- 5.144 Listed buildings and structures often have a number of characteristics which are central to the significance and character of the building and/or structure. Proposals for alterations, extensions

⁷² [Ancient Monuments and Archaeological Areas Act 1979](#)

and/or changes of use to a listed building and/or structure, or development in its vicinity, must not have an adverse impact on those elements which contribute to its special architectural and/or historic interest including its setting.

Conservation Areas

- 5.145 Development within or which would affect the setting of a Conservation Area must be informed by the relevant Character Appraisal. In doing so, proposals must conserve and, where possible, enhance those elements which contribute to the Conservation Area's special interest, character and appearance. This can include safeguarding spaces, street patterns, views, vistas, uses and trees.
- 5.146 Where an up-to-date Character Appraisal is not available, applicants will be required to submit Character Statements to demonstrate the impact of proposed development upon the special interest, character and appearance of the Conservation Area.

Registered Historic Parks and Gardens

- 5.147 Registered historic parks and gardens comprise a variety of features which include open space, views in and out, planting, water features, built features and archaeological remains. These features form an integral part of their significance, special character and/or appearance of the park or garden. Development must not detract from the significance of the heritage asset, nor prejudice the potential for future restoration.

Non-Designated Heritage Assets

- 5.148 The Council has a List of Buildings of Local Interest⁷³ which is continually updated. Applicants should refer to this list in the first instance, although the list is not definitive, and the significance of a building may only become apparent upon the submission of an application or during its determination.

Heritage Statements

- 5.149 Applications that affect, or have the potential to affect, designated and non-designated heritage assets and their setting, including sites with archaeological potential, are expected to be supported by a Heritage Statement.
- 5.150 The content of the Heritage Statement will vary depending on the significance of the heritage asset and the impact of development. The Heritage Statement should first describe the significance of any heritage asset affected, including the contribution made by its setting. As a minimum, this should contain an appropriate level of detail to satisfy the requirements set out in paragraphs 189 to 202 of the NPPF and including consultation of the Hampshire Historic Environment Record (HER).
- 5.151 The statement should consider the positive contribution of potential development, along with any harm and/or loss to the heritage asset caused by development. Where the latter is identified, the applicant should first consider how to avoid potential harm and/or loss to the heritage asset. In the instance that adverse impacts are unavoidable, the applicant must then consider and include appropriate mitigation to that harm and/or loss. This should include design and layout considerations. Any harm to, or loss of, the significance of a heritage asset will require clear and convincing justification, irrespective of whether that harm is considered "substantial" or "less than substantial".

⁷³ [List of Buildings of Local Interest](#)

E14 | The Local Ecological Network

Why this policy is needed

- 5.152 An extensive, high quality natural environment is a key part of the environmental pillar of sustainable development and can improve quality of life, support biodiversity and stimulate the economy. Nature conservation is not 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;
 - The protection and enhancement of the Borough's water resources, such as groundwater reserves, springs and rivers to provide water to the Borough's homes and businesses;
 - Vital amenity and recreational space for residents; and
 - Opportunities for people to take part in sport and engage in physical activity thus improving health and wellbeing.
- 5.153 The Borough has a rich and diverse ecological network as documented by the protected international, national and local designations, as well as its range of natural features. The Local Ecological Network comprises an extensive coastline, which includes Chichester and Langstone Harbours, as well as trees, woodlands, hedgerows, streams, rivers, wildlife and river 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 Emsworth. The Local Ecological Network project has identified a number of opportunity areas. Within these it is possible to reconnect and enhance nodes in the Local Ecological Network in order to achieve biodiversity net gain.
- 5.154 Development is expected to make a positive contribution to the existing natural environment. It is considered that development which does not do this is contributing to the continuing decline of biodiversity and would not constitute sustainable development.
- 5.155 A breakdown of the different types of international, national and local nature conservation designations found in Havant Borough is presented below in Table 7. A full breakdown of the Borough's nature conservation designations can be found in the Havant Borough Biodiversity Strategy⁷⁴. These sites form key nodes in the Local Ecological Network. However, it is important to stress that the network of designated sites is not the entirety of the Local Ecological Network and it is vital to consider the corridors and linkages between the sites as well as the sites themselves. Such considerations must not be limited to the Borough boundary as Havant's Local Ecological Network feeds into a wider network beyond our boundaries.
- 5.156 Species which are protected outside of the designations listed below are covered in Policy E15.

⁷⁴ [Havant Borough Biodiversity Strategy](#)

International	National	Local
Ramsar Site Special Protection Area (SPA) Special Area of Conservation (SAC)	Site of Special Scientific Interest (SSSI)	Site of Importance for Nature Conservation (SINC) ⁷⁵ Local Nature Reserve (LNR)

Table 7: A breakdown of the different types of international, national and local nature conservation designations.

E14 | The Local Ecological Network

All development in Havant Borough is expected to protect, conserve and enhance the Borough's Local Ecological Network. Planning permission will only be granted where:

- a. The development results in biodiversity net gain;
- b. The development avoids the fragmentation of the Local Ecological Network including across administrative boundaries;
- c. The applicant has identified and assessed the level of ecological value of the site through adequate and proportionate information and any matters arising have been addressed through an avoidance or mitigation plan; and
- d. Any necessary mitigation plan includes provision for ongoing management and maintenance.

In addition to the above, priority habitats in the Borough are afforded protection by specific nature conservation designations. Development proposals which could affect a designated site will need to consider the impact and respond appropriately.

International Nature Conservation Designations

Development which has the potential to have an impact on an international nature conservation designation will be subject to a Habitats Regulations Assessment and, if necessary, an Appropriate Assessment, to determine the potential for likely significant effects. Development that is likely to have an adverse effect, either alone or in combination with another project/plan, on the integrity of an international site will not be permitted unless it can be demonstrated that:

- e. Necessary avoidance or mitigation is secured such that in combination with other development there will be no adverse effects on the integrity of the designated sites; or
- f. There are no alternative sites for the proposal, there are reasons of overriding public benefit/interest and compensatory provision is secured.

National Nature Conservation Designations

In addition to criteria a) to d), planning permission will only be granted on or adjacent to a national nature conservation designation where:

- g. Development is unlikely to have an adverse effect either individually or in combination with other developments.

An exception to j) will only be made where:

- h. The benefit of development clearly outweighs the likely impact on the feature(s) of the designation; and
- i. Mitigation and/or compensation measures are secured to offset any likely impacts.

⁷⁵ A SINC is a non-statutory designation

Local Nature Conservation Designations

In addition to criteria a) to d), planning permission will only be permitted on or adjacent to a local nature conservation designation where:

- j. The value of the designation is retained and, where possible, enhanced in line with its original criteria for designation through avoidance and/or mitigation measures; or
- k. The benefit of the development can be shown to clearly outweigh the substantive nature conservation value of the site, and where the impact cannot be avoided nor mitigated, compensation is provided.

Joint working

The Council will continue to work collaboratively with partner authorities and bodies to develop a strategic approach towards air quality, green infrastructure and ecological networks.

Under duty-to-cooperate, the Council is committed to further investigating the adverse effect of nitrogen identified at the Solent Maritime SAC within Langstone Harbour and if necessary, the preparation of a Nitrogen Action Plan for air quality in partnership with Portsmouth City Council and other appropriate partners.

How this policy works

5.157 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 on protecting, enhancing and linking together the existing natural environment.

Biodiversity net gain

5.158 In line with national policy, the Council expects development proposals to achieve a net gain in biodiversity on the site and where appropriate the surrounding area.

5.159 The Council encourages pre-application discussions to address any issues at an early stage and to determine potential mitigation measures.

5.160 Almost any development can achieve biodiversity net gain. Even small developments can include the use of design features to integrate biodiversity attributes into the building itself. At least every new dwelling, or commercial developments that involve the construction of a new building can include boxes or bricks for bats and birds, and other features can additionally be incorporated within larger developments. Further guidance on how to do this and the kinds of products that are available is in the Biodiversity Strategy.

5.161 DEFRA's Biodiversity Metric is one method of calculating net gain. The metric is reliant on up-to-date ecological information and may require specialist ecological knowledge to complete. The Council encourages pre-application discussions to determine potential methods for calculating biodiversity net gain.

Application requirements

5.162 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. For any application proposing the development of one or more

residential units (apart from conversions), it is expected that a site-specific ecological assessment will be needed. The need for the assessment and its scope should be discussed at the pre-application stage.

- 5.163 For householder development, any development affecting roof materials or roof voids may impact roosting bats and certain nesting birds, and those affecting trees or areas of dense woody vegetation may impact nesting birds.
- 5.164 A development may also impact features outside the site but within the development's zone of impact. Applicants are expected to use Hampshire County Council's biodiversity checklists to provide useful information for determining the risk of impacts. Applicants may need to request data searches from the Hampshire Biodiversity Information Centre (HBIC) to inform their assessments. Submitted ecological assessments must 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.
- 5.165 Notwithstanding the above, a site's ecological value can be unpredictable. Sites that may appear through a desktop analysis to have little or no ecological value may in fact have some. As such, the information about the site's ecological status could change through the lifetime of a planning application and further information may be needed in order to determine the application. It is recommended that applicants seek advice from HBC's ecological advisor and/or Natural England in advance of planning submission.

Avoiding and mitigating harm

- 5.166 As set out in the NPPF, if significant harm cannot be avoided (by locating development in a way which does not create the impact), then such harm should be adequately mitigated. Where it cannot be adequately mitigated then such harm must be compensated for. Where it cannot be compensated for, planning permission will be refused.
- 5.167 Applicants on larger sites or those which are likely to have a greater impact on the natural environment are expected to engage with the Council at an early stage in the process to ensure that the potential implications are taken into account in the preparation of proposals and suitable surveys are commissioned.
- 5.168 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 expects applicants to approach considering an impact on biodiversity in the following order:
- Avoid
 - Mitigate
 - Compensate

The Local Ecological Network

- 5.169 The mapping of the Local Ecological Network (LEN)⁷⁶ in Hampshire has been undertaken by the Hampshire Biodiversity Information Centre. As such, data searches should be used to inform

⁷⁶ [Hampshire County Council – Information we hold. Hampshire Biodiversity Information Centre – Ecological network mapping on behalf of the Local Nature Partnership](#)

ecological assessments accompanying development proposals. The mapping is available through a request to the Hampshire Biodiversity Information Centre.

- 5.170 The effect of the proposed development on components of the LEN must be assessed both in terms of its proximity, the proposed end use and the impact of that use on it. This must include any impacts across administrative boundaries. The impact of any construction activity must also be considered.
- 5.171 There are several ways in which the impact of development on the LEN can be mitigated and improvements to it achieved. This can be done through careful design of layouts to facilitate the movement of wildlife, the use of new landscape planting which is informed by priorities in the Biodiversity Strategy and the inclusion of specific building design features.
- 5.172 Where new open space is proposed, its design should consider multifunctionality and how biodiversity can be incorporated without compromising its recreational function.
- 5.173 The Council will use planning conditions and/or obligations to secure appropriate enhancement and site management measures. Where the impacts are unavoidable, mitigation or compensatory measures will be required.
- 5.174 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

- 5.175 Any development which is likely to have a significant effect on international and national 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.
- 5.176 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 the Solent SPAs, both in terms of buildings and recreational disturbance from human activity is considered through Policies E16 and E17.
- 5.177 Sites of Special Scientific Interest (SSSIs) are nationally designated nature conservation site. A 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.
- 5.178 Where necessary, an ecology strategy must include monitoring to ensure its effectiveness. This will be determined on a case by case basis.
- 5.179 Further information regarding development around Chichester Harbour can be found in Policy E5 and the Joint Chichester Harbour AONB SPD adopted by both Havant and Chichester Councils.

Local Designations

- 5.180 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 as Sites of Importance for Nature Conservation (SINCs) (referred to as Local Wildlife Sites in the NPPF) or Local Nature Reserves.
- 5.181 Designating an area as a SINC or Local Nature Reserve raises awareness of its importance for wildlife and ecology and its value to the Borough's communities. SINCs and Local Nature Reserves are essential in maintaining a network of habitats 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 principle importance under the Natural Environment and Rural Communities (NERC) Act. The presence of these habitats or species is addressed through Policy E15.
- 5.182 There are six Local Nature Reserves wholly within the Borough: Brook Meadow, Gutner Point, Hayling Billy, Sandy Point, The Kench and West Hayling; part of two others (Farlington Marshes and Hazleton Common) in the Borough. The SINCs in the Borough are listed⁷⁷ in the Havant Borough Biodiversity Strategy.
- 5.183 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.
- 5.184 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.
- 5.185 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 engagement 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.
- 5.186 Local nature conservation designations are a material consideration when determining planning applications, but they are not afforded legal protection, unlike international and national designations. Nevertheless, 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.

Joint working

- 5.187 The Council will work with neighbouring authorities to develop key wildlife and ecological corridors. Chichester District Council has identified strategic wildlife corridors, which includes the River Ems on the Havant - Chichester border. It is also important to preserve the links between the protected areas of South Downs National Park and the Chichester Harbour AONB. This is reflected in particular in the requirements of the site allocations under KP5 Southleigh and H8 Long Copse Lane.

⁷⁷ 110 sites covering a total area of 549 hectares as at 31/03/17.

5.188 The Council will work jointly with PfSH to develop mitigation measures for air quality and water quality issues relevant to Havant borough and the wider sub-region. There is a potential requirement to develop a nutrient neutral approach (such as in the form of a Supplementary Planning Document) to address the impacts of resulting from development in this Plan on the Solent Maritime SAC and the Chichester and Langstone Harbours SPA and Ramsar. As part of this, the Council will continue to monitor NO_x background concentrations through Defra forecasts in partnership with PfSH. The Council will explore the development of a shared Nitrogen Action Plan for air quality to address the adverse effect of nitrogen deposition to perennial vegetation of stony banks, a qualifying feature of Solent Maritime SAC at Langstone Harbour (Portsmouth) in partnership with Portsmouth City Council and other appropriate partners under a duty to cooperate. This reflects the recommendations of the Air Quality Assessment⁷⁸ to ensure no adverse effect on the integrity of the Solent Maritime SAC as a result of development proposed in Havant borough and other neighbouring authorities.

⁷⁸ Air Quality Habitat Regulations Assessment for Havant Borough Local Plan

E15 | Protected Species

Why this policy is needed

- 5.189 There is a great deal of pressure on plant and animal species from the impacts of climate change, population increase and the need for new development. In conjunction with Policy E14, the Council will work to protect, link and enhance existing natural features, habitats and designated sites which support statutory protected species.
- 5.190 There are specific species which are afforded legal protection and it is an offence to harm or disturb these species or their habitats. These laws provide strict protection for certain plant and animal species in the UK.
- 5.191 Protected species that require consideration include:
- Bats (all species)
 - Hazel dormouse
 - Badger
 - Otter
 - Water vole
 - Reptiles
 - Birds
 - Great crested newt
 - Certain invertebrate species
 - Certain plant species
- 5.192 Legally-protected species are a material consideration in planning and potential impacts to them must be assessed. Where impacts are identified, appropriate avoidance and mitigation measures must be provided.
- 5.193 All protected species are a constraint to development. In particular the Bechstein's bat is a constraint to development within the former Forest of Bere landscape. Proposed development must, therefore, take full account of the potential issues associated with protecting this species.
- 5.194 Havant Borough is very important for bat species and supports some rare and very rare species. Bechstein's bat is an extremely rare bat species found in nationally-important numbers in south-east Hampshire. Recent surveys have shown that a breeding population occurs throughout suitable habitat in the Rowlands Castle-Horndean area and is likely to occur more widely where suitable wooded habitat is present.

E15 | Protected Species

Development proposals which are likely to affect protected species, and/or their supporting habitats, must undertake appropriate surveys to establish their presence/likely absence. In using the findings of such surveys, proposals should, in the first instance, avoid an impact on a protected species. If this is not possible proposals should mitigate and compensate. Planning permission will only be granted where:

- a. A Mitigation Plan, or if this is not possible a Compensation Plan, is provided to the satisfaction of the Council; and
- b. A Monitoring and Review Plan is put in place.

Bechstein's Bat

In instances where Bechstein's bat is likely to be found on site and/or nearby, survey methods appropriate to Bechstein's bat must be used and undertaken by a suitably qualified ecologist. If the presence of Bechstein's bat is established on site and/or nearby, planning permission will only be granted where:

- c. Impacts on Bechstein's bat breeding habitat (i.e. net loss of/significant disturbance to woodland or trees containing roosts) are avoided;
- d. Proposals include appropriate buffers to woodlands, trees, hedgerows and other flight corridors, considering the location of roosts and foraging/commuting habitats; and
- e. Review and monitoring plans are put in place.

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 this policy works

- 5.195 The presence of protected species can only be established by specialist professionals using established survey methods: as some survey methods entail seasonal constraints or cover extended time periods it is essential that the potential presence of protected species is established at the earliest stages of development planning and that constraints inform layout design.,
- 5.196 Such surveys will be required to support development proposals and ascertain the likely presence of protected species (on and/or near the site) and the impact on them from development. It is important to note that some species, most notably bats, may require different surveys at different times of the year. As such, sufficient time will be needed to carry out robust surveys to support a planning application. Planning applications which do not adequately assess impacts to protected species will be refused.
- 5.197 In the instance that surveys show a species is present and likely to be affected by the development, a mitigation plan will need to be provided. Applicants should use the mitigation hierarchy: avoid – mitigate – compensate.
- 5.198 Mitigation and compensation plans will need to be to the satisfaction of the Council and Natural England by using the most recently published standing advice. To secure the implementation of such plans, planning conditions and/or legal agreements will be used. These could include a requirement for ongoing monitoring to confirm no overall harm to the relevant protected species. It is recommended that where protected species are likely to be present on and/or near a development proposal, the applicant undertakes pre-application discussions with the Council, along with Natural England through their DAS service.

Bechstein's bat

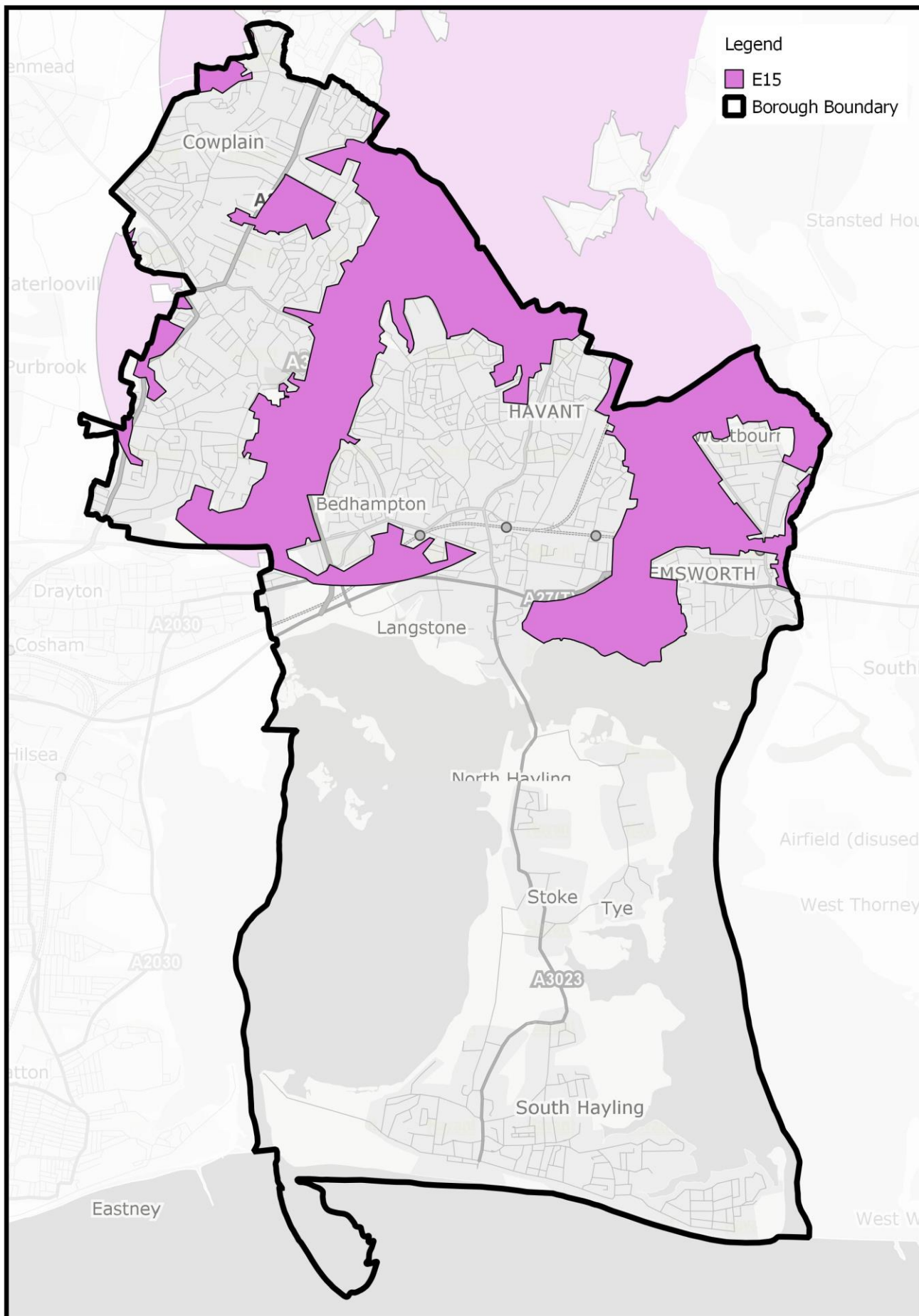
- 5.199 Based on this species' known habitat requirements, developments affecting woodland, parkland, hedgerows, wetlands and pasture within 3km of known Bechstein's bat records have the potential to impact (either alone or in combination with other developments) this important population.
- 5.200 In the instance that potential impacts to Bechstein's bat and/or their habitat are identified, site layouts will need to be designed to avoid any impact on the species. Any impact on Bechstein's bat

breeding habitat (i.e. loss of/significant disturbance to woodland or trees) must be avoided as the loss of roosts, especially maternity roosts, can lead to population-level consequences for this species. The females and their young roost colonially, therefore the loss of a single roost tree can impact many tens of individuals and affect the long-term viability of the population.

- 5.201 It is important that the cumulative impacts of proposed development on Bechstein's bats (and other bat species) is taken into consideration. Addressing cumulative impacts requires consideration of landscape-scale impacts to the network of habitats likely to be used by this (and other) species and investigation of other nearby development proposals. Impact assessments should focus not on roosting sites alone but consider habitats that provide support to bat populations e.g. foraging areas, habitat used by prey species.
- 5.202 Robust mitigation for impacts to bat species is likely to require the provision of new habitat linkages, including off-site where this offers increased chances of success. This could include buffering, maintenance of flight corridors, and sensitive lighting.
- 5.203 The Hampshire Biodiversity Information Centre (HBIC) holds all data relating to Bechstein's bat. This will generally comprise grid-references at a non-specific resolution (1km²). Where Bechstein's bat is likely to be present on and/or near a development proposal, 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 and/or the Hampshire Bat Group.
- 5.204 Information sharing will be essential in ensuring that surveys and resulting mitigation are robust, and that the population is not subject to unnecessary disturbance. As such, 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.
- 5.205 The forthcoming Bechstein's Bat Planning Protocol will set out clear guidance regarding appropriate surveying techniques, as well as potential avoidance, mitigation and enhancement opportunities. Once published, the Planning Protocol will continue to be updated on a rolling basis.

Figure 20: Bechstein's Bat area of search

Updated map style



E16 | Recreation impact on the Solent European Sites

Why this policy is needed

- 5.206 The Solent is internationally important for its wildlife and has a number of European and international designations. Each winter, the Solent hosts over 90,000 waders and wildfowl including 10 to 30 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 geese and breeding terns.
- 5.207 The Habitats Regulations⁷⁹ set out the sequence of steps to be taken by the competent authority when considering authorisation for a plan/project that may have an impact on a European site and its species before deciding to authorise that project. Avoidance and mitigation measures can be considered by the Council as the competent authority under the regulations. The competent authority shall agree to the project only after having ascertained that it will not adversely affect the integrity of the Solent European Sites and its species.
- 5.208 An acknowledged issue for any new residential 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 European Sites. This zone of influence includes the vast majority of Havant Borough and is shown in Figure 21 and the Policies Map. Development can increase the human population near 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.
- 5.209 Human disturbance can ultimately increase bird mortality or reduce 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, this will lead to a reduction in the bird population.
- 5.210 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. Based on 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."
- 5.211 Since then, the Council has been working with the local authorities along the Solent coast, Natural England and other organisations, as part of the Bird Aware Solent Partnership, to prepare the Solent Recreation Mitigation Strategy (SRMS)⁸⁰. The SRMS was approved by Havant Borough Council and has been implemented since 1st April 2018 through Bird Aware Solent. It is considered that the SRMS is based on the best available scientific evidence for delivering recreational mitigation and, therefore, is the most appropriate mechanism for mitigating recreational disturbance to the Solent European Sites created by new residential development.

⁷⁹ The Conservation of Habitats and Species Regulations (2017 as amended).

⁸⁰ [Solent Recreation Mitigation Strategy – Bird Aware Solent \(December 2017\)](#)

E16 | Recreation impact on the Solent European Sites

Planning permission will be granted for new dwellings and/or overnight accommodation that mitigates the likely significant effect on the Solent European Sites. This mitigation can be provided through either:

- a. A financial contribution consistent with the Solent Recreation Mitigation Strategy (SRMS); or
- b. A developer provided package of measures associated with the proposed development supported by evidence that it will avoid or mitigate any likely significant effect; 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 European Sites either alone or in combination with other plans or projects.

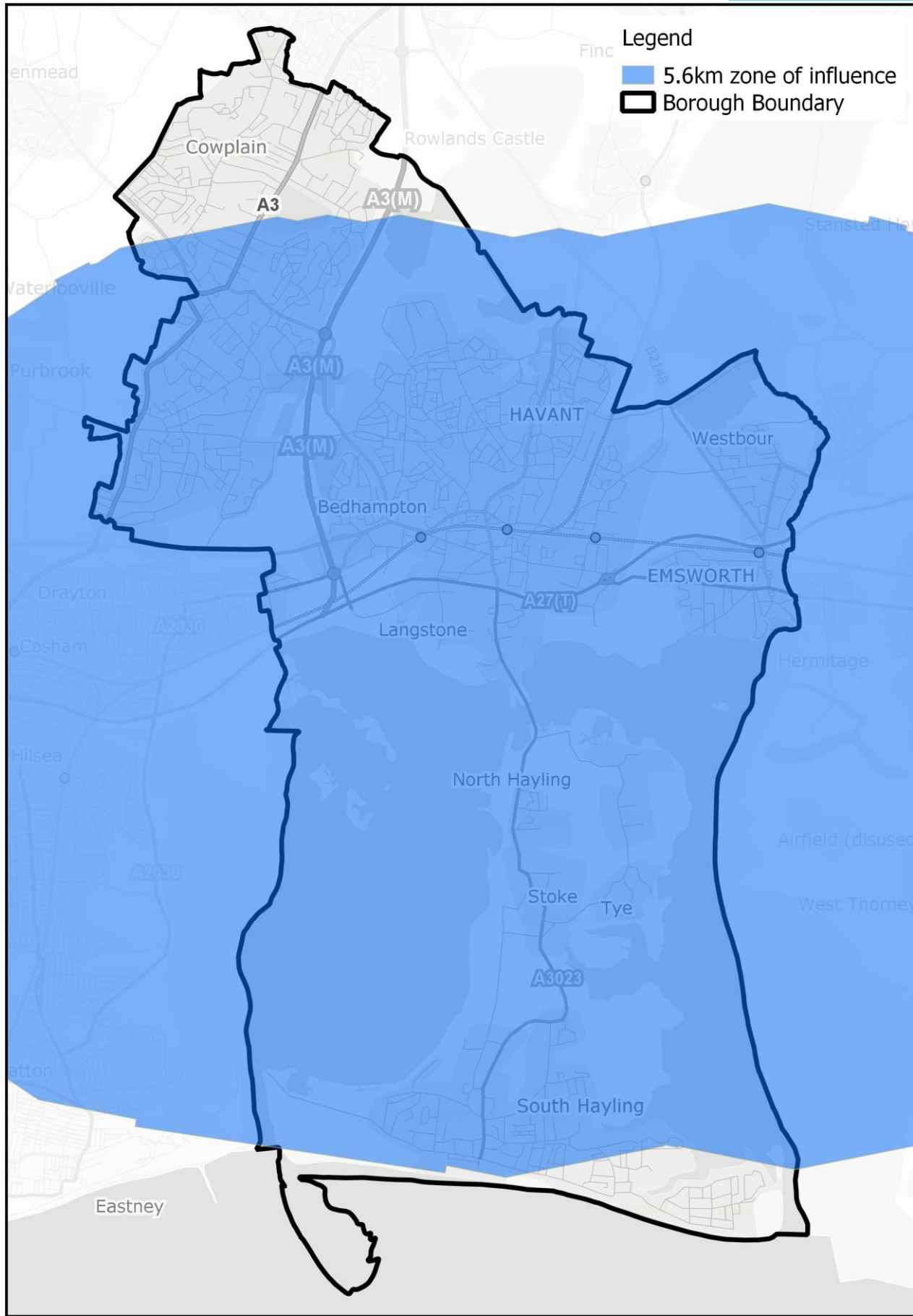
How this policy works

- 5.212 The Council will continue to be part of the Bird Aware Solent Partnership to provide a strategic framework to address this issue. This provides a straightforward and practical solution to make sure that housebuilding can continue to take place whilst also protecting the Solent European Sites as required by law.
- 5.213 The mitigation framework for individual new developments can be provided through a financial contribution consistent with the SRMS. It is expected that the majority of schemes will provide mitigation packages in this way. The scale of the financial contribution is based on the number of net additional dwellings, varied by the number of bedrooms per dwelling. These figures will be increased on 1st April each year in line with the Retail Price Index. Further information is contained in the Council's Developer Contribution Guide⁸¹ and the SRMS itself.
- 5.214 In this context, 'dwelling' is defined through the SRMS and includes conversions and changes of use (including through permitted development). The need for mitigation for the recreational impact of other types of residential accommodation, such as holiday accommodation (including hotels) and accommodation specifically for older people, will be assessed on a case-by-case basis by the Council.
- 5.215 Any developer not providing a financial contribution consistent with the SRMS will need to support their proposed package of bespoke mitigation measures with evidence to support how this would be effective and consistent with the requirements of the Habitat Regulations.
- 5.216 Some housing schemes, particularly very large ones or those located close to the boundary of a Solent European Site, may need to provide mitigation measures in addition to making the SRMS financial contribution to ensure effective avoidance/mitigation of impacts on the Solent European Site. A very large scheme could have a much greater impact on 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 Solent European Site 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 needed for such schemes.

⁸¹ [Havant Borough Council Developer Contributions Guide](#)

- 5.217 Separate mitigation may be required for other impacts which may arise from new housing such as direct habitat loss or light pollution onto the Solent European Site. Those will be assessed by the Council, in liaison with Natural England, to identify whether, and if so what, mitigation is required.
- 5.218 The Council will produce an HRA as part of the committee or delegated report at the full or outline planning stage on all development proposals that include residential development. For most development, if a planning obligation to secure the financial contribution is agreed 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.
- 5.219 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, likely in the form of a financial contribution, will need to be secured from the new development, proportionate to the scale of development being proposed.
- 5.220 The measures set out in the SRMS, except for Suitable Alternative Natural Greenspaces (SANGs) are not considered to be infrastructure. As a result, they can be secured from new development using a legal agreement.

Figure 21: 5.6km zone of influence



EX1 | Water Quality impact on the Solent European Sites

Why this policy is needed

- 5.221 New development necessitates the provision of connections to the foul water drainage network. This could increase nutrient load at the Solent European Sites. Nutrient enrichment can arise from wastewater treatment required in support of new development, even if it is a proportionately small contribution.
- 5.222 New housing schemes and other proposals which includes a net gain in overnight accommodation need to prevent any increase in nutrients into the harbour in order for them to be 'nutrient neutral' if they would otherwise lead to a likely significant impact on the European site.
- 5.223 Waste water from Havant discharges through two wastewater treatment works. Most of the built-up areas of the Borough drain to Budds Farm Waste Water Treatment Works however, Emsworth drains to Thornham Waste Water Treatment Works.
- 5.224 If there is a significant effect from new development and other proposals which includes a net gain in overnight accommodation on the Solent European Sites, then mitigation would need to be provided.
- 5.225 The Council has a strategic mitigation package for developments unable to achieve nutrient neutrality on site. Land at Warblington Farm is allocated in Policy EX for mitigation related to this issue.

EX1 | Water Quality impact on Solent European Sites

New dwellings and/or development resulting in a net gain in overnight accommodation which would cause a likely significant effect on the designated sites will need to provide a nutrient budget.

Planning permission will only then be granted if a mitigation package is provided which will remove the likely significant effect. This mitigation can be provided through either:

- a. A financial contribution towards the Council's strategic mitigation package; or
- b. A developer provided package of measures associated with the proposed development supported by evidence that it will avoid or mitigate any likely significant effect on the Solent European Sites; 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 European Sites either alone or in combination with other plans or projects.

How this policy works

- 5.226 Development which proposes overnight accommodation or has a high volume of water use would need to provide mitigation if it is likely to have a significant impact on the Solent European Sites. Most commercial development will not need to address nutrient neutrality as it is considered that the population that work in businesses live locally. However, where they result in an increase in additional nutrients, they will need to be assessed on a case by case basis.
- 5.227 New developments would need to provide mitigation and use the Council's methodology for calculating a nutrient budget. A nutrient budget will need to be submitted with an application to determine whether the development is nutrient neutral and if it not to calculate the amount of nutrient mitigation needed to ensure the correct amount is secured through on-site or off-site measures.
- 5.228 Any development that cannot achieve nutrient neutrality on-site will be expected to contribute to the delivery of the Council's strategic mitigation scheme and/or provide their own off-site mitigation scheme. Details of the Council's mitigation plan and how a proportionate scale of mitigation to be provided, in the form of a financial contribution, from proposed development will be set out in guidance.

E17 | Solent Wader and Brent Goose feeding and roosting sites

Why this policy is needed

- 5.229 The Solent supports internationally significant numbers of waders and Brent Geese during the winter months. More specifically, Brent Geese are a small, dark-bellied goose protected under Directive 2009/147/EC of 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 between October and March.
- 5.230 It is the extensive harbours and estuaries which make the Solent attractive to these species. Brent Geese feed on eelgrass and algae that grow on the harbours’ mud flats, while the wading species tend to feed on invertebrates.
- 5.231 During high tide periods when these food sources are not available, birds use further inland (terrestrial) sites, such as parks, agricultural and playing fields, to both feed and roost. The suitability of these sites depends on many factors including distance from the coast, the management of the site, visibility, levels of disturbance and proximity to other sites. These terrestrial sites are termed Functionally Linked Land (FLL) and perform a similar function to the Chichester & Langstone Harbours SPA under the Birds and Habitats Directives. The Conservation of Habitats and Species Regulations 2017 confirm that any potential impact on FLL would require a project-level Habitats Regulation Assessment (HRA).
- 5.232 There has now been a great deal of survey work undertaken to understand how individual terrestrial sites are linked and used by Solent waders and Brent Geese (SWBG). This is set out in more detail in the Solent Waders and Brent Goose (SWBG) Strategy⁸². The SWBG Strategy identifies the network of sites around the Solent and determines which sites are the most valuable and why. A system of classifying SWBG sites has been developed as well as a framework for mitigating measures. This has been prepared by the SWBGS Steering Group and represents Natural England’s advice on off-setting and mitigation requirements. These site classifications are as follows:
- Core Area;
 - Primary Support Area;
 - Secondary Support Area;
 - Low Use Site.
- 5.233 There are many sites in Havant Borough which support Solent waders and/or Brent Geese at high tide. These are shown on Figure 22.

⁸² [Solent Waders and Brent Goose Strategy](#)

E17 | Solent Wader and Brent Goose feeding and roosting sites

Development proposals on, or adjacent to, sites which are used by Solent waders and/or Brent Geese will be assessed in line with the appropriate regulations. These proposals will, therefore, require a project level Habitats Regulations Assessment and, if necessary, an Appropriate Assessment. The Council will consider the Solent Waders and Brent Goose (SWBG) Strategy and the latest survey data when making such an assessment. **Allocations**

Rook Farm (H27)

Development proposals at Rook Farm (H27), which is located on a Core Area, will only be permitted where suitable replacement habitat is provided in perpetuity as part of the Hayling Island Brent Goose Refuge (E26), or alternative provision agreed in consultation with the local planning authority which:

- a. Contributes to a biodiversity net gain to the SWBG network;
- b. Is of an equal or, where possible, greater size and quality to the Core Area being lost or damaged; and
- c. Is secured through a costed Habitat Management and Monitoring Plan.

Land north of Sinah Lane (H29)

Development proposals at Land north of Sinah Lane (H29), which is located on a Primary Support Area, will only be permitted where suitable replacement habitat is provided on-site and in perpetuity which:

- a. Contributes to a biodiversity net gain to the SWBG network;
- b. Is suitable in terms of habitat type and quality for at least the number of SWBG recorded on the site being lost; and
- c. Is secured through a costed Habitat Management and Monitoring Plan.

Campdown (H40)

Development proposals at Campdown (H40), which is located on a Primary Support Area and a Secondary Support Area, will only be permitted where suitable replacement habitat is provided in perpetuity as part of Warblington Farm (EX2), or alternative provision agreed in consultation with the local planning authority which:

- d. Contributes to a biodiversity net gain to the SWBG network;
- e. Is suitable in terms of habitat type and quality for at least the number of SWBG recorded on the site being lost; and
- f. Is secured through a costed Habitat Management and Monitoring Plan

Core Areas and Primary Support Areas

Development proposals, other than on those sites specifically allocated in this Plan, which would involve the loss of all or part of a Core Area or Primary Support Area, will be refused.

Secondary Support Areas

Development proposals on Secondary Support Areas will only be permitted where either:

- g. A suitable replacement habitat is provided on a like for like basis on or within the locality of the site which is agreed and secured through a costed Habitat Management and Monitoring Plan; or

- h. Where it can be demonstrated that criterion g) is not practicable, a smaller suitable replacement area is agreed and secured through a costed Habitat Management and Monitoring Plan and a financial contribution is provided consistent with the SWBG Strategy.

Low Use

Development proposals on Low Use Sites will only be permitted where:

- i. On site mitigation is provided which is based upon appropriate ecological assessments to the satisfaction of the Council and Natural England; or
- j. A financial contribution is provided consistent with the SWBG Strategy.

Candidate Sites

Development proposals on Candidate Sites will only be permitted where:

- k. One or two-consecutive years' survey is undertaken to determine the classification of the site; and
- l. Once the classification of the site is established, the above requirements are met according to the status of the site.

Indirect effects

Development proposals adjacent to sites used by SWBG will only be permitted where access and disturbance to the adjacent SWBG site is prevented. This can either be achieved by avoiding development close to the adjacent SWBG site, or by providing a package of avoidance and/or mitigation measures which are agreed with the Council.

Delivery and Management of Replacement Habitat

Where suitable replacement habitat is required to offset the loss or damage to a SWBG site, the replacement land will need to be provided prior to commencement of development.

The land for replacement habitat should be within the locality of the site and managed in a suitable condition for SWBG prior to the loss or damage to the SWBG area being proposed for development. The land should be secured and managed through an agreed costed Habitat Management and Monitoring Plan in perpetuity.

How this policy works

- 5.234 Development should be located outside the SWBG network, unless it is a site which is specifically allocated by this Plan. To ensure that the SWBG network is protected and, where possible, enhanced to achieve biodiversity net gain, the SWBG Strategy outlines the mitigation and offsetting requirements needed to inform assessments of plans and projects made under the Habitats Regulations. As such, the SWBG Strategy will be considered as a material consideration for the determination of any planning application where this policy would apply.
- 5.235 Development proposals on, or adjacent to, SWBG sites will require a Habitats Regulations Assessment (HRA) to determine the level of impact alone and in combination with other plans and projects. Information to enable the Council to undertake the HRA will need to be provided as part of a planning application and include suitable avoidance and mitigation measures. These measures must, at least, include the requirements of this policy dependent on the classification of the SWBG

site in question. If required, an Appropriate Assessment (AA) will also need to be undertaken. Where a development proposal would likely lead to a significant effect on the Chichester & Langstone Harbours SPA, and sufficient avoidance or mitigation measures of an appropriate type cannot be put in place, planning permission will be refused.

- 5.236 It should be noted that how sites are used by SWBG is not constant. The SWBG Strategy will continue to be updated to reflect new survey data. Therefore, reference should be made to the most up-to-date SWBG Strategy for the classification of sites. To assist in the collection of survey data, existing records for SWBG are held by the Hampshire Biodiversity Information Centre (HBIC). Applicants should therefore undertake biodiversity data searches to inform a development proposal.

Core Areas

- 5.237 Core Areas are considered essential to the continued function of the SWBG ecological network. This is because they have the strongest functional linkage to the designated Solent SPAs in terms of their frequency and continued use by SWBG. Therefore, the unmitigated loss of a Core Area to development will not be permitted due to the negative impact this would have on the integrity of the Chichester & Langstone Harbours SPA.
- 5.238 This Plan has allocated residential development on one Core Area; this is land at Rook Farm (H27). In this instance, planning permission will only be permitted where the development proposal provides suitable alternative habitat as part of the creation and management of Hayling Island Brent Goose and Wader Refuge (E26).
- 5.239 It is considered difficult to replace Core Areas as there are limited opportunities available for alternative sites in close proximity to the SPA. Additional release of Core Areas will not be considered prior to the review of this Local Plan.

Primary Support Areas

- 5.240 Primary Support Areas are important to the continued function of the SWBG network. These areas can, on occasion and when in suitable management, support similar numbers of birds or fulfil a similar ecological function to a Core Area. Therefore, like Core Areas, the unmitigated loss of a Primary Support Area will be refused by the Council due to the negative impact this would have on the SWBG ecological network and, thus, the integrity of the Chichester & Langstone Harbours SPA.
- 5.241 The SWBG Strategy considers that the loss or damage to a Primary Support Area from development may only be acceptable where such loss or damage to the functional area is off-set. The options for off-setting impacts on a Primary Support Area will be considered on a case-by-case basis and will be subject to ensuring the continued ecological function of, and significant net benefits to, the SWBG network. This should be achieved through the creation and on-going management of suitable replacement habitat which can fulfil the same contribution and ecological function, for the same species of bird(s), to that of the area being lost or damaged. Providing the above is secured, a replacement habitat may be either:
- a) A site(s) identified within the SWBG Strategy (and/or as part of a Brent Goose and Wader Refuge); or
 - b) A site(s), that if brought into appropriate condition, has the potential for future use.
- 5.242 An early assessment of viable offsetting replacement habitats, along with consideration of how the necessary management can be secured and delivered upfront, will need to be undertaken to ascertain the most suitable replacement habitat. The assessment will need to outline how the proposed replacement habitat will meet the criteria (ranked in order of importance) set out in the

SWBG Strategy. It is considered difficult to replace Primary Support Areas as there are limited opportunities available for alternative sites in close proximity to the SPA. Additional release of Primary Support Areas will not be considered prior to the review of this Local Plan.

5.243 This Local Plan has allocated residential development on two Primary Support Areas. These are Land north of Sinah Lane (H29) and Campdown (H40). In these instances, planning permission will only be permitted where the development proposals provide suitable replacement habitat. Campdown will be providing replacement habitat through the Warblington Farm (EXX). Land north of Sinah Lane will be providing a refuge on the north of the proposed housing development adjacent to the Hayling Island Brent Goose Refuge (IN1)).

Secondary Support Areas

5.244 Secondary Support Areas ensure a geographical spread of sites available to SWBG, offering a supporting function to the Core and Primary Support Areas. Although these sites are generally used less frequently by significant numbers of SWBG, they become important when the habitat is suitably managed, and when the SWBG populations are higher due to larger numbers of juvenile birds.

5.245 The loss of, or damage to, a Secondary Support Area will be refused unless appropriate mitigation measures are secured. In this instance, the preferred approach is to offset the loss of a Secondary Support Area through the provision of a suitable replacement habitat on site on a "like for like" basis to that being lost. It may be acceptable in some cases for the replacement habitat to be located at a greater distance from the site. Advice on the latter should be sought from Natural England.

5.246 Nevertheless, if replacement habitat is to be provided on a smaller site than that being lost, then the applicant will also need to provide a financial contribution consistent with the SWBG Strategy. The financial contribution will then be used by the Council for the management and enhancement of the wider SWBG ecological network.

Low Use Sites

5.247 Low Use Sites have the potential to be used by, and support the, SWBG ecological network. As such, the in-combination loss of these sites would impact on the continued ecological function of the network.

5.248 For development proposals of all kinds, proportionate mitigation, off-setting and/or enhancement will be needed. Mitigation measures should avoid and/or adequately mitigate the impact of development on site. However, where this cannot be achieved, the applicant will need to provide a financial contribution consistent with the SWBG Strategy. The financial contribution will then be used by the Council for the management and enhancement of the wider SWBG ecological network.

Candidate Sites

5.249 Candidate Sites have records of large numbers of SWBG. However, these numbers have been recorded less frequently. It is likely that these sites could be classified as Core, Primary Support or Secondary Support Areas but, further surveys are necessary to determine the classifications of these sites.

5.250 The SWBG Strategy identifies Candidate Core, Candidate Primary Support and Candidate Secondary Support Areas. To confirm the classification of a Candidate Site, the following amount of survey data as per the agreed methodology, with the site in appropriate management conditions, will be required:

- Two-consecutive years survey where there has only been one survey to date.

- One-year survey where there have been two or more surveys to date.

5.251 The level of survey information will depend on the amount of existing survey data available. However, it is expected that applicants consult with Natural England and the Council's Ecologist at the earliest opportunity and follow the appropriate survey methodology set out in the SWBG Strategy. Once the classification of a Candidate Site has been confirmed, the requirements for development on Core, Primary Support or a Secondary Support Areas (above) will need to be adhered to.

Indirect effects

5.252 There is the potential for new development adjacent to SWBG sites to result in indirect effects on the ecological network. These effects can be the result of disturbance from recreation or proximity to buildings, the rights of way network, or people using open spaces. Therefore, in addition to the SRMS financial contribution required in Policy E16, appropriate avoidance and mitigation measures will be required where new development, or changes to access and management, has the potential to adversely impact on the function of an adjacent SWBG site and, in doing so, the ecological network.

5.253 In the first instance, avoidance measures should be considered; however, where this is not possible, bespoke mitigation will need to be provided. The level of mitigation necessary will be determined on a case-by-case basis to be discussed and agreed with Natural England and the Council's Ecologist. As part of this, consideration will be given to the classification, and how potential indirect effects could impact on the function, of the adjacent SWBG site.

5.254 Mitigation could include a range of access management measures such as, fencing, signage, a lighting strategy, interpretation and timings of works/construction/operation outside the core winter period (October to March inclusive). Consideration could also 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.

5.255 In the instance where the indirect effects cannot be mitigated by access management measures and the potential for an adverse effect on the integrity of the adjacent SWBG site remains, the loss of the adjacent SWBG site's function would need to be off-set by a suitable replacement habitat.

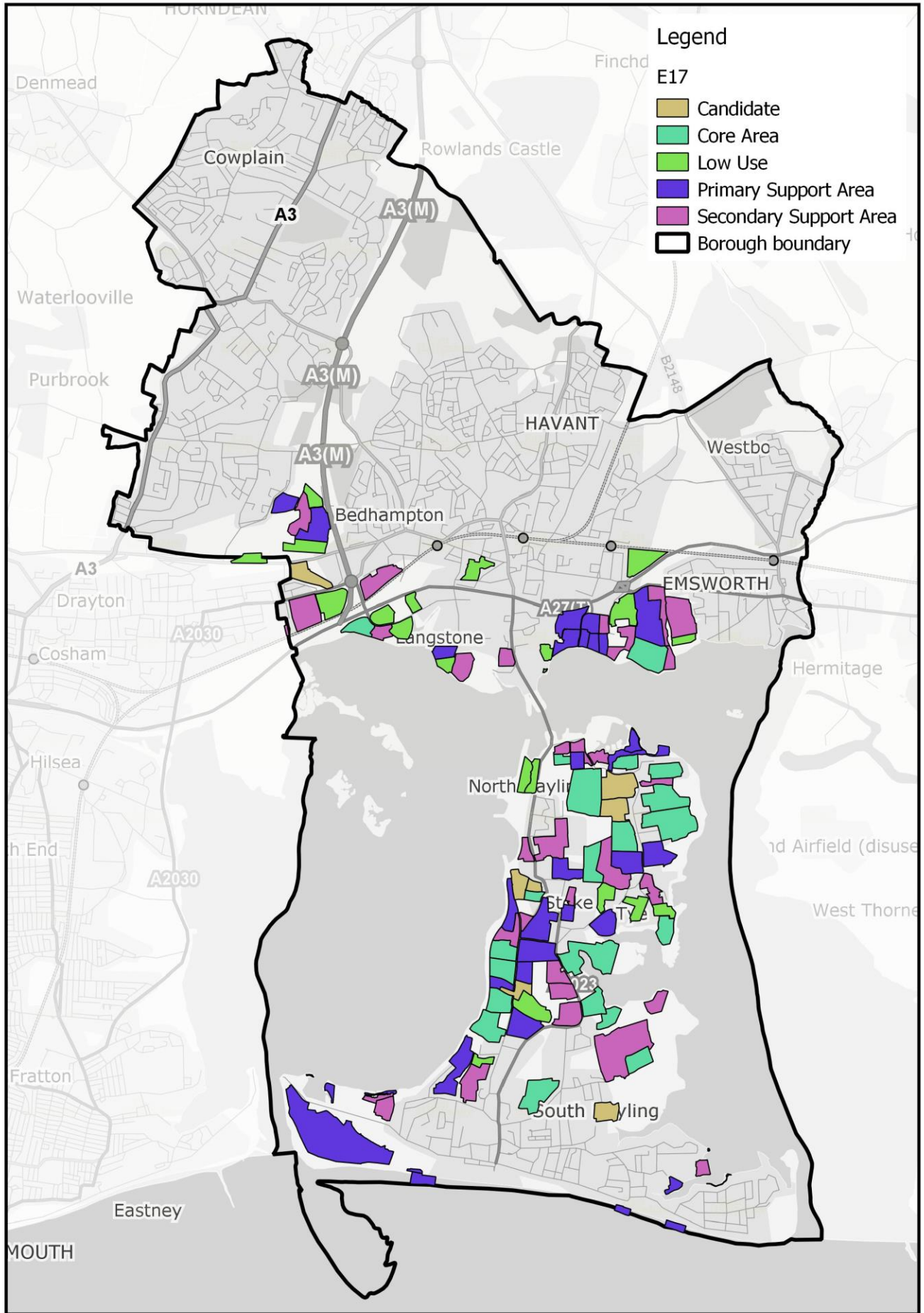
Replacement habitats and their management

5.256 Land provided for replacement habitat will need to be in a suitable condition, provided upfront⁸³ and managed specifically for SWBG. It is expected that the site will be managed as a nature reserve owned or leased by a Non-Government Organisation (NGO) partner. The management of the land should be set out in an agreed costed Habitat Management and Monitoring Plan with sufficient funds provided to the agreed manager of the site to cover the full costs in perpetuity⁸⁴. As set out in the SWBG Strategy, the long-term funding should be secured for all replacement habitats to provide an endowment whereby the interest is used for on-going maintenance. This approach, therefore, would secure the long-term funds in perpetuity.

⁸³ This means making the land available prior to the loss or damage of the SWBG area being proposed for development.

⁸⁴ The SWBG Strategy defines "in perpetuity" as a minimum of 80 years.

Figure 22: Brent Goose and Wader Feeding and Roosting Sites



E18 | Trees, hedgerows and woodland

Why this policy is needed

- 5.257 Trees, hedgerows and woodland are a valuable resource in terms of biodiversity, amenity and for climate change adaptation and mitigation.
- 5.258 The Borough is home to a wide variety of trees, hedgerows and woodland both in terms of scale and species diversity. It is important that the benefits of protecting trees, hedgerows and woodland are considered in relation to the need for development, and where appropriate, are safeguarded.

E18 | Trees, hedgerows and woodland

Development affecting trees, hedgerows and woodlands will only be permitted where it:

- a. Reflects, conserves or enhances the existing landscape and integrates the development into its surroundings, adding visual interest and amenity;
- b. Adequately protects existing trees and hedgerows including their root systems prior to, during and after the construction process; and
- c. Will not result in the loss or deterioration of ancient woodland and ancient or veteran trees.

The Council will refuse planning permission for proposals that threaten the retention of important trees, hedgerows, and woodland, unless the need for, and benefits of development in that location clearly outweigh the impact of the proposal.

Provision of new trees are expected as part of development proposals for new homes and commercial floorspace. Planning permission will be granted where it:

- d. Facilitates adaptation to climate change by providing shade, shelter and cooling through new tree planting; and
- e. Includes proposals for the successful implementation, maintenance and management of landscape and tree planting schemes.

How this policy works

Assessment, Protection and Implementation

- 5.259 Where development proposals affect trees with a main stem over 75mm in diameter, and 15m from any proposed development, applicants are required to submit their development proposals with an arboricultural survey in accordance with British Standard BS5837.
- 5.260 To prevent damage to tree roots and branches, developers will be required to provide protection to the tree prior to and during the development and construction process. Developers will be required to provide tree protection measures, in line with BS5837, ensuring the health and integrity of trees are not harmed in any way.
- 5.261 Appropriate management measures will be required to be implemented to protect newly planted and existing trees, woodlands and hedgerows. An appropriate ongoing management mechanism will also be required where mitigation and compensation measures are present in the common areas of any development.

- 5.262 Some habitats, such as heathland and grassland, may not benefit from additional tree planting. Regard should be given to the requirements of the habitat type and the appropriate biodiversity enhancements such as natural woodland succession. Priority should be given to the protection and enhancement of habitats that are threatened for their rarity or are fragile, fragmented or vulnerable. Opportunities should be sought to achieve greatest biodiversity net gain where appropriate.
- 5.263 The loss of trees, hedgerows and woodland will only be permissible in exceptional circumstances and any proposed loss will be considered on a site by site basis. The applicant must provide a clear and robust reasoning for any proposed loss, setting out why any loss is unavoidable and justified.
- 5.264 The Council will also provide specialist arboricultural input into The High Hedges (Appeals) (England) Regulations 2005 where complaints are made about high hedges.

Tree Preservation Orders and Trees in Conservation Areas

- 5.265 The Council will consider the use of Tree Preservation Orders (TPOs) on individual trees, tree groups, woodlands and areas of trees in line with The Town and Country Planning (Tree Preservation) (England) Regulations 2012⁸⁵.
- 5.266 Trees in conservation areas are protected, and proposals for their removal or management will be assessed for the impact and effect on the amenity value of the area. The Council will then either:
- a) Make a TPO if justified in the interests of amenity. The proposal would be the subject of a formal application under the TPO, or
 - b) Decide not to make a TPO and allow the six-week consultation period to expire, at which point the proposed work may go ahead as long as it is carried out within two years from the date of the notice⁸⁶.
- 5.267 Where damage is caused to a tree which is protected by a Tree Preservation Order, or within a Conservation Area, the Council will undertake the necessary investigation and consider prosecution if deemed appropriate, in line with The Town and Country Planning (Tree Preservation) (England) Regulations 2012.

⁸⁵ [The Town and Country Planning \(Tree Preservation\) \(England\) Regulations 2012](#)

⁸⁶ A person must give six weeks' notice to the Council before carrying out work to trees in a Conservation Area that are not protected by a TPO.

E19 | Managing flood risk in new development

Why this policy is needed

5.268 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 are set out on the Environment Agency's website. 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.

E19 | Managing flood risk in new development

Planning permission will only be granted where:

- a. The proposal meets the sequential and exception tests as set out in the NPPF and relevant local guidance;
- b. The development will be safe over its lifetime without increasing flood risk elsewhere;
- c. 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;
- d. Opportunities have been explored to reduce flood risk;
- e. Where necessary, appropriate flood warning and evacuation plans are in place; and
- f. Where necessary, a contribution has been made towards any identified flood alleviation scheme(s).

How this policy works

5.269 Flood risk can take many forms, and consideration of risk goes beyond the question of the Flood Zones which are defined only by tidal and fluvial flood risk. Surface water, for example, can pose significant threats to development. Therefore, applicants must demonstrate in their site-specific Flood Risk Assessment or Flood Risk Statement that the provisions of Policy E19 have been met.

5.270 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, now or in the future, must be accompanied by a site-specific Flood Risk Assessment. For non-householder development, where a full Flood Risk Assessment is not required, a basic Flood Risk Statement, proportionate to the type and scale of the proposed development, should be submitted. All applicants are encouraged to discuss flood risk and their drainage strategy (see also Policy E20) at the earliest opportunity through pre-application discussions.

5.271 Areas at risk of flooding from rivers or the sea (Flood Zones 2 and 3), now and in the future, are identified on the latest Environment Agency flood risk maps, and on climate change mapping. The Environment Agency regularly updates the present-day flood zone mapping and publishes it online. Climate Change mapping for South Hampshire was published as part of the PfSH - wide Strategic Flood Risk Assessment⁸⁷. This may be used as the starting point in considering future flood risk, but in some instances the Environment Agency may advise that more up to date information is available which should be considered instead.

⁸⁷ [Strategic Flood Risk Assessment 2016 Update – PfSH \(February 2016\)](#)

- 5.272 The sequential approach to site selection required by the NPPF and NPPG seeks to ensure that development is directed to areas with the lowest risk of flooding. The sites allocated for development through this Plan have undergone a detailed review of flood risk, summarised in the Strategic Flood Risk Assessment (Local Plan Sites)⁸⁸ and reflected in the Sustainability Appraisal. This process has identified the sites at the least risk of flooding, and only sites where flood risk can be avoided or where there is reasonable prospect that flood risk can be satisfactorily addressed have been included. While the sequential test will not have to be demonstrated at application stage for allocated sites, a full site-specific Flood Risk Assessment will still be required for any sites at risk of flooding.
- 5.273 Unallocated sites in Flood Zones 2 and 3, including within the extent of those zones as indicated by climate change mapping, must be supported by a sequential test. The Council's starting point on unallocated sites in current and future Flood Zones 2 and 3 will be to resist development. , unless the applicant is able to demonstrate that they have passed the sequential test, 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. Further, applicants will have to demonstrate, where required by national guidance for that particular development type, that the exception test has been satisfied; that is to say that the development must provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.
- 5.274 All Flood Risk 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.
- 5.275 Assessments will also be expected to look beyond the site and consider flood risk on the access routes. Preferably, as well as the site itself, the access and egress should be safe in the event of a flood. However, it is acknowledged that this is not always possible or necessary. The acceptability of risk on the access route will depend on the type of development and the solution to flood risk proposed for the site itself, as well as the likely nature (including depth and velocity), duration and likely advance warning of the flooding.
- 5.276 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.
- 5.277 Working with the Borough Council, the Environment Agency or Hampshire County Council (as 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. This is in addition to meeting the requirements on drainage set out in Policy E20.

⁸⁸ [Strategic Flood Risk Assessment \(Local Plan Sites\)](#)

E20 | Drainage infrastructure in new development

Why this policy is needed

5.278 Without effective surface water management, development can itself increase the risk of flooding on a site or in adjacent areas. The existing drainage infrastructure across the Borough, and particularly in Emsworth, is under significant pressure. Developers will therefore have to demonstrate how surface water from their site will be managed effectively to minimise pressure on the drainage system. Sustainable Drainage Systems (SuDS) can play a significant part in achieving effective surface water management.

E20 | Drainage infrastructure in new development

Planning permission will only be granted where:

- a. Run-off rates have been reduced to below the pre-development rate, or, if this is not possible, there is no net increase in surface water run-off compared with 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. The drainage strategy incorporates SuDS, unless there is clear evidence that this would be inappropriate;
- d. Arrangements have been made between the applicant and the service provider for the timely delivery of sewerage network reinforcement; and
- e. Any existing sewerage infrastructure is taken into account in site layout, to safeguard future access for maintenance and upsizing purposes.

How this policy works

- 5.279 All applicants are encouraged to discuss their drainage strategy at the earliest opportunity through pre-application discussions.
- 5.280 In order to safeguard the functioning of the Borough's drainage systems into the future, applicants should demonstrate how their proposed drainage strategy reduces post development run-off rates and volumes to the lowest level possible in the context of cost, technical feasibility and viability. In any case, there must be no net increase in surface water run-off compared with the pre-development rate.
- 5.281 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 E19) should consider exceedance flow routes and secondary capture locations in the context of climate change and the possibility of extreme events.
- 5.282 On all development sites across the Borough, which are providing new dwellings or new floorspace, priority should be given to incorporating 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.

- 5.283 However, it is acknowledged that some types of SuDS are not appropriate for every site. SuDS should not be used where they pose an unacceptable environmental risk. In particular, sites within the identified Groundwater Source Protection Zones are sensitive to drilling operations and deep bore infiltration. Here, infiltration boreholes would be inappropriate, as they represent potential groundwater pollution pathways (see Policy E21). All applications for the construction and installation of deep bore soakaways should be accompanied by an adequate risk assessment demonstrating how the risk to groundwater will be mitigated in the proposed design. In addition, SuDS which rely on overflows into controlled waters⁸⁹, 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).
- 5.284 Where a site lies in the flood zone, any SuDS features must be outside of the flood zone to be effective. For the design of all SuDS, developers are advised to follow the SuDS guidance provided on the Lead Local Flood Authority's (Hampshire County Council) website.
- 5.285 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.
- 5.286 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.
- 5.287 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. Southern Water will fund any requisite network reinforcements through the New Infrastructure Charge⁹⁰. To ensure reinforcement is delivered in tandem with development, occupation should be phased to align with the delivery of sewerage network reinforcement. To this end, new development needs to connect to the sewerage system at the nearest point of adequate capacity in the sewerage network, as advised by Southern Water. 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.
- 5.288 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.

⁸⁹ 'Controlled Waters' are defined in the Water Resources Act 1991

⁹⁰ [Southern Water New Infrastructure Charge](http://www.southernwater.co.uk/developing-building/connection-charging-arrangements) information is available on the Southern Water website www.southernwater.co.uk/developing-building/connection-charging-arrangements

E21 | Aquifer Source Protection Zones

Why this policy is needed

- 5.289 The chalk that underlies the Borough is designated as a Principal Aquifer providing 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. 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.
- 5.290 The chalk aquifer can easily be 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 during and post-construction;
 - Development in the vicinity of solution features in the chalk (e.g. swallow holes) increasing groundwater turbidity;
 - Piling and inappropriate foundation design;
 - Inappropriate drainage systems (for example, infiltration drainage into the aquifer or bore hole soakaways).
- 5.291 Policy E21 is designed 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 in England, and the 'catchment management' 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.
- 5.292 If a development is within Source Protection Zone 1 or 1c this policy will apply, and it is likely that specialised geotechnical advice will be required to support any development proposals.

E21 | Aquifer Source Protection Zones

Proposals for non-householder development in Aquifer Source Protection Zones will be permitted where:

- a. The following key risks are taken into account at an early stage and understood in the context of a Conceptual Site Model and risk assessment:
 - i. contaminated land;
 - ii. importation and use of soils;
 - iii. drainage and Sustainable Urban Drainage Systems;
 - iv. piling and foundation design;
 - v. activities that include large-scale ground disturbance such as excavations;
 - vi. storage of chemicals and polluting materials;
 - vii. waste disposal.
- b. Where a risk is identified as part of a., development proposals must:
 - i. Provide appropriate mitigation to minimise the risk to groundwater which may include requirements for groundwater monitoring, and;

- ii. Ensure the ongoing management and maintenance of any mitigation measures in line with policy IN5.

How this policy works

- 5.293 A Conceptual Site Model (CSM) should identify risks and provide a representation of the anticipated site conditions and interactions between different processes. A phased approach to the CSM is considered appropriate. This should start with a desk study and literature review identifying all potential source, pathway and receptor linkages. Depending on the findings of the desk study, an intrusive investigation may be required to further establish the risk of contamination in the hydrological setting. Once risk has been established, options can be assessed to ensure that development removes or adequately minimises the risk to groundwater. Portsmouth Water Groundwater Protection Guidance Notes provide appropriate guidance for applicants when considering development on the Principal Chalk Aquifer and in Aquifer Source Protection Zones⁹¹.
- 5.294 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. A large area of the Borough is within SPZs 1 and 1C: defined as the 'inner zones' these 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 are shown on the Policies Map.
- 5.295 The Environment Agency and Portsmouth Water will be consulted at the earliest opportunity on any planning application for new development located within SPZs 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 solution features are present, then it may be appropriate to apply exclusion zones around such features.
- 5.296 Policy E20 (Drainage) indicates that priority should be given to incorporating Sustainable Drainage Systems (SuDs) to manage surface water drainage in line with the CIRIA SuDS manual⁹² (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.

⁹¹ [Portsmouth Water Groundwater Protection Guidance](#)

⁹² [Construction Industry Research and Information Association SuDS Manual](#)

E22 | Amenity and pollution

Why this policy is needed

- 5.297 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 threats to amenity.

E22 | Amenity and pollution

Development proposals will be permitted where:

- a. Projected levels of noise, odour, vibration, light, water or air pollution do not have a likely significant negative effect on the amenity of existing and future users of the site, nearby occupiers or the wider environment; or
- b. Measures are provided which are suitable for the purposes intended and will ensure that any likely significant negative effect on receptor(s) are mitigated to an acceptable level.

How this policy works

- 5.298 Some forms of development result in pollutants but are necessary to meet the economic and social needs of the Borough. This includes industrial uses which, although needed, 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.
- 5.299 Developers must submit sufficient information to establish whether a significant negative effect is likely to result from development. The latest body of authoritative guidance will inform what amounts to a “significant effect” or an “acceptable level” in each case, but the definitions may refer to specific emissions or exposure standards, or to change relative to pre-development conditions. The level of information required will vary depending on the scale and nature of the development proposed. Where appropriate, this should include an assessment of the likely cumulative impact of development. Any significant negative effect should be mitigated to an acceptable level to the satisfaction of the Council. Planning permission will be refused for development which either individually or cumulatively leads to an unacceptable material deterioration in environmental quality.
- 5.300 Mitigation measures should minimise any detrimental impact on the local amenity of the area and thus avoid constituting a “statutory nuisance”⁹³ or exceeding relevant environmental quality standards. Appropriate mitigation measures must be visually acceptable in design terms in line with Policy E1.
- 5.301 As well as Policy E22, applicants should refer to separate policies with reference to the wider natural environment; groundwater and surface water within Source Protection Zones; and lighting particularly for schemes with the potential to affect the Chichester Harbour AONB and the South Downs National Park. Applicants should also consult Policy E23 with regard to the Council’s approach to air quality.

⁹³ “Statutory nuisance” is defined in part 1 of Section 79 of the Environmental Protection Act (1990).

E23 | Air quality

Why this policy is needed

- 5.302 The NPPF states that planning policies should mitigate impacts upon, and where possible take opportunities to improve, air quality.
- 5.303 Any new development can have an impact on air quality. Without intervention, emissions associated with new development would continue to apply upward pressure on background levels of pollutants and contribute to a cumulative deterioration in air quality. It is therefore important that emissions associated with development are mitigated to ensure that compliance with air quality standards can be sustained.
- 5.304 Motor vehicles are a major source of pollution in the borough. The PfSH Air Quality Impact Assessment (AQIA)⁹⁴ provides an assessment of the impact of traffic-based pollution over the plan period. The study indicates that air quality objectives and limits are unlikely to be exceeded because of the proposed levels of growth. However, without continued efforts to limit emissions which contribute to poor air quality, there remains a risk that pollutant concentrations could increase, and that standards could be breached at key locations over the plan period. The Council will work with PfSH to develop a strategic approach towards air quality across the sub-region.
- 5.305 Local authorities have a duty to designate an Air Quality Management Area (AQMA) where levels of pollutants are too high and are not forecasted to meet the objectives and limits required by the National Air Quality Strategy⁹⁵. Though there are no AQMAs declared within Havant Borough (as at January 2019), the Council has identified exceedances against annual mean objectives at kerbside locations on the Park Road Corridor in Havant and the A3 / Maurepas Way in Waterlooville.
- 5.306 The Council recognises that exposure to pollutants at levels close to, but not exceeding, the statutory limits still causes a degree of harm, and that compliance with statutory limit values is therefore not necessarily an indication of good air quality. The purpose of this policy is therefore at least to sustain existing levels, and where possible secure improvements in air quality by requiring new development to offset its associated emissions.
- 5.307 Pollutants such as nitrogen dioxide and particulates (NO₂, PM₁₀ and PM_{2.5}) are generally associated with traffic generated by new development. However, the combustion of fossil fuels needed to heat, light, and cool buildings can also contribute to air pollution. This policy seeks to secure high quality developments which integrate measures to offset the emissions generated by the development. Other policies in the plan seek to improve energy efficiency and reduce carbon emissions (Policy E12), as well as reducing travel demand by promoting behavioural change, and an anticipate uptake in the use of electric and low emission vehicles (Policies IN2 and IN3).

⁹⁴ The [PfSH Air Quality Impact Assessment](#), prepared by Ricardo Energy and Environment

⁹⁵ The Air Quality Strategy for England, Scotland, Wales and Northern Ireland Ref: PB12654 (Vol1) & PB12670 (Vol2) (2007), UK Plan for tackling roadside nitrogen dioxide concentrations (2017), Air Quality Plan for tackling roadside nitrogen dioxide concentrations in Portsmouth Urban Area (Ref: UK0012), 2017. Part IV of Environment Act 1995, Air Quality England Regulations 2000 & Air Quality Standards Regulations 2010

E23 | Air quality

Offsetting emissions

- a. Major development proposals will be expected to provide mitigation measures which offset emissions and are proportionate to the scale and nature of the development.

Threshold based assessment

In addition to a., development proposals of 150 or more (gross) residential units, 1,000 sqm or more of commercial floorspace, or which are likely to materially alter the traffic flow on the local highway network will be permitted where:

- b. Projected levels of air pollution or emissions associated with the development would not result in a significant deterioration of current air quality at a location where national air quality objectives or limit values apply; or
- c. Measures are provided which demonstrably mitigate the impact on air quality to an acceptable level.

How this policy works

Offsetting emissions

- 5.308 This part of the policy applies to major development proposals which are likely to contribute to upward pressure on background levels of air pollution. It applies irrespective of whether it is in a location where national air quality objectives or limit values are relevant or not.
- 5.309 The Council's aim is to ensure that air quality is a key consideration in development from the outset, alongside other sustainability measures. There are various provisions in this plan which deal with transport including the promotion of car clubs, support for the uptake of electric vehicles, encouraging walking and cycling and the use of public transport.
- 5.310 Measures to offset should be proportional to the scale and nature of the development, and reduce emissions associated with the combustion of fuel and transport. The Council will work with PfSH to develop an air quality toolkit which will support the implementation of this policy. In the interim, the Council will publish standing guidance which provides information about how applicants should seek to offset the emissions associated with their development, including measures which can be incorporated as part of the overall design, including landscaping proposals.

Threshold based assessment

- 5.311 Air quality should be an important material consideration when development is being planned, particularly for residential developments of 150 units or more and commercial developments which are likely to generate a significant volume of traffic, or any development which may materially alter the flow of traffic on the local highway network. Applicants are therefore encouraged to engage with the Council at an early stage to determine whether there are likely to be predicted impacts from a development on local air quality, and therefore whether an air quality assessment is required.
- 5.312 This part of the policy requires an assessment of air quality which is proportionate to the risk posed by the development, having regard to locations where members of the public are regularly exposed. It seeks to maintain current levels of air quality and prevent a significant deterioration in air quality in line with Local Air Quality Monitoring Guidance (LAQM).

E24 | Contamination

Why this policy is needed

- 5.313 There are numerous sites within the Borough which may be affected by contamination associated with the previous use of land and which present a potential risk to human health and/or the built and natural environment.
- 5.314 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.
- 5.315 To prevent unacceptable risks from contamination 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 contribute to and enhance the local environment by remediating degraded and contaminated land, ensuring that land is suitable for its proposed use.

E24 | Contamination

Development proposals on sites likely to be affected by contamination will be permitted where either:

- a. There is no identified risk from land contamination; or
- b. An appropriate risk assessment accounts for potential sources of contamination both on and off the site and deliverable measures are provided which ensure that any likely significant negative effect on receptors is mitigated to an acceptable level prior to occupation of the development.

How this policy works

- 5.316 The NPPF confirms that it remains the responsibility of the developer to secure a safe development where a site is affected by contamination or land stability issues. The Council will require identified risks to be appropriately assessed and mitigated to its satisfaction. The Council will secure mitigation measures by condition to ensure that any likely significant negative effect is mitigated to an acceptable level prior to the occupation of the development.

Application requirements

- 5.317 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.
- 5.318 For many applications, a desktop contaminated land study will be required prior to the validation of the planning application. This applies to the following types of development:
- Residential development of 10 dwellings or more (gross)
 - 500sqm of non-residential floorspace development or more (gross)

- 5.319 There are a number of other types of development, including householder development, where the risk of contamination will be assumed in certain parts of the Borough on or adjacent to land previously used for contaminative activities. In such situations, in many cases, addressing the identified risk would be required through a planning condition. There will be some cases however where after validation but prior to determination, a desktop contamination study may be required.
- 5.320 In order to demonstrate that identified risks are mitigated 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 Guidance⁹⁶. The risk assessment should consider the concentration and distribution of contaminants, their environmental fate and transport, and the associated potential harm to receptors. It is recommended that developers follow the procedures set out in the Environment Agency publication Model Procedures for the Management of Land Contamination (CLR11)⁹⁷ accordingly.

⁹⁶ [Environmental Protection Act 1990: Part 2A Contaminated Land Statutory Guidance – DEFRA, April 2012](#)

⁹⁷ [Model Procedures for the Management of Land Contamination \(Contaminated Land Report 11\) - Environment Agency](#)

6 | Housing

H1 | High quality new homes

Why this policy is needed

- 6.1 The NPPF highlights that high quality design and a good standard of amenity should be sought in 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.
- 6.2 National policy also recognises that local planning authorities should address barriers to improving health and wellbeing through a high standard of housing design. This policy therefore builds on Policy E2 (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.

H1 | High quality new homes

a.

Residential development will be expected to include the provision of:

- a. New homes which meet appropriate internal space standards⁹⁸; and
- b. Sufficient private and/or communal outdoor amenity space; and
- c. 30% of dwellings designed to enhanced accessibility and adaptability standards across all tenures on developments of 10 houses (gross) or more; and
- d. In addition to c), 2% of dwellings designed to wheelchair accessibility standards as part of the affordable housing provision on developments of 50 homes (gross) or more.

Private outdoor amenity space should be:

- e. Of a sufficient and functional size to meet the needs of the likely number of occupants; and
- f. Designed to provide a good level of amenity by maintaining a reasonable degree of separation between the new dwellings and the surrounding properties.

How this policy works

Housing Space Standards

- 6.3 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). The Council's starting point will be for all new homes, including subdivisions of larger properties and conversions, to meet the appropriate space standards, unless it can be shown that the standards are not practicable in the face of other material considerations and policy requirements. 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 unachievable changes to a building earmarked for conversion.
- 6.4 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 though there

⁹⁸ Appropriate space standards are achieved by meeting the [nationally described space standard](#), or any subsequent Government standard.

are other types of housing that can be developed through a 'build for rent' approach as well. To ensure a 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.

Accessible and adaptable homes

- 6.5 Housing should offer functional and adaptable spaces for different groups including families, children, older people and disabled people. 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. For the M4(2) standard, part b of this policy makes particular reference to houses as it is understood this housing type is more suitable for the delivery of this requirement.
- 6.6 To address a locally identified need, the Council expects 2% of the overall housing provision on larger housing developments (50 dwellings or more) to be designed to meet the wheelchair accessible homes standard. Nonetheless, wheelchair accessible homes must only 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. This should be discussed with the Council as part of the pre-application process.
- 6.7 In some cases, it is recognised there may be site specific considerations (e.g. flood risk, site levels) which mean the provision of homes designed to meet the enhanced accessible and/or wheelchair accessible standards are not feasible. In such cases, applicants are advised to seek pre-application advice in order to ascertain whether additional information is likely to be required as part of their application submission.
- 6.8 Favourable consideration will be given to development proposals where at least 50% of homes meet the enhanced accessibility and adaptability 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 Council accordingly.
- 6.9 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 E1 (High Quality Design). For major housing schemes, developers should submit a schedule of accommodation which identifies the specific standard under M4 of the Building Regulations that each home in the proposed development will meet.
- 6.10 To ensure compliance with the specific standards, the Council expects to 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. Where necessary, this will be secured through a performance-based condition prior to occupation.

Outdoor amenity space

- 6.11 All new homes should benefit from private outdoor amenity space solely for the use of the occupants of a sufficient size and quality to support physical and mental health and wellbeing. It should be designed to ensure there is no undue loss of privacy or overlooking of adjoining and neighbouring properties in line with Policy E1 (High Quality Design) and Policy E22 (Amenity and Pollution).

- 6.12 In terms of the functionality of garden spaces, external amenity space should be of a sufficient size to accommodate a storage shed (including a cycle store where no garage provision is possible), space to facilitate the drying of clothes (rotary or washing line), table and chairs suitable for the size of the dwelling, an area for children to play in and circulation space.
- 6.13 In addition to the above, the Council expects that occupiers will be able to enjoy a reasonable degree of amenity and privacy in their gardens by maintaining reasonable relationship with neighbouring properties. A guideline depth of at least 10m is considered appropriate to preserve the amenity and privacy of residents.
- 6.14 For flatted developments, the Council's Healthy Borough Assessment⁹⁹ sets out that this should be a minimum of 1.5 sqm of private amenity space per bedroom or 1 sqm of communal space per bedroom.
- 6.15 Car parking or turning areas, cycle storage and refuse and recycling facilities cannot form part of the external private amenity or communal space.

⁹⁹ [Havant Healthy Borough Assessment \(November 2018\)](#)

H2 | Affordable housing

Why this policy is needed

- 6.14 This policy sets out how the HBLP will ensure that new development will meet the needs of those genuinely in need of affordable homes. This will 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.
- 6.15 There is a large need for affordable housing in the Borough. This is set out in the Council's Specialist Housing 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.

H2 | Affordable housing

Planning permission for residential development resulting in a net gain of 10 or more dwellings will be granted where:

- a. 30% affordable housing is provided on sites outside of Havant, Waterlooville and Leigh Park town centres; and 20% affordable housing is provided on sites within Havant, Waterlooville and Leigh Park town centres (as defined through Policies KP1, KP2 and KP4);
- b. 10% of the total number of new homes (gross) are for shared ownership¹⁰⁰ (as part of the affordable housing). The balance of the affordable requirement should be rented;
- c. The affordable housing provision is provided on site. In exceptional circumstances, the Council may consider either:
 - i. A financial contribution of a broadly equivalent value¹⁰¹; or
 - ii. Off-site provision on another suitably serviced site provided by the developer.

Development will be expected to contribute towards the creation of mixed and balanced communities with a range, type and size of affordable housing which reflects the latest evidence of locally identified needs. Affordable housing should be evenly spread across the site and integrated with, and indistinguishable from the rest of the development in line with Policy E1.

How this policy works

- 6.16 The Council expects all types of residential development (Use Class C3) of 10 or more to provide 30% affordable housing. This includes retirement homes (sheltered accommodation), special needs housing and Extra Care schemes. Care homes and nursing homes (Use Class C2) which generally provide non self-contained accommodation are not required to provide affordable housing.
- 6.17 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. Whilst the policy sets out a minimum requirement for the provision of affordable housing, a greater proportion of affordable housing over and above the requirement(s) will be supported. In such cases, it will be a material consideration in the determination of the planning application for that scheme.
- 6.18 For regeneration schemes within Havant, Waterlooville and Leigh Park town centres, the costs of site assembly mean that 30% affordable housing provision will not be viable. Within these three

¹⁰⁰ Shared ownership is defined as an "other affordable route to home ownership" in Annex 2 of the NPPF.

¹⁰¹ This should be equal to the cost of providing affordable housing on-site.

town centres, the Council expects 20% of new homes on schemes of 10 or more to be provided as affordable housing.

Affordable Home Ownership and Affordable Rent

- 6.19 For the purposes of this policy, affordable housing is defined as in Annex 2 of the National Planning Policy Framework. In the context of its definition in national planning policy, which requires major sites (10 dwellings or more) to make at least 10% of homes available for affordable home ownership¹⁰², the Council's preferred route to affordable home ownership is shared ownership.
- 6.20 The Council's starting point is therefore to require 10% of the total number of new homes (gross) to be shared ownership homes. It is expected the balance of affordable housing provision available for rent, unless an alternative tenure split is agreed with the Council, based upon the latest evidence of locally identified needs. With a 30% affordable housing requirement, this would imply a tenure split of 66% affordable rented and 33% shared ownership. The following figure provides a worked example:

200 dwelling scheme on a site outside of Havant, Waterlooville and Leigh Park Town Centres
30% affordable housing requirement from site of 200 dwellings = 60 dwellings (100%)
10% of the total gross number of dwellings to be provided as shared ownership= 20 dwellings (33%)
The remainder of affordable housing (20%) should be provided as rented = 40 dwellings (66%)

- 6.21 In exceptional circumstances, the Council may, based on an assessment of the character of the area and the nature of the proposed development, determine that starter homes or other discounted market sales housing products are appropriate in lieu of shared ownership homes (as an alternative route to affordable home ownership).
- 6.22 National guidance sets out specific guidance relating to build to rent schemes, in terms of the type of affordable housing which should be provided which by default is affordable private rent. As a result, the NPPF provides an exemption from the 10% affordable home ownership requirement. The Council will use a legal agreement to ensure the build to rent dwellings are secured in perpetuity, or for a minimum retention period together with a claw back mechanism in the exceptional circumstances where a developer wishes to sell individual homes or part of the scheme on the open market. The claw back mechanism will be intended to recover the value if the affordable private rented units are converted to another tenure.

Viability and Affordable Housing Delivery

- 6.23 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 limits 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 all options for the amount, mix and type of affordable housing that will meet a genuine affordable housing need in consultation with the Council. The Council will expect applicants to provide site-specific viability assessments which follow standardised inputs
- 6.24 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 benefit in terms of its affordable housing content / contribution. The Council will

¹⁰² Paragraph 64 of the National Planning Policy Framework (July 2018).

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provide guidance on how that process will be operated. In such cases, independent third-party valuation will be required at the applicant's cost. This will critically examine the viability of the development scheme and the level of affordable housing or commuted sum that can be provided without threatening viability.

- 6.25 Pre-application discussions are strongly advised where the applicant intends to make a planning application that proposes a level of affordable housing which is less than the proportion of affordable housing required by this policy.
- 6.26 The viability assessment should firstly show the landowner would not be willing to release the site for development based on a benchmark land value¹⁰³. Only where it can be successfully demonstrated that the landowner would not release the site compliant with the affordable housing requirement, then a reduced proportion of affordable housing provision will be considered. It is expected that the potential for affordable housing is fully explored in order to achieve at least partial compliance with the policy for maximum public benefit. 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.
- 6.27 There is a very strong presumption that affordable housing will be provided by the developer on the development site. In exceptional circumstances, the Council will consider accepting a financial contribution broadly equivalent to the cost of providing affordable housing on-site, or off-site provision on a suitably serviced site provided by the developer. Further information can be found in the Council's Housing Supplementary Planning Document¹⁰⁴.
- 6.28 Financial contributions in lieu of on-site affordable housing provision will be used to enable further affordable housing provision in the borough. It is acknowledged that it may take a number of years to build up adequate pooled funds to implement affordable housing development. The Council will engage with Registered Providers to develop a strategic approach to affordable housing delivery as part of its Regeneration Strategy. The S106 agreement will reflect this by ensuring that funds are only returned to developers if they remain uncommitted after ten years following the final payment pursuant to the S106.

Other Considerations

- 6.29 Housing proposals will be expected to make efficient use of land in line with Policy E1 (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.
- 6.30 The precise mix, type and form of provision on each site will be subject to negotiation and will be dependent on the identified needs. This will include a consideration of the need for specialist forms of affordable housing for particular user groups, such as extra care accommodation. . Accordingly, applicants are encouraged to discuss the exact form, mix and type of dwellings to be provided with the Council before submitting a planning application.
- 6.31 The nationally described space standards provide flexibility for different combinations of bedroom size, configuration and occupancy in terms of the number of persons that home could accommodate. For example, depending on the exact household composition, it may be that a need for a 4-bedroom home may be met by a 3 bed 6-person dwelling.

¹⁰³ The benchmark land value should be established on the basis of the existing use value (EUUV) of the land, plus a premium for the landowner.

¹⁰⁴ [Housing Supplementary Planning Document – Havant Borough Council \(July 2011\)](#)

H3 | Housing density

Why this policy is needed

- 6.32 The NPPF indicates that local planning authorities should support development that makes optimal use of each site and refuse applications which they consider fail to make efficient use of land. Reflecting the finite amount of underdeveloped land in the Borough, the Council recognises that it is appropriate to identify a range of densities that reflect the accessibility and potential of different areas, including town centres and other locations that are well served by public transport.
- 6.33 The Council's Housing Density Analysis¹⁰⁵ identifies opportunity areas for high density residential development relative to accessibility to services, and access to public transport provision. In these locations, the Council will require a significant uplift in the average density of residential development, unless there are strong reasons why this would be inappropriate.

H3 | Housing density

Any residential development must maximise its contribution to addressing housing need.

Planning permission for residential development resulting in a net gain of 5 or more dwellings will be granted where:

- a. Development within Havant and Waterlooville Town Centres (as defined by Policies KP1 and KP2), Leigh Park and Emsworth District Centres (as defined by Policies KS4 and C4) provides for a minimum of 70 dwellings per hectare (dph);
- b. Development within the defined opportunity areas (as defined in Figure 23-26) provides for a minimum of 55 dph; and
- c. Development elsewhere in the Borough provides for a minimum of 40 dph.

In the case of a. and b., development will be expected to provide distinctive character and articulation within building design and the overall development.

Development providing an artificially lowered density will be refused.

How this policy works

- 6.34 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.
- 6.35 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. In such cases, pre-application discussions are encouraged to determine whether there is a robust design justification which warrants a deviation from the 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.
- 6.36 Early pre-application discussions with the Council and Natural England are recommended in high density schemes which may potentially impact on European designated sites such as Special Protection Areas, Special Areas of Conservation or Ramsar sites. The location, scale and type of

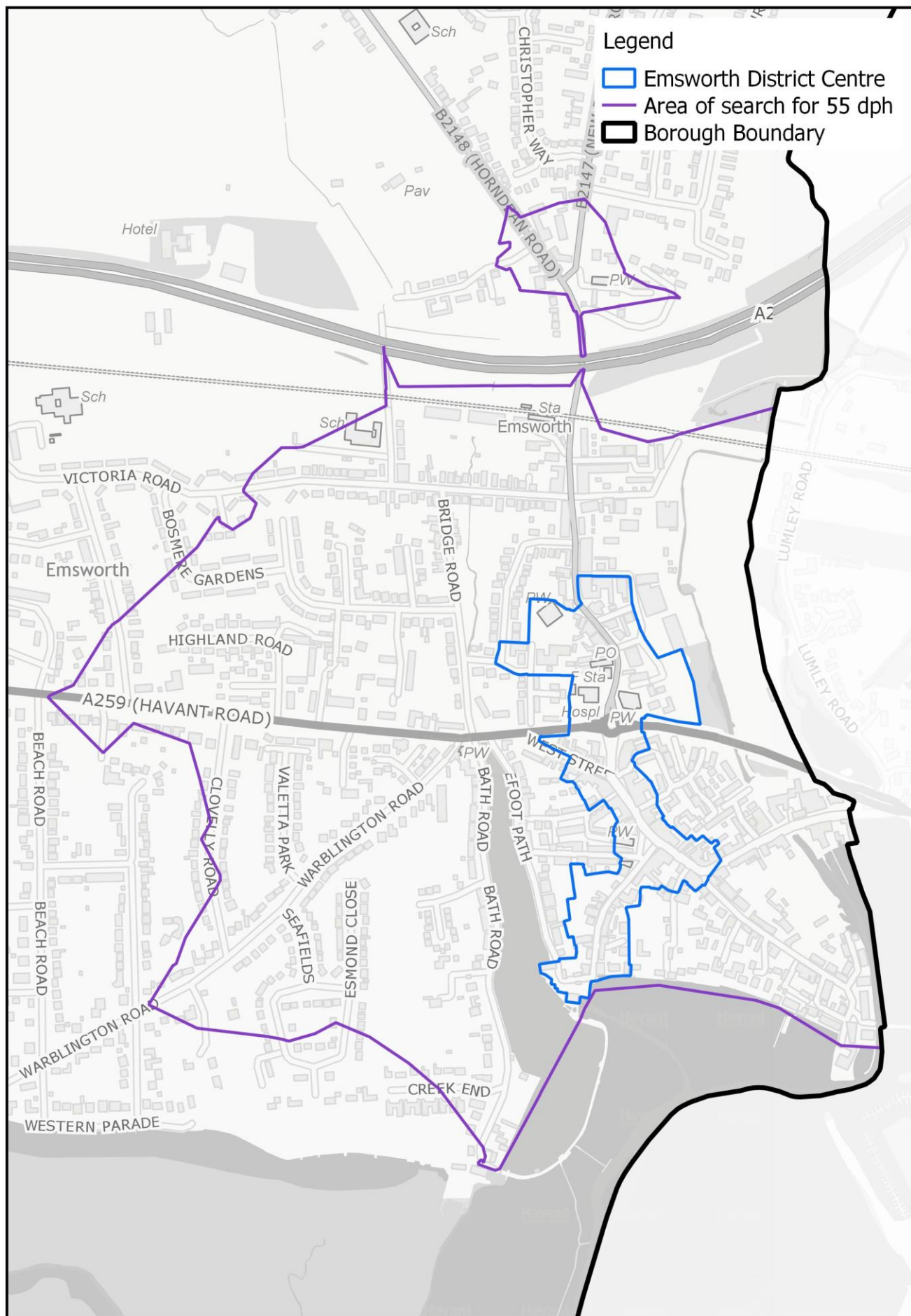
¹⁰⁵ [Residential Density Evidence Paper – Havant Borough Council \(January 2019\)](#)

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development may increase the likelihood or magnitude of direct physical damage to habitats or disturbance to species using the European sites or their supporting habitat.

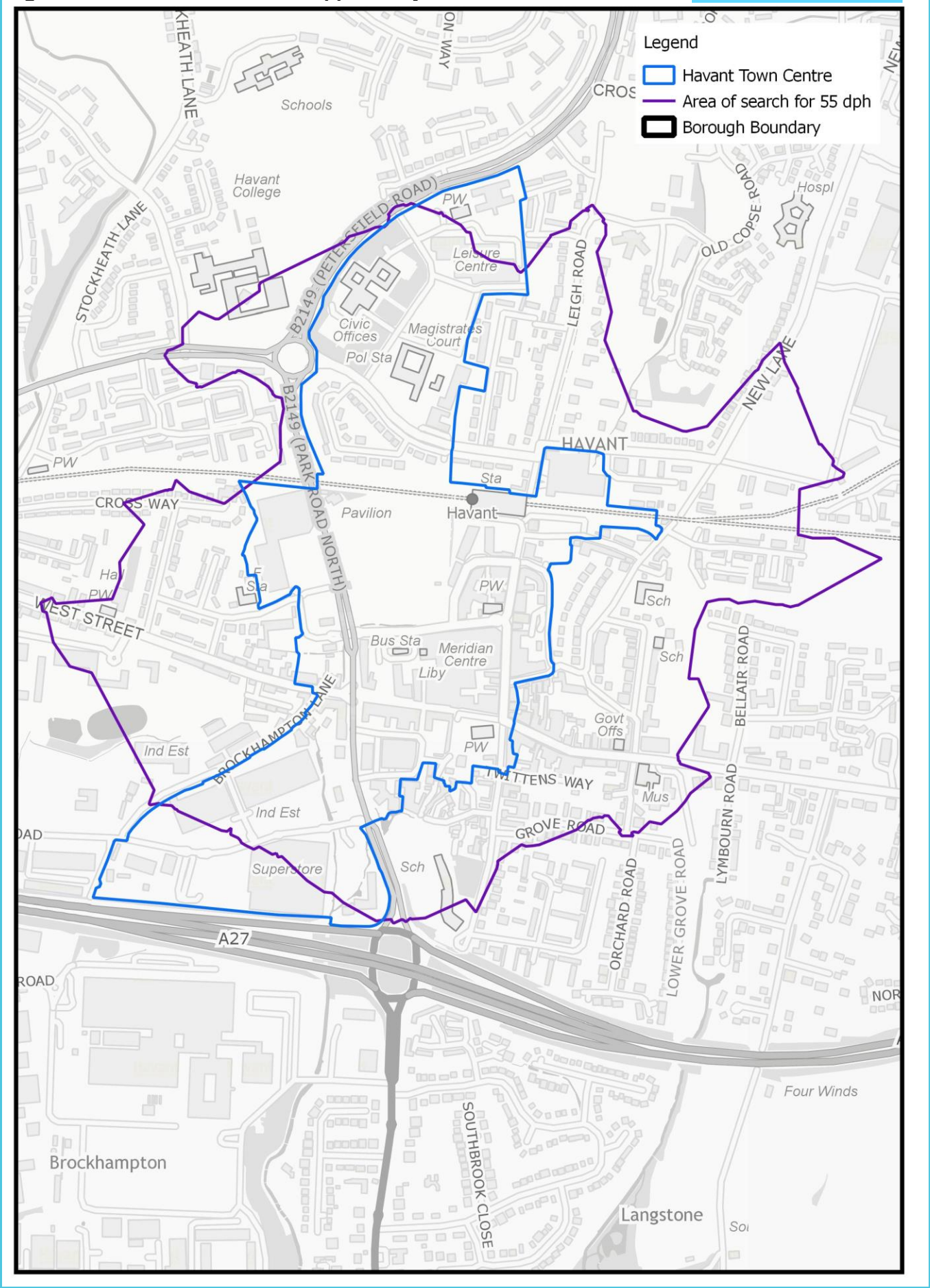
- 6.37 Applicants should use high-quality materials and fenestration to provide articulation and a distinctive character in line with the design principles outlined by Policy E1 (High Quality Design). The management of high density schemes is also important and should be considered in the overall design of the scheme. Policy IN5 sets out the Council's expectations for the appropriate management and maintenance of the common parts of the development.

Figure 23: Emsworth District Centre Opportunity Areas



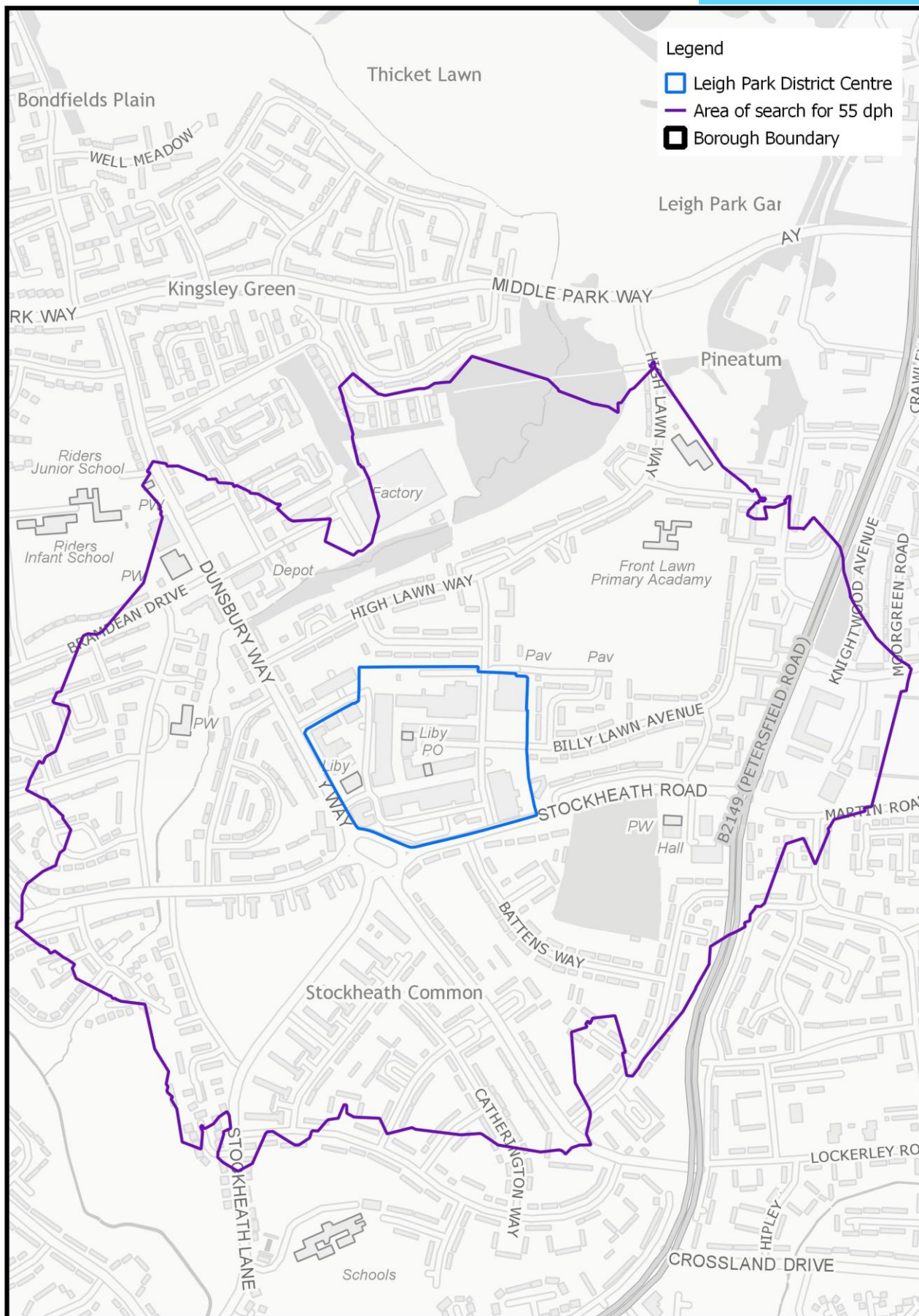
Updated map style

Figure 24: Havant Town Centre Opportunity Areas



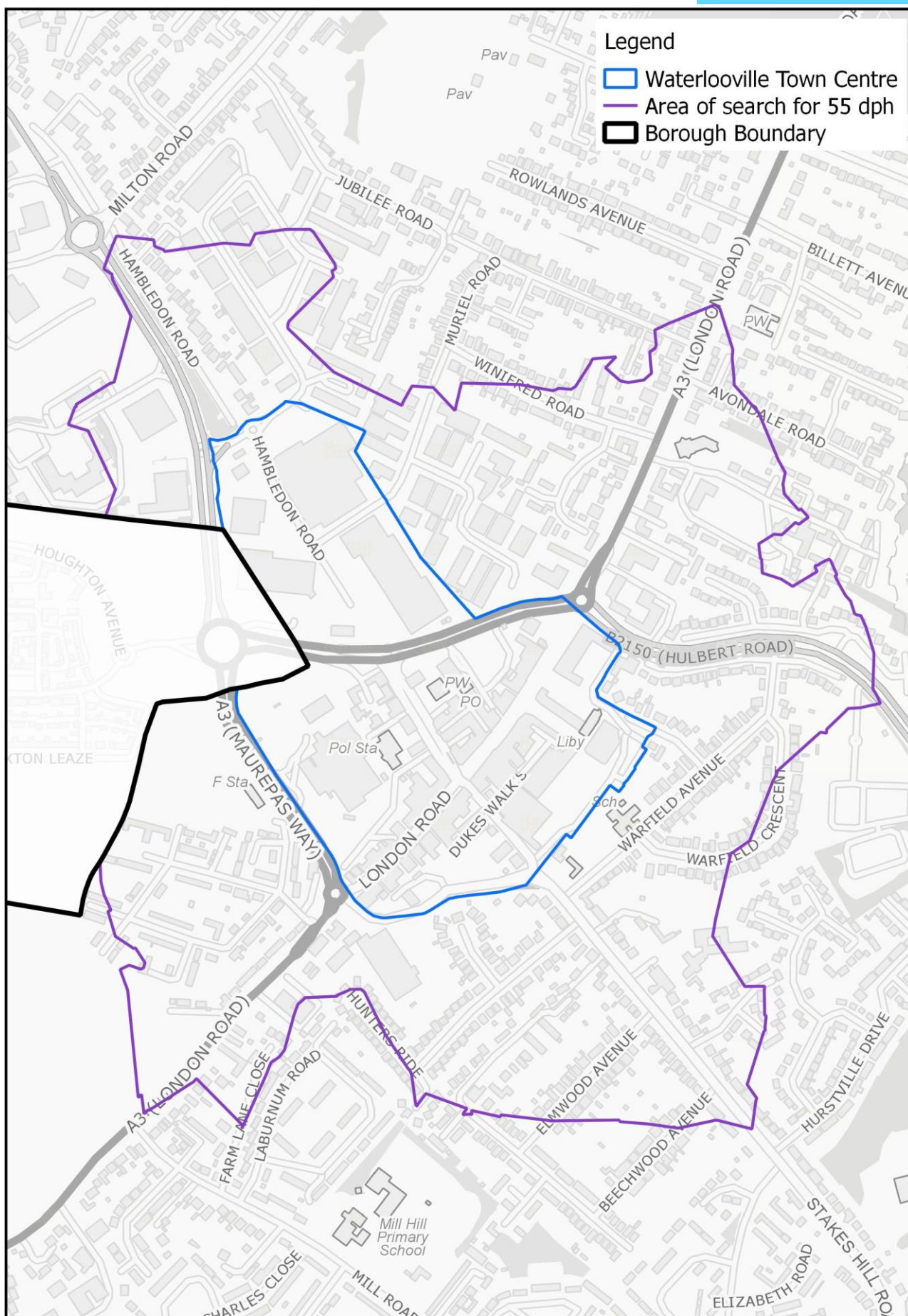
Updated map style

Figure 25: Leigh Park District Centre Opportunity Areas



Updated map style

Figure 26: Waterlooville Town Centre Opportunity Areas



H4 | Housing mix

Why this policy is needed

- 6.38 The NPPF indicates that local planning authorities should plan for the right size, tenure and range of housing that is required in their area 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.
- 6.39 The PfSH Strategic Housing Market Assessment (SHMA)¹⁰⁶ indicates there is a projected need for approximately 35% of new properties to have two bedrooms in both the market and affordable sectors. 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.
- 6.40 The Borough's Specialist Housing Analysis shows that local housing need does not align with the Borough's existing housing stock. Development proposals will therefore be expected to address the imbalance in housing stock where there is under or over provision within the locality of the development.

H4 | Housing mix

Development proposals of 10 or more new homes (gross) will be expected to:

- a. Provide a range of dwelling types and sizes to meet identified local housing need;
- b. 35% of the overall housing mix (both market and affordable) should be two bedroom homes unless locally identified need evidence indicates an alternative approach should be taken.

How this policy works

- 6.41 New development will be expected to provide a range of housing type and sizes which meet the Borough's locally assessed need. The Council's starting point will be to expect at least 35% of the overall housing mix to be provided as two-bedroom homes unless local housing needs evidence suggests an alternative approach should be taken to address an imbalance of housing sizes in a particular part of the Borough. For example, where it is demonstrated that there is an under provision of two-bedroom properties in a sub-area¹⁰⁷, it may be appropriate to provide a greater proportion to meet locally assessed needs.
- 6.42 Development should incorporate a range of dwelling types and sizes which will address imbalances in the existing built stock to better address local housing need. The Council expects the proposed range of housing to have been informed by the latest housing needs information that the time the application is submitted. Applicants are encouraged to seek pre-application advice on their proposed range of housing mix accordingly.
- 6.43 Developments should provide housing choice and variety within developments by providing a combination of 3 and 4-bed person two-bedroom homes as defined in the Nationally Described Space Standard¹⁰⁸. These should be evenly spread across the site and integrated with the rest of development to create mixed and balanced communities.

¹⁰⁶ [South Hampshire Strategic Housing Market Assessment \(January 2014\) and Objectively-Assessed Housing Need Update \(April 2016\) – GL Hearn for PfSH](#)

¹⁰⁷ [Specialist Housing Analysis \(October 2017\)](#)

¹⁰⁸ [Technical housing standards - nationally described space standard, DHCLG \(March 2015\).](#)

H5 | Retirement and specialist housing

Why this policy is needed

- 6.44 The NPPF indicates that local planning authorities should plan for the needs of different groups in the community including older people and disabled people.
- 6.45 There is no single model of housing that is right for everybody. Although many people will live in conventional housing all their lives, new specialist accommodation will be required for some to enable access to some form of support or care. This policy sets out how the Council will consider the provision of new specialised housing for those with support or care needs.

H5 | Retirement and specialist housing

Planning permission for retirement and specialised housing designed to meet the needs of those with identified support or care needs will be granted where:

- a. They meet a proven locally identified need for the specific housing product being proposed;
- b. The location is appropriate, in terms of 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, through increased noise and disturbance or obtrusive light;
- d. Due regard is given to the design of the development, 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 made for:
 - i. On-site car and cycle parking; and
 - ii. Storage for mobility scooters and/or wheelchairs.

How this policy works

- 6.46 Housing for older people and people with disabilities can be provided through adapted market housing, assisted living housing or extra care housing. Extra care housing allows independent living but offers a higher level of support than sheltered housing¹⁰⁹, with care workers available on site up to 24 hours a day but may not offer as much care as a care home or nursing home where residents have their own rooms but not their own front door. Care homes offer accommodation with personal care¹¹⁰ and nursing homes also provide around-the-clock care on site from qualified nurses. These types of housing provision all have specialised products which sit within them, with products often spanning more than one category; for example, they may also provide dementia care and/or care for those with learning or physical disabilities.
- 6.47 For the purposes of this policy, specialist housing will meet an identified local need where care provision is regulated¹¹¹. Development which provides unregulated on-site care and support, such as sheltered housing, will be considered in the same way as conventional housing. In terms of the latter, these typically comprise owner-occupied retirement living products. Pre-application advice should be sought if clarification is needed to whether a development is likely to be constitute a specialist care housing provision. To ensure that new homes are fit for purpose, extra care housing

¹⁰⁹ Housing with low level support; usually an emergency alarm system and a scheme manager or warden who may or may not be based on site.

¹¹⁰ Such as washing, dressing, going to the toilet and taking medication.

¹¹¹ By the [Care Quality Commission](#) or any subsequent body.

for older people should be built to HAPPI¹¹² and Hampshire County Council Extra Care Design Guide standards.

- 6.48 The delivery of specialist care housing is supported by identifying development sites within this plan which are particularly suitable for such housing provision. In assessing the need for extra care, the Council will have regard to the proposed level of extra care when compared with existing provision within the locality of the development.
- 6.49 All specialist housing provision within the built-up area should meet an identified unmet need in the local area proposed for development and the location must be appropriate having regard to access to facilities, services and public transport.
- 6.50 Outdoor spaces must be accessible for all users of the development and be appropriately landscaped and provided in line with the requirements of Policy H1 (High Quality New Homes) as a minimum. Residents should be able to enjoy a reasonable outlook from their individual rooms.
- 6.51 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, extensions or re-development of existing facilities, planning applications must be accompanied by robust and appropriate evidence of how the proposals may affect neighbouring occupiers. This will enable the Council to assess whether there is a likely to be a likely negative effect as a result of the development in line with Policy E22. As a minimum, assessments submitted must include:
- Noise impact assessment; and
 - External lighting assessment and where appropriate, accompanying illuminance plans.
- 6.52 Housing for older people may be proposed in the form of enhanced accessible and adaptable dwellings across market and affordable tenures in conventional 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. Policy H1 addresses the need for general accessible, adaptable new homes to support the ageing population and the needs of disabled people.

¹¹² [Housing our Ageing Population Panel for Innovation \(HAPPI\)](#)

H6 | Residential annexes

Why this policy is needed

6.53 Residential annexes are a common form of development that is generally, though not exclusively, proposed to allow relatives to live with their family with a degree of independence. The Council recognises that annexes can play a role in reducing the pressure on the social care sector, and the high need for housing for older people. This policy sets out the circumstances in which the Council will consider residential annexes to be appropriate.

H6 | Residential annexes

Planning permission for annexes relating to existing residential properties will be granted where:

- a. The annexe has a functional connection with the host dwelling;
- b. The annexe is, and will remain, ancillary to the host dwelling;
- c. Sufficient private amenity space remains to serve both the host dwelling and the annexe following the development;
- d. There is no boundary demarcation or sub-division of curtilage areas between the host dwelling and annex.

How this policy works

- 6.54 To retain a functional connection with the dwelling, the occupants of the host dwelling and the annexe must still be a single-family unit and share communal facilities (such as the kitchen). If there are individual circumstances of the person(s) for whom the annex is proposed, this will also be a material consideration.
- 6.55 To ensure the accommodation remains ancillary to the host dwelling, the Council will apply appropriate conditions to prevent the creation of a separate dwelling or its use for other purposes. In some instances, a legal undertaking to secure this may be more appropriate. The annexe must be subservient in scale to the host dwelling.
- 6.56 Planning applications for annexes will be considered in line with the policy, as well as design and other policy requirements (E1, E3 and IN3). It is expected that the accommodation will provide a good standard of living for occupants of both the annexe and the existing dwelling. Annexes should share a common access with the main dwelling and not create any demarcation or subdivision of private amenity space to demonstrate that it is ancillary to the existing dwelling.
- 6.57 It is acknowledged that provision of an annexe will inevitably lead to an intensification of the main dwelling. The design and layout of the annexe will therefore need to consider the amenity of neighbouring occupiers. Sufficient car and cycle parking for the annexe and the existing dwelling should also be provided.

H7 | Gypsies, Travellers and Travelling Showpeople

Why this policy is needed

- 6.58 The overarching aim of the National Planning Policy for Traveller Sites (PPTS) is to ensure fair and equal treatment of the travelling community, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. As part of this, local authorities are required to proactively plan to meet the housing needs of Gypsies, Travellers and Travelling Showpeople in their area.
- 6.59 Government guidance also emphasises the need for local authorities to work collaboratively to meet the needs of the travelling community. As such, the Council jointly commissioned a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA)¹¹³ with six other local authorities in Hampshire. The GTAA identifies the level of need for sites in these local planning authority areas, including the need for one additional Gypsy and Traveller pitch in Havant Borough over the plan period.
- 6.60 Planning permission for a single pitch along Long Copse Lane in north Emsworth was granted¹¹⁴ in February 2018. The site is shown on the Policies Map. As such, the Borough's need for a gypsy and traveller pitch has been met. Policy H7 will therefore provide a basis for planning decisions for any unforeseen future applications for Gypsies, Travellers and Travelling Showpeople's accommodation.

H7 | Gypsies, Travellers and Travelling Showpeople

Existing Provision

The existing Gypsy and Traveller site on Long Copse Lane (as defined on the Policies Map) is safeguarded for current and future need.

New Provision

Planning permission for Gypsy and Traveller sites will be granted where the following criteria are met:

- a. The potential occupants are recognised as Gypsies, Travellers or Travelling Showpeople¹¹⁵;
- b. There is no unacceptable adverse effect on the amenity of the potential occupants nor of nearby residents and/or business uses;
- c. The site has a satisfactory means of road access and, where appropriate, is well related to the primary road network;
- d. The proposal contains adequate parking provision, turning space and, where relevant, sufficient space for the servicing and storage of vehicles and equipment;
- e. The proposal includes hardstanding and basic facilities including electricity, water supplies and sewage disposal on site;
- f. The site is capable of being serviced by refuse collection and recycling services; and
- g. The site has reasonable access to education, health, welfare and employment opportunities, facilities and infrastructure.

¹¹³ Hampshire Consortium Gypsy, Traveller and Travelling Showpeople Accommodation Assessment – Opinion Research Services (May 2017).

¹¹⁴ Application APP/16/00021 granted on appeal (reference APP/X1735/W/3156978) 28 February 2018.

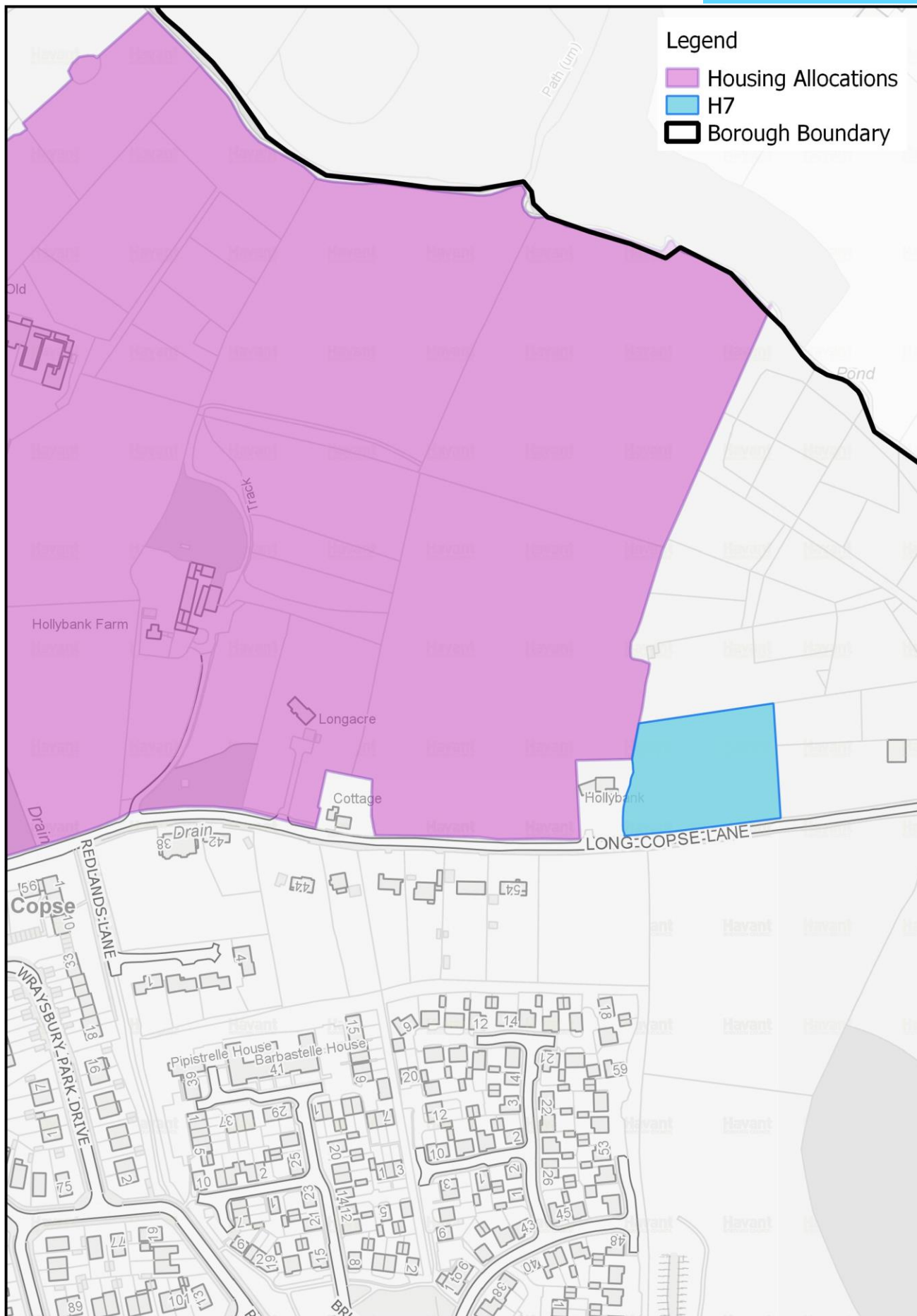
¹¹⁵ Meeting the definition as contained in Annex 1 of Planning Policy for Traveller Sites (August 2015).

How this policy works

- 6.61 It is vital that existing sites for Gypsies, Travellers and Travelling Showpeople are safeguarded for current and future need, and that residents are able to access education, health and community facilities in the same way that the settled community can. As part of this, Gypsy, Traveller and Travelling Showpeople sites need to have good access to the road network to accommodate the movement of larger vehicles associated with their livelihood, as well as their nomadic and traditional way of life.
- 6.62 The Council will continue to accommodate the needs of Gypsies, Travellers and Travelling Showpeople having regard to current government requirements and the information contained in the Hampshire Consortium GTAA, updated as necessary. For any application, the Council will need to be satisfied that the potential occupants meet the definition of Gypsies, Travellers and Travelling Showpeople as set out in Annex 1 of the PPTS (as amended).
- 6.63 In addition to the criteria set out in the policy above, the PPTS outlines other considerations when determining an application for a Gypsy, Traveller and Travelling Showpeople site. These include flood risk and the impact on the built, natural and historic environment. It is considered that these are addressed in the other policies in this Local Plan.

Figure 27: Gypsies, Travellers and Travelling Showpeople Site

Updated map style



7 | Commercial Development

C1 | Protection of existing employment sites

Why this policy is needed

- 7.1 The Borough's diverse and varied industrial based economy is supported by a wealth of small and an increasing number of medium-sized enterprises. The high tech and advanced manufacturing enterprises within these areas support a skilled labour force which may be vulnerable to displacement if such uses are lost.
- 7.2 The manufacturing based economy means the Borough's industrial and warehousing stock is largely characterised by older accommodation. These sites and premises serve an important economic function in terms of providing affordable accommodation for small and medium-sized enterprises (SMEs) and start-up businesses, with many small businesses operating across multiple sites 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.
- 7.3 The supply and availability of industrial stock both within the Borough and the wider Solent sub-region 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.
- 7.4 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, while ensuring there is sufficient churn in the market for existing businesses to relocate.
- 7.5 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.
- 7.6 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 their 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 other uses will only be permitted where it can be shown to be appropriate in accordance with the criteria in Policy C1 (Protection of existing employment sites).
- 7.7 There is a wide range of existing employment sites in the Borough; these are shown on the Policies Map and are in Figure 28. The Council recognises the need to create the right conditions for businesses to invest, expand and adapt, taking into account both business needs and wider opportunities for development¹¹⁶.
- 7.8 The purpose of this policy is therefore to set out the Council's approach to the assessment of applications that propose alternative use(s) which would result in the loss of employment sites. It sets out guidance on whether there is sufficient justification to release the site and/or buildings from

¹¹⁶ In accordance with paragraph 80 of the NPPF.

employment purposes. The policy also provides appropriate protection for the businesses which are vulnerable from displacement for the sole purposes of redevelopment.

7.9 While the policy is generally intended to safeguard office (Class E) and Class B uses including general industrial (B2) and warehouse (B8) from alternative uses, the Council recognises there are other employment uses which support jobs 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.

7.10 It is also recognised that complementary Class E uses such as day nurseries and leisure uses including gyms are important in creating high quality employment areas and attracting investment, by providing services and facilities to the employees of businesses, particularly within some of the Borough's older industrial areas.

C1 | Protection of existing employment sites

Within established employment areas

Proposals for employment uses which protect and enhance the function and operation of established employment areas (as defined on the Policies Map) will be supported.

Planning permission for other uses will only be permitted within established employment areas where:

- a. The use(s) are of a scale which complements the function and operation of the established employment area; and
- b. There are available and suitable alternative premises within, or a reasonable distance of the established employment area which enable the occupier(s) to relocate (if the tenant/occupier wishes to continue to operate); and
- c. It can be demonstrated that either:
 - i. It is not financially viable for employment purposes considering the costs of any redevelopment or refurbishment; or
 - ii. No reasonable offer for employment purposes has been received for sale or rent, following a realistic and active marketing exercise; or
 - iii. There would be no net loss in the number of jobs when compared to the current occupation or last occupation of the site for employment purposes.

Development proposals that would result in the loss of established employment areas (either in full or part) will not be permitted.

Outside of established employment areas

The change of use or redevelopment of an employment site outside of established employment areas, but within the defined settlement boundary, to a non-employment use will only be permitted where criterion c. is met.

Marine businesses

Criteria a) to c) will apply to sites currently or last used for marine related purposes irrespective of their location.

How this policy works

- 7.11 A wider interpretation of employment uses is to be taken for the purposes of this policy. In addition to traditional employment uses (office (Class E), and general industrial (B2) and warehouse (B8) uses); car sales, MOT/servicing and other automotive uses will be protected from loss to non-employment use(s).
- 7.12 Other uses 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. This could include small scale commercial and service uses such as sandwich shops intended to meet the needs of nearby employees, but larger scale developments in these areas will not be acceptable.
- 7.13 Some businesses are of a specialised nature which means they may have specific operating requirements. This means that the location of a site may be important in serving the needs of a particular business sector, and once lost are difficult to replace.
- 7.14 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. Where a business has closed or relocated, there will not be an automatic presumption in favour of development for a non-employment use, as the site may still be capable of supporting employment development. 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.
- 7.15 Where the employment site is occupied at the time the application is submitted, development proposals should be submitted with evidence from the occupier which confirms that there is available and suitable alternative accommodation which enables the occupier to relocate. The accommodation should be available and suitable to the company in question at a reasonable rent, and within a reasonable distance from their current location. The starting point will be for this to be within a 3km radius of the site unless it can be shown that premises in an alternative location would better suit the business' operating requirements.
- 7.16 Evidence could take the form of a letter on company headed paper or electronic correspondence from an official company e-mail address. Where occupier(s) are unwilling to provide such evidence, the applicant should provide information detailing the number of businesses occupying the site/premises, the remaining lease length for each of the occupiers and evidence of suitable and available alternative accommodation which would enable the business to relocate.
- 7.17 The proposed redevelopment should provide new full time equivalent jobs of a similar number and quality when comparing the current or last occupation of the site for employment. The employment densities matrix in the latest HCA Guide¹¹⁷ should be used as a benchmark where there is a lack of information about the number of jobs supported by the previous or future occupier/use. The lowest density standard should be assumed in the event that planning permission is sought for a flexible range of uses, and/or the exact composition of floorspace is not known. The Council may take a more flexible approach where higher value full time equivalent jobs will replace those jobs being lost from the site.
- 7.18 Where it is not financially viable to retain the land or premises, the Council will require a viability assessment which reflects the recommended approach in national planning guidance, and demonstrates that suitable remedial, refurbishment or construction work for employment purposes is not financially viable. The viability assessment should show that the land will not be released for

¹¹⁷ [Employment Densities Guide: 3rd Edition – Homes and Communities Agency \(December 2015\)](#)

Pre-Submission Havant Borough Local Plan with changes

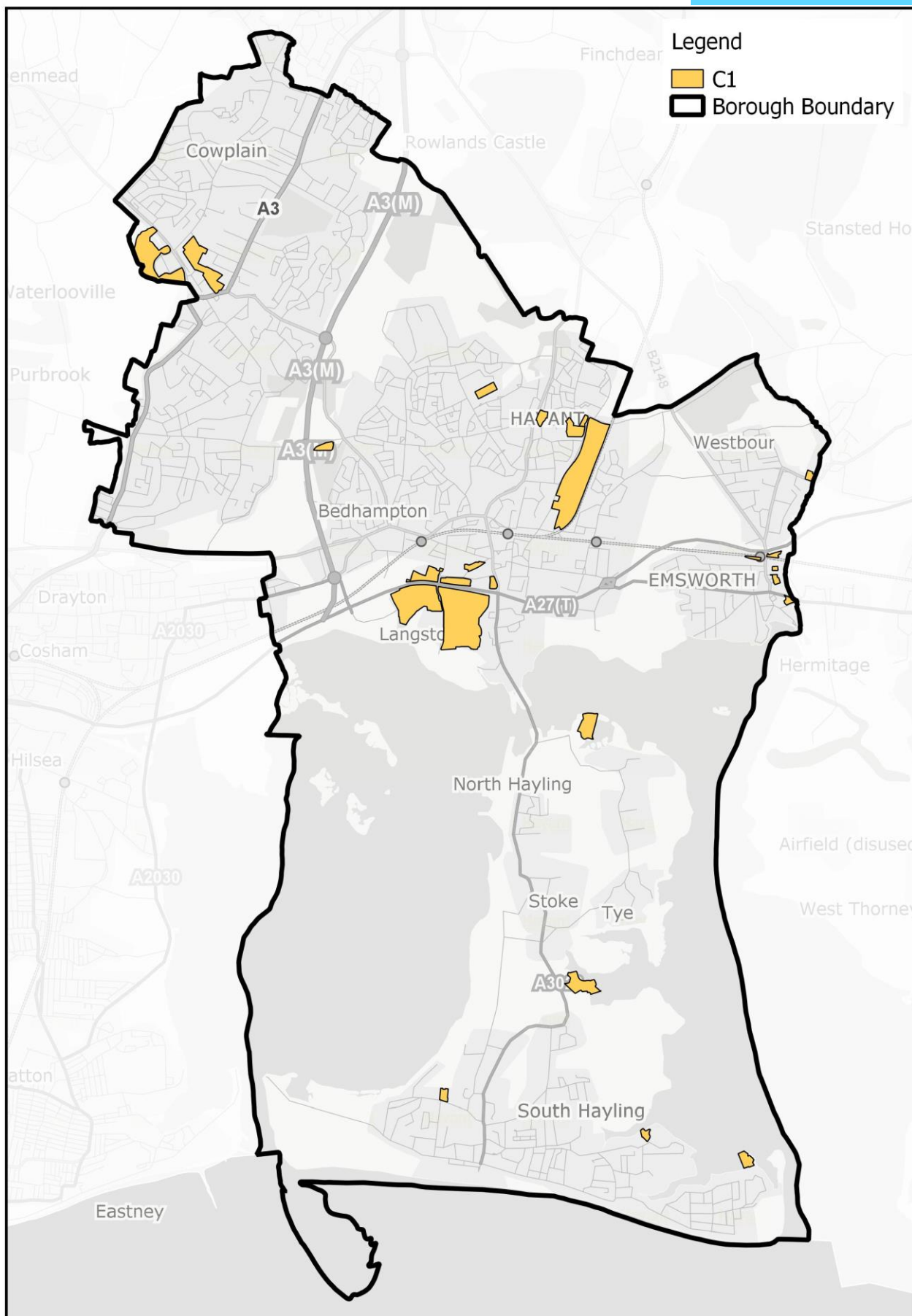
development taking into account a premium for the landowner¹¹⁸. This should be based upon an assessment of the existing land use value and alternative land uses which would comply with other policies in this plan. This will ensure that the site is safeguarded for employment use unless there is no reasonable prospect of the site being redeveloped or being reoccupied for those purposes. An independent third party review will be required at the developer's expense where there is a need to validate the financial appraisal to confirm whether market signals indicate that it may be appropriate to release the site for alternative uses.

- 7.19 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 before the date the application is submitted, 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.
- 7.20 Where it is apparent that the site/premises have already been made vacant for the sole purposes of redevelopment it must be clearly shown that it is no longer needed for employment purposes; or that it is not financially viable to do so considering the costs of any redevelopment or refurbishment.
- 7.21 Marine businesses are of importance to the Borough's economy, and once displaced are difficult to relocate given their requirement for a coastal location. As such, the Council will expect the site or premises to be marketed in an appropriate manner, to include relevant websites and publications which are specific to that industry.

¹¹⁸ The minimum return at which it is considered a reasonable landowner would be willing to sell their land.

Figure 28: Established employment areas

Updated map style



C2 | Tourism

Why this policy is needed

- 7.22 This policy 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 (see policy KP3).
- 7.23 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 for visitor accommodation where environmental designations allow.
- 7.24 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. Proposals should, however, promote recreation without damaging or disturbing designated nature conservation sites and will need to comply with Policy E16 (Recreation impact on the Solent European Sites).

C2 | Tourism

Planning permission will be granted for development proposals that either:

- a. Promote 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. Retain and enhance existing tourist accommodation; or
- c. Support sustainable tourism and provide local employment.

Development involving the provision, continued location or improvement of static holiday caravan sites will only be permitted where:

- d. The development would have a close physical relationship to existing caravan sites; and
- e. The caravan is to be used for holiday purposes only and is not occupied as a sole or main place of residence.

The change of use or redevelopment of land or premises currently or last in use for tourism purposes to non-tourism purposes will only be permitted where it has been demonstrated through a realistic and active marketing exercise that the premises and/or land are no longer viable for their authorised use.

How this policy works

- 7.25 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 the NPPF¹¹⁹.
- 7.26 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 E14 (Local Ecological Network) and where necessary to include an agreed code of practice which would ensure the avoidance of potential impacts.
- 7.27 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 via photos of physical signs and adverts, along with screenshots from online advertisements and accompanying analysis of activity.
- 7.28 The period of marketing must end on a date within the six months prior to the date of a planning application being submitted.

¹¹⁹ Paragraph 56 of the NPPF

C3 | Cowplain District Centre

Background

- 7.29 The Council recognises that accessible, attractive and vibrant centres are critical to the achievement of sustainable development in the Borough. The Council will seek to promote and enhance the vitality and viability of the district centres by focusing development of a scale and of a kind which is appropriate to the role of each centre.
- 7.30 Cowplain District Centre is a shopping parade located on London Road. 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 restaurants and the Cowplain Evangelical Church. The centre also contains two car parks behind its frontage onto London Road and is near the Padnell Primary Schools.
- 7.31 The boundary of Cowplain District Centre is in Figure 29 and is shown on the Policies Map.

C3 | Cowplain District Centre

Development proposals in Cowplain District Centre will be permitted where:

- a. Proposals enhance the evening economy where appropriate;
- b. Ground floor uses have active frontages to promote and enhance the vitality and viability of the district centre;
- c. Proposals for residential development are located above ground floor only;
- d. Any rationalisation of parking retains sufficient car and cycle parking to serve the needs of the district centre; and
- e. Commercial, business and service uses (Class E) with an active ground floor frontage are proposed within the Primary Shopping Area;
- f. Outside the Primary Shopping Area, commercial, business and service uses (Class E), food, drink and leisure uses, or learning and non-residential institutions (Class F.1) with active ground floor frontages are proposed..

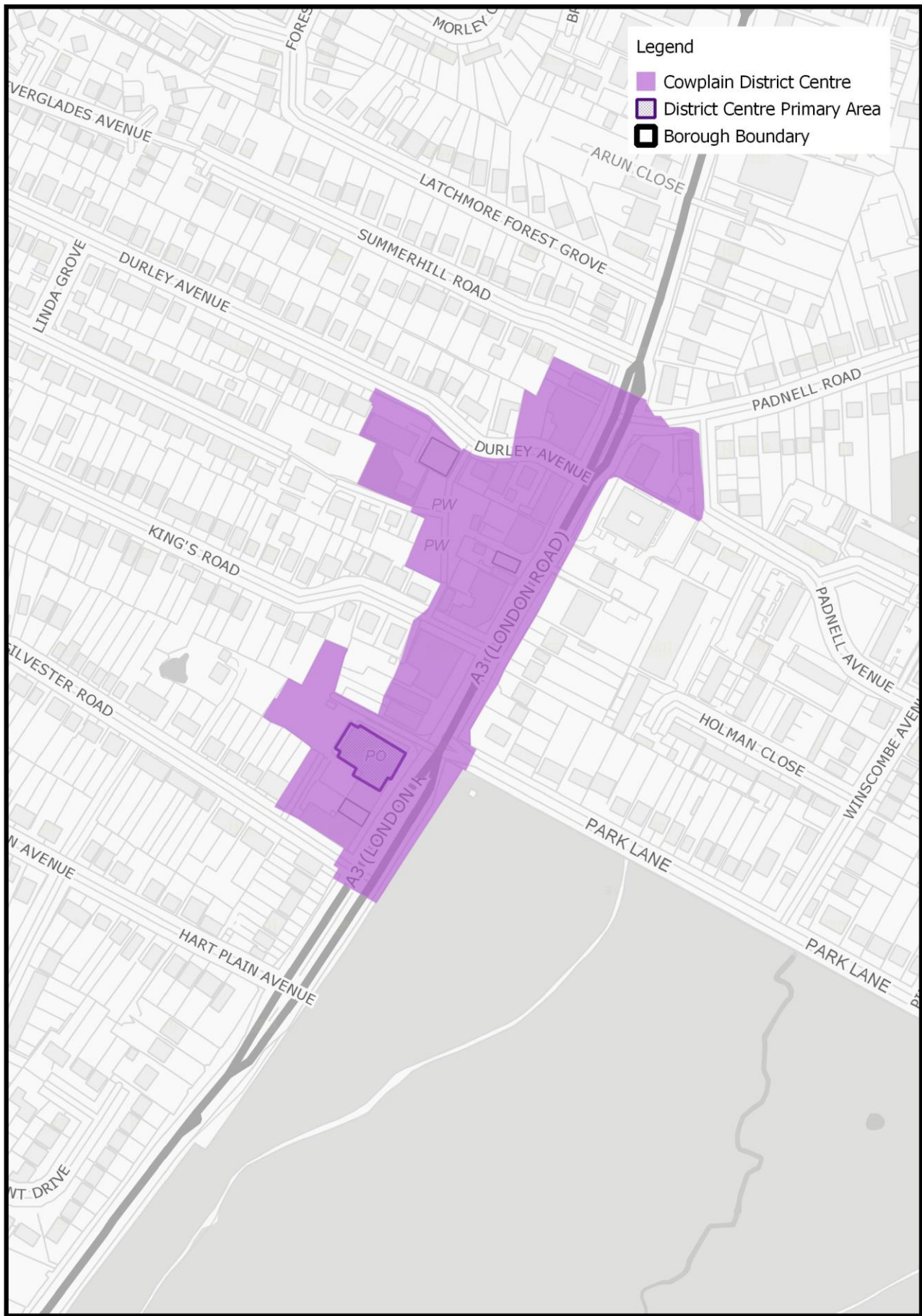
How this policy works

- 7.32 Cowplain District Centre is home to a range of retailers and services for the local community. The Council will seek to retain and, where possible, enhance the offering of the centre to ensure its long-term vitality and vibrancy. As part of this, the Council will generally be supportive of public realm improvements, including proposals for outdoor public art from the community, business associations and traders.
- 7.33 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. Residential development (C3) on upper floors can also make efficient use of district centre while adding to the mix of dwelling types and tenures available in the Borough.
- 7.34 Proposals for the loss of employment floorspace and community facilities in Cowplain District Centre will also need to comply with Policies C1 and C7 respectively. In addition, proposals for food, drink and entertainment uses will also need to comply with Policy C8.

Primary Shopping Area

- 7.35 The primary shopping area 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. The Council strongly supports the retention of this unit in retail use to provide for day to day shopping needs of the local community. While the Use Class Order amendments do not make it possible for the Council to protect the unit for retail use, only proposals for commercial, business and service uses (Class E) will be supported on this core site.

Figure 29: Cowplain District Centre



C4 | Emsworth District Centre

Background

- 7.36 The Council recognises that accessible, attractive and vibrant centres are critical to the achievement of sustainable development in the Borough. 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.
- 7.37 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, Emsworth District Centre is home to many historic and listed buildings and is found between the Emsworth Millpond and the Brook Meadow Local Nature Reserve (LNR). The section of the district centre south of the A259 is also part of the Chichester Harbour AONB.
- 7.38 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 retailers, 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 and automotive businesses.
- 7.39 Emsworth's district centre boundary is shown in Figure 30 and on the Policies Map. The majority of Queen Street has been removed from the district centre boundary in recognition of its primarily residential function. As such, the vision of Emsworth District Centre is based on three distinct localities:
- The High Street and St Peter's Square;
 - North Street; and
 - South Street.

The High Street and St Peter's Square

- 7.40 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 principal function as a shopping destination, they have been designated as falling within the Primary Shopping Area (as defined on the Policies Map). The Council will therefore continue to support proposals which protect and/or enhance the primary shopping and service function of this area.

North Street and South Street

- 7.41 South Street branches off the High Street and St Peter's Square, while North Street is separated from the rest of the district centre by the A259.
- 7.42 Emsworth has a good range of cafés, restaurants and public houses which are mostly situated along North Street and South Street. In addition, North Street also provides a cluster of community services and facilities. These two areas have a supporting function to that of the High Street and St Peter's Square. The cafés and restaurants in these areas contribute to a vibrant day and evening economy, especially the proximity of South Street to Chichester Harbour, attracting visitors to the town. Proposals which retain and enhance the vitality and viability of North Street and South Street will be supported.

C4 | Emsworth District Centre

Development proposals in Emsworth District Centre will be permitted where:

- a. Ground floor uses have active frontages to promote and enhance the vitality and viability of the district centre;
- b. Proposals for residential development are located above ground floor only;
- c. The detail and layout of a proposal is informed by the context and setting of Emsworth Conservation Area;
- d. Local farmers' and other specialist markets are supported and where possible enhanced; and
- e. Any rationalisation of parking retains sufficient car and cycle parking to serve the needs of the district centre;

Primary Shopping Area

Development proposals in the Primary Shopping Area will be permitted where:

- f. They provide commercial, business and service uses (Class E) with active ground floor frontages; or
- g. Proposals for non Class E uses will only be permitted in exceptional circumstances and will need to demonstrate that:
 - i. The new use will retain an active ground floor frontage; and
 - ii. The new use will support the function of the Primary Shopping Area.

In the instance that the vacancy rate of Emsworth District Centre is 2% above the national centre vacancy average at the time of an application, the Council will allow other town centre uses on a temporary permission where appropriate, in the Primary Shopping Area without the need for marketing.

Outside the Primary Shopping Area

Development proposals outside of the Primary Shopping Area will be permitted where:

- h. Commercial, business and service uses (Class E), food, drink and leisure uses, or learning and non-residential institutions (Class F.1) with active ground floor frontages are proposed ; or
- i. They enhance the evening economy and/or tourist offer of Emsworth.

How this policy works

- 7.43 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 location adjacent to Chichester Harbour, Emsworth District Centre has become a popular visitor destination. Initiatives to enhance the quality and range of the visitor offer will be supported. As part of this, the Council will generally be supportive of approaches from the community, business associations and traders in promoting public art in the district centre.
- 7.44 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. Residential development (C3) 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.

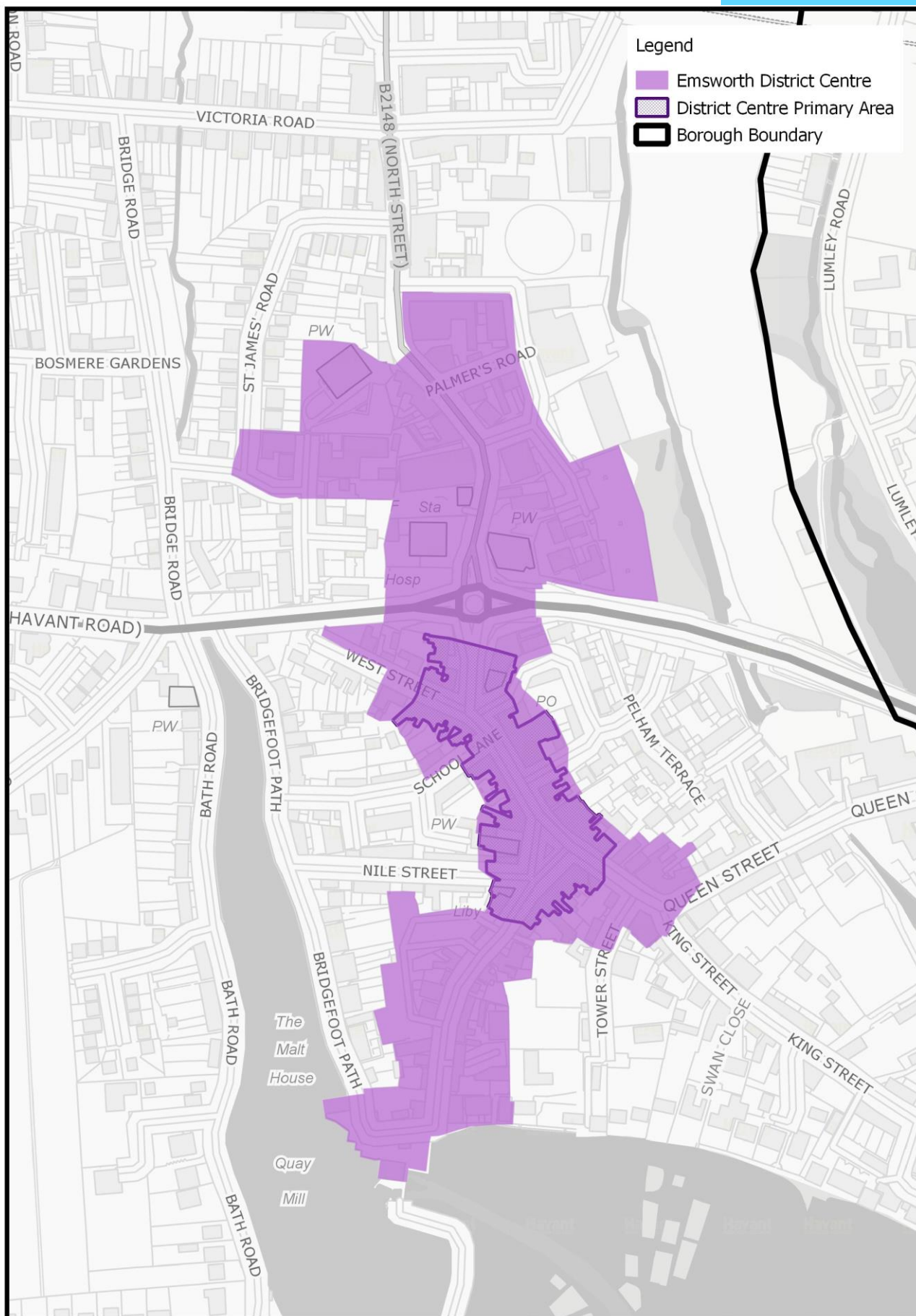
- 7.45 Emsworth District Centre hosts many successful specialist markets and events throughout the year; one of these includes the monthly farmers' market held around St Peter's Square. These markets and events make a valuable contribution to the vitality and viability of the district centre, not only as a draw for residents but also visitors and tourists. It is important that these local markets are retained and, where possible, enhanced. 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.
- 7.46 Proposals for the loss of employment floorspace and community facilities in Emsworth District Centre will need to comply with Policies C1 and C7 respectively. In addition, proposals for food, drink and entertainment uses will also need to comply with Policy C8.

Primary Shopping Area

- 7.47 The Primary Shopping Area is designated along 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-class E uses are proposed, the Council will consider whether the proposed use actively supports the shopping function of the area by bringing activity and footfall and encouraging people to spend time in the centre. Any uses which do not actively support the shopping function in this way will not be supported.
- 7.48 The Council recognises that in times of economic uncertainty and/or downturn, it may not be appropriate to resist alternative main town centre uses in the primary shopping area (i.e. High Street and St Peter's Square). Therefore, to maintain the vitality and viability of Emsworth District Centre, if the vacancy rate of the district centre is 2% above the national centre vacancy average at the time of an application's submission, the Council will allow other main town centre uses in the Primary Shopping Area, other than those specified, on a temporary permission where appropriate.

Figure 30: Emsworth District Centre

Updated map style



C5 | Mengham District Centre

Background

- 7.49 The Council recognises that accessible, attractive and vibrant centres are critical to the achievement of sustainable development in the Borough. 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.
- 7.50 Mengham District Centre is the largest centre on Hayling Island. The centre serves the needs of residents, many of whom have limited opportunities to travel off the island for community facilities, services, shopping and recreation. In addition, the centre accommodates the tourist trade in the peak summer season. As such, this policy has been constructed to provide a flexible approach towards Mengham District Centre to cater for both resident and tourist needs and to help create a place where one can shop, eat and socialise.
- 7.51 Although there is a national fall in the number of shops in centres due to the rise in online and technology-based shopping, it is considered necessary to maintain a high proportion of main town centre uses in Mengham District Centre. In conjunction with the above, there is also an opportunity to rationalise the district centre's three surface car parks (currently the Health Centre, Elm Grove and Mengham Lane) to accommodate the redevelopment and expansion of the Hayling Island Health Centre within Mengham District Centre.
- 7.52 The boundary of Mengham District Centre is shown in Figure 31 and on the Policies Map.

C5 | Mengham District Centre

Development proposals in Mengham District Centre will be permitted where:

- a. Ground floor uses have active frontages to promote and enhance the vitality and viability of the district centre;
- b. Proposals for residential development are located above ground floor only;
- c. They improve the legibility and connectivity of the public realm between the health centre and the shops, and along Elm Grove to Gable Head Local Centre;
- d. Any rationalisation of parking retains sufficient car and cycle parking to serve the needs of the district centre;
- e. Hayling Island Health Centre is redeveloped and expanded to accommodate the increasing health needs of Hayling Island.

Primary Shopping Area

Development proposals inside the Primary Shopping Area will be permitted where:

- f. They provide commercial, business and service uses (Class E) with active ground floor frontages;
- g. Proposals for non-Class E uses will only be permitted in exceptional circumstances and will need to demonstrate that:
 - i. The new use will retain an active ground floor frontage; and
 - ii. The new use will support the function of the Primary Shopping Area.

In the instance that the vacancy rate of Mengham District Centre is 2% above the national centre vacancy average at the time of an application, the Council will allow other town centre uses on a temporary permission where appropriate, in the Primary Shopping Area without the need for marketing.

Outside the Primary Shopping Area

Development proposals outside the Primary Shopping Area will be permitted where:

- h. Commercial, business and service uses (Class E), food, drink and leisure uses, or learning and non-residential institutions (Class F1) with active ground floor frontages are proposed; or They enhance the evening economy and/or tourist offer of Hayling Island.

How this policy works

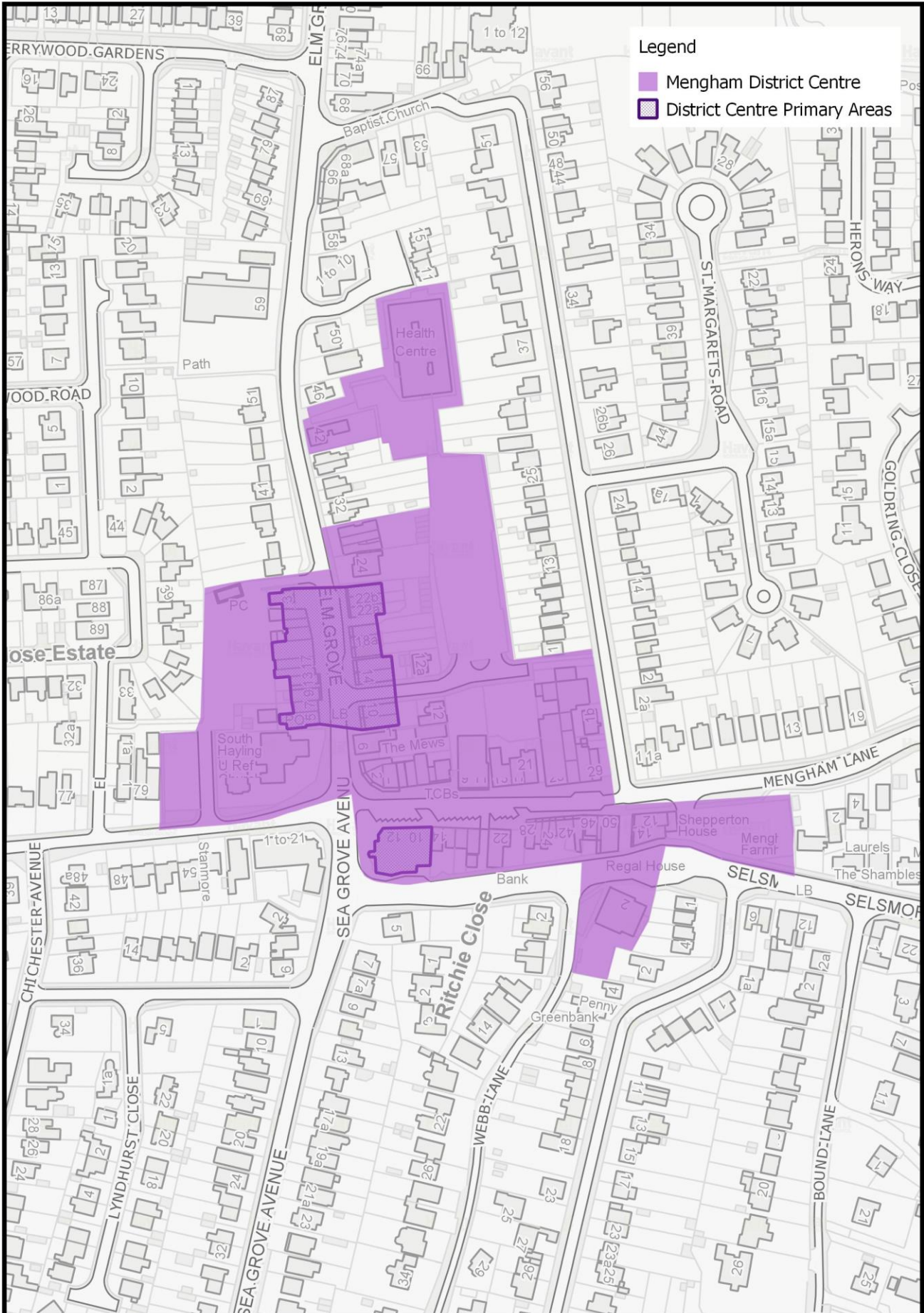
- 7.53 Mengham District Centre has many independent traders offering a range of comparison and convenience shopping. The Council will seek to retain and, where possible, enhance the offering of the centre to ensure its long-term vitality and vibrancy. The policy creates a flexible strategy for Mengham District Centre so that the centre can adapt to the changes of the UK retail market. As such, the aim of the policy is to maintain a range of shops and services on the Island, in part to reduce the pressure on the A3023. 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.
- 7.54 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 the vitality of the centre by supporting proposals outside of the Primary Shopping Area for food and drink uses. Proposals for such uses will also need to comply with Policies C2 and C8.
- 7.55 Well-designed and inclusive town centre and mixed-use development in Mengham District Centre will play an important role in continuing to promote the centre's vitality and viability. Residential development (C3) 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.
- 7.56 The Hayling Island Health Centre is a vital infrastructure asset for all Hayling Island residents. To accommodate the increasingly ageing population and health needs of the Island's residents, it will be essential to redevelop and expand the Health Centre within Mengham District Centre. This will be achieved through the rationalisation of one of the three Council-owned surface car parks (see Policy IN1). The expansion of the Health Centre should ensure that both medical practices can be accommodated with additional floorspace to serve an increasing and ageing island population. Alongside this, the expansion should also be able to accommodate supporting services such as dentists, podiatrists and chiropodists. The new Health Centre must be operational before the closure of the existing facility.
- 7.57 In addition to the Hayling Island Health Centre, there is a range of important services to the north of the district centre along Elm Grove. These include Hayling Library, Mengham Primary Schools, Hayling College, as well as a large hardware store, veterinary surgeries, bars and shops. Nevertheless, there is little incentive to walk between these; in particular, the current location of the Health Centre is not well linked with the shops or the rest of the district centre. This is an issue that requires improvement and, as such, high quality public realm improvements along Elm Grove will be supported to improve the connection of these local shops and facilities between Mengham District Centre and Gable Head Local Centre. As part of this, proposals for outdoor public art from the community, business associations and traders will generally be supported by the Council.

- 7.58 In addition to the above, the loss of employment floorspace and community facilities in Mengham District Centre will need to comply with this policy, along with Policies C1 and C7.

Primary Shopping Area

- 7.59 The Primary Shopping Area is designated as the retail units along Elm Grove as well as Unit 12 Mengham Road. 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, service and community offer will be supported. In the instance where non Class E uses are proposed, the Council will consider whether the proposed use actively supports the shopping function of the area by bringing activity and footfall and encouraging people to spend time in the centre. Any uses which do not actively support the shopping function in this way will not be supported.
- 7.60 The Council recognises that in times of economic uncertainty and/or downturn, it may not be appropriate to resist alternative main town centre uses in the Primary Shopping Area. Therefore, to maintain the vitality and viability of Mengham District Centre, if the vacancy rate of the district centre is 2% above the national centre vacancy average at the time of an application’s submission, the Council will allow other main town centre uses in the primary shopping area, other than those specified, on a temporary permission where appropriate.

Figure 31: Mengham District Centre



C6 | Local centres, local shops and services

Why this policy is needed

7.61 The Council recognises that local centres and small local shops provide an important service for local communities and reduce the need to travel by car for everyday essentials. This policy, seeks to promote the vitality and viability of the Borough’s local centres.

C6 | Local centres, local shops and services

The Borough’s Local Centres are listed below. The location and boundaries of the local centres are shown in Figure 32 and the Policies Map.

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)	

*A new local centre has been proposed as part of the Southleigh Strategic Site. Upon completion, this policy will apply to the new Southleigh Local Centre. Numbers relate to points in Figure 32.

Development proposals in the above local centres will be permitted where:

- a. Class E uses are proposed at ground floor level;
- b. Ground floors have active frontages to promote and enhance the vitality and viability of the local centre; and
- c. Proposals for residential development are located above ground floor only.

Main town centre uses will only be permitted outside the designated town, district and local centres where it has been demonstrated that there are no other sequentially preferable sites within or on the edge of the Borough’s designated town, district or local centres. Proposals for Class E or Class F.2 uses where the net sales area is less than 280sqm will be exempt from the sequential test requirement.

How this policy works

- 7.62 This policy makes sure that the Borough's local centres can adapt to future changes to ensure their longer-term vitality and vibrancy. In conjunction with this, local centres make an ideal location for small and independent businesses to set up and operate. The Council will generally be supportive of public realm improvements, including proposals for outdoor public art from the community, business associations and traders.
- 7.63 Well-designed and inclusive mixed-use development in the Borough's local centres will also play an important role in continuing to promote the centres' vitality and viability. Residential development (C3) on upper floors can also make an efficient use of local centre land while adding to the mix of dwelling types and tenures available in the Borough. The loss of ground floor town centre uses to residential development within the Borough's local centres will be resisted.
- 7.64 Proposals for the loss of employment floorspace and community facilities in any of the Borough's local centres will need to comply with Policies C1 and C7 respectively. In addition, proposals for food, drink and entertainment uses will also need to comply with Policy C8.

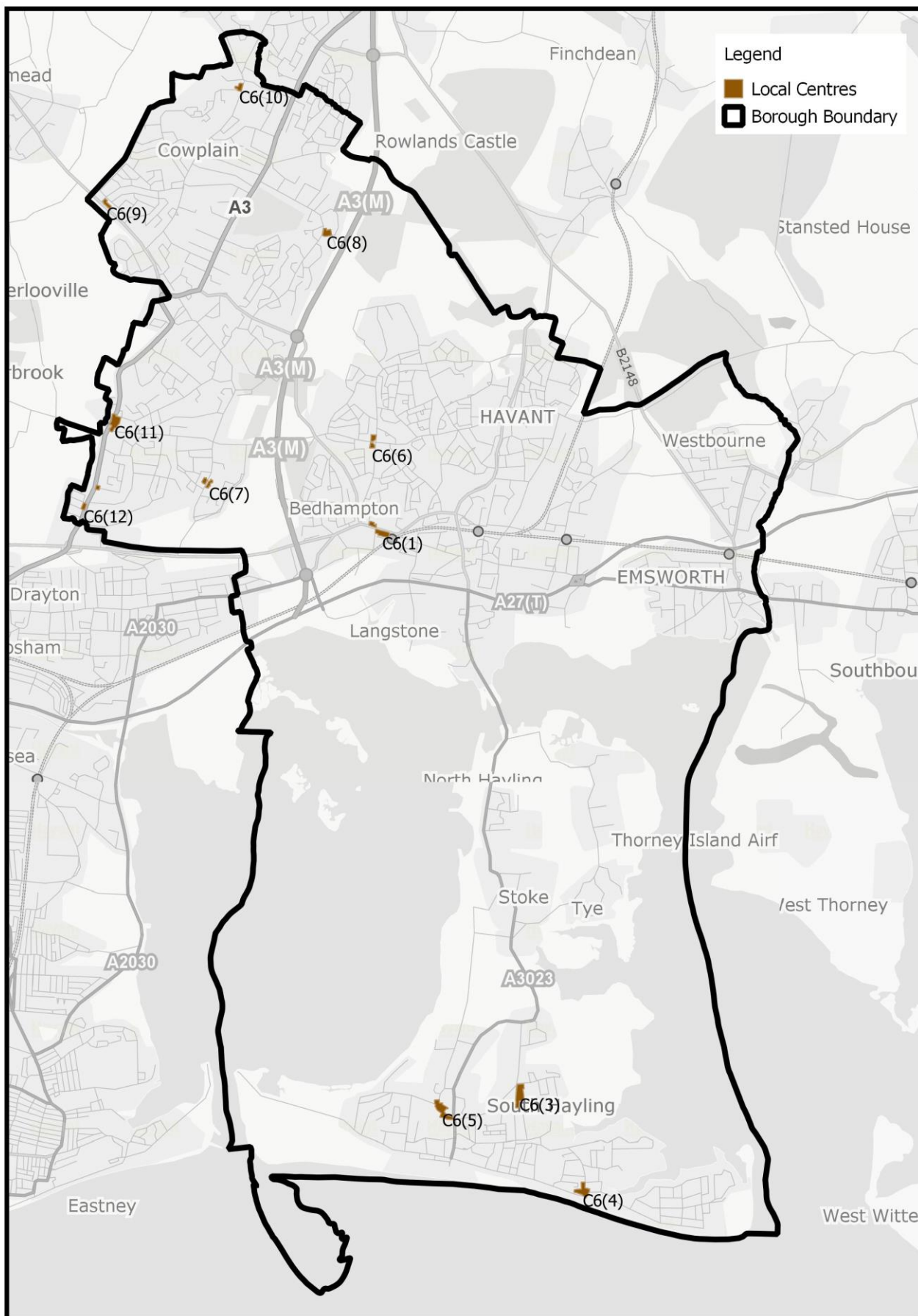
Outside Town, District and Local Centres

- 7.65 New proposals for Class E uses outside of the defined centres for main town centre uses will only be considered appropriate where they have a net sales area floorspace of 280 sqm or less¹²⁰. The 280 sqm floorspace limit has been established in accordance with the Sunday Trading Act 1994 (as amended). This floorspace limit is not considered to affect the vitality and viability of the Borough's town, district or local centres and would provide store sizes to meet convenience and top-up shopping needs. Please note, the loss of a Class E use outside of a designated centre will need to comply with Policy C7.
- 7.66 For all other proposals outside the designated town, district and local centres, along with Class E 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 the NPPF. Proposals outside designated town, district and local centres for 2,500 sqm or more will need to provide an Impact Assessment.

¹²⁰ Please note, in accordance with Policy C8, takeaways (A5) and gambling venues will not be permitted outside of designated centres.

Figure 32: Local centres

Revised map



C7 | Protection of existing community facilities and shops

Why this policy is needed

- 7.67 This policy applies to community facilities both in and outside of the designated town, district and local centres. These facilities include Land Use Classes F.1 and F.2 as well as public houses, theatres, concert halls, live music venues and cinemas. In addition, this policy also applies to convenience shops (Class F.2) outside the designated town, district and local centres. The loss of shops within designated town, district and local centres is covered by the respective centre policies¹²¹.
- 7.68 There are now fewer buildings in general community use (for example public houses and community centres) than in the past. These facilities form the heart of communities and, once lost, are hard to replace. It is, therefore, important that the loss of these facilities is managed so that community uses are not lost in locations which are easily accessible to communities.

C7 | Protection of existing community facilities and shops

Development proposals for the change of use or loss of any premises and/or land currently or last used as a community facility (within or outside a town, district or local centre) or convenience shop (outside a town, district or local centre) will be permitted where one of the following criteria is met:

- a. Alternative provision is made available of equivalent or, where possible, greater community benefit which is easily accessible to the community it is intended to serve; or
- b. It has been demonstrated through a realistic and active marketing exercise that the premises and/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. It has been demonstrated that:
 - i. Through a local needs assessment, that the need arising from the loss of the existing community facility could be accommodated within existing facilities which are easily accessible to the community; and
 - ii. Through a reduced realistic and active marketing exercise, that alternative community uses would not be viable.

In the instance that a community facility is confirmed or nominated as an Asset of Community Value (either within or outside a town, district or local centre), this demonstrates a need for the facility, and proposals which would result in its loss (partial and full) will be resisted by the Council.

¹²¹ Havant Town Centre (KP1), Waterlooville Town Centre (KP2), Leigh Park Centre (KP4), Cowplain District Centre (C3), Emsworth District Centre (C4), Mengham District Centre (C5) and Local Centres (C6).

How this policy works

- 7.69 Although this policy applies to community facilities (within or outside designated centres) and convenience shops (outside designated centres), it is recognised that the Town and Country Planning (Use Classes) Order 1987 (as amended) cannot always determine the former.
- 7.70 This policy will not apply to the partial loss or subdivisions so long as the site or unit remains viable and functional as a convenience shop or a community use.

Marketing

- 7.71 In the instance that alternative provision of equivalent or greater community benefit is not provided, a realistic and active marketing exercise will be required. It is important that the marketing:
- Explores all alternative community uses;
 - Price is realistic;
 - Has been appropriate and genuine and that the record of all the marketing is presented with the application proposal.
- 7.72 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 via photos of physical signs and adverts, along with screenshots from online advertisements and accompanying analysis of activity.
- 7.73 The period of marketing must end on a date within the six months prior to the date of a planning application being submitted.
- 7.74 For changes of use or the proposed loss of a community facility, a marketing period of at least 12 months will be required. Although it is recognised that some community facilities are in areas proposed for redevelopment, which can bring wider community benefits, justification for the loss of the community facility will still be required unless the facility is being re-provided as part of redevelopment.
- 7.75 However, if an applicant wishes to demonstrate that the community's needs would be met by existing facilities in the surrounding area, this will need to be supported by an assessment of local need. This assessment will need to demonstrate that there are available and suitable facilities which would meet community needs and are easily accessible relative to the facility being lost. In combination with this, a reduced marketing period of at least 6 months will also be required to demonstrate that alternative community uses would not be viable or needed.
- 7.76 For changes of use or the proposed loss of a convenience shop outside of the designated town, district and local centres, a reduced marketing period of at least 6 months will be required. It is considered that in the case of a convenience shop that this will be sufficient to ascertain whether an alternative use would be viable.

Assets of Community Value

- 7.77 The Council maintains a register of Assets of Community Value (ACVs). 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 ACVs.
- 7.78 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.
- 7.79 It is important to note that the listing only gives a specific period of time for 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.
- 7.80 When considering whether an asset should be listed as an ACV, the need for that asset is considered. Therefore, any building or land which is a confirmed ACV will be considered to be needed by the community. When undertaking marketing of a confirmed ACV, engagement with the community group which has made the nomination will be necessary to comply with criterion a) of this policy. The Council will look to landowners and freeholders to fulfil, as a minimum, the requirements of the appropriate regulations.

C8 | Food, drink and entertainment uses

Why this policy is needed

- 7.81 Food, drink and entertainment uses can contribute to the vitality and viability of an area, while supporting the evening economy. However, such uses can also create environmental and health problems through noise, litter, fumes and odour. Takeaways and gambling venues can also negatively impact on the physical and mental health of residents by encouraging unhealthy eating and problem gambling. It is, therefore, important that the design and concentration of such uses is controlled to protect residential amenity and health.

C8 | Food, drink and entertainment uses

Planning permission will be granted for new, expansion of existing, or for the change of use of premises to, food, drink or entertainment uses (Class E and Sui Generis) where it can be demonstrated that all the following criteria are met:

- a. Measures are provided to mitigate any negative effects on nearby properties so as not to cause unacceptable disturbance in terms of noise, vibrations, odours, litter and hours of operation;
- b. The measures proposed in respect of a) are such that the installation of extraction equipment does not materially detract from the appearance of the building itself and the wider locality;
- c. The measures proposed in respect of a) are suitable for the range and nature of the food to be prepared on the premises;
- d. The development includes adequate provision for the disposal, storage and collection of refuse and recycling, including litter bins for use by customers where appropriate;
- e. The operating hours of the proposed use would not cause unacceptable disturbance to nearby occupiers;

Hot Food Takeaways

In addition to criteria a) to e), planning permission for a new, expansion of existing, or the change of use of premises to hot food takeaways will only be granted if it:

- f. Is in a designated town, district or local centre; and
- g. Does not result in more than 0.74 takeaway units per 1,000 population in the Borough.

Gambling Venues

In addition to criteria a) to e), planning permission for a gambling venue will only be granted if it:

- h. Is in a designated town, district or local centre; and
- i. Does not result in more than 0.23 gambling venues per 1,000 population in the Borough.

How this policy works

- 7.82 The Plan's vision is for the Borough's town, district and local centres to be great places to work, live and socialise. Food, drink and entertainment uses form part of a mix of uses that can help make centres vibrant. However, these uses have the potential to have a detrimental impact on other users of the area, including nearby residents. Proposals for food, drink and entertainment uses will therefore be expected to demonstrate how these potential impacts will be avoided or managed.

- 7.83 The Council may ensure this using planning conditions as necessary. These may include appropriate conditions to control the hours of opening and/or arrangements to be made for the protection of amenity.

Odour-Neutralising and Ventilation Equipment

- 7.84 Where the proposal includes the cooking of food, odour-neutralising and ventilation equipment details must be submitted with a planning application. This will enable the Council to assess whether 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 Council, to demonstrate that the development will:
- Make provision for an acceptable level of food safety and workplace health and safety (i.e. removing smoke, soot/particulates, grease and cooking related combustion gases from the cooking area); and
 - Minimise any detrimental impact on the local amenity of the area and thus avoid constituting a “statutory nuisance”¹²².
- 7.85 To demonstrate that the impact of the activity is mitigated to an acceptable level, it must be established that the proposal can mitigate 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. Sample menus may be requested in order to make this assessment.
- 7.86 The Council will also have regard to the visual and amenity impacts of any proposed extraction systems. Where an extraction flue is to be installed, it should be demonstrated that the position and height of the flue is visually acceptable in design terms in line with Policy E1. To demonstrate that 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 mitigated to an acceptable level in accordance with criterion b) of Policy E22.
- 7.87 It is acknowledged that takeaway uses can generate unacceptable levels of noise, vibrations, odours and litter. As such, development of new takeaway uses must not prejudice existing residential properties and must be designed in a such a way that they do least harm to the environment. To ensure this, no new takeaway uses will be permitted where they are directly adjacent to a residential property at ground floor level. Although this will not apply to upper floor flats directly or diagonally above a proposed takeaway, their residential amenity should not be prejudiced. As part of this, residential properties above takeaways should have their own separate access.

Hours of Operation

- 7.88 The Council understands that, often, the viability of food, drink and entertainment uses are dependent on the late evening trade. However, the need to protect residential amenity will dictate the extent to which limitations may need to be placed on hours of operation. With this, even in town, district and local centres where it is acknowledged that there is an increased level of activity, residents should still expect a certain level of amenity. This will become increasingly important as the Plan aims to increase the amount of residential development around and on upper floors of designated town, district and local centres.
- 7.89 Therefore, when considering appropriate hours of operation, the Council will have regard to:
- The existence of the established evening economy in the area;

¹²² “Statutory nuisance” is defined in part 1 of Section 79 of the Environmental Protection Act (1990).

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- The hours of opening of similar uses nearby;
- The need for staff to be present for clean down time after closing;
- The character and function of the immediate area; and
- The impact on residential amenity.

7.90 As part of any planning application, the proposed hours and days of operation must be specified. With this, any agreed hours of operation will be secured as a planning condition if planning permission is granted.

Hot Food Takeaways

7.91 As of December 2017, Havant Borough has 110 takeaways according to the Food Environment Assessment Tool (FEAT)¹²³. This is the equivalent of 30.1% of all food outlets, or 0.91 takeaways per 1,000 population, in Havant Borough. As shown in the Havant Healthy Borough Assessment¹²⁴, the Borough has a high proportion of takeaways compared to the rest of Hampshire County, as well as some of the most deprived areas in the country. In contrast, FEAT records the proportion of takeaway uses in Hampshire (as a whole) to be the equivalent of 24.9% of all food outlets or 0.74 per 1,000 population. To improve the health of Havant Borough, planning applications which include takeaway uses will not be permitted if they would result in more than 0.74 takeaways per 1,000 population. This would effectively reduce the number of hot food takeaways per 1000 population to bring Havant Borough in line with the county average.

Gambling Venues

7.92 Gambling venues, such as betting shops and Adult Gaming Centres (AGCs), can have negative mental health impacts on residents due to problem gambling and debt, especially amongst low-income households and in the most deprived areas. As of 2018, Havant Borough has 21 gambling venues which is the equivalent of 0.33 gambling venues per 1,000 population. This marks the Borough as having the second highest concentration of, and access to, gambling venues in Hampshire. To improve the mental health of residents, especially in the more deprived areas of the Borough, planning applications for gambling venues, including mixed use schemes comprising gambling uses, will not be permitted if they would result in more than 0.23 gambling venues per 1,000 population. Like the above, this would bring Havant Borough in line with the country average.

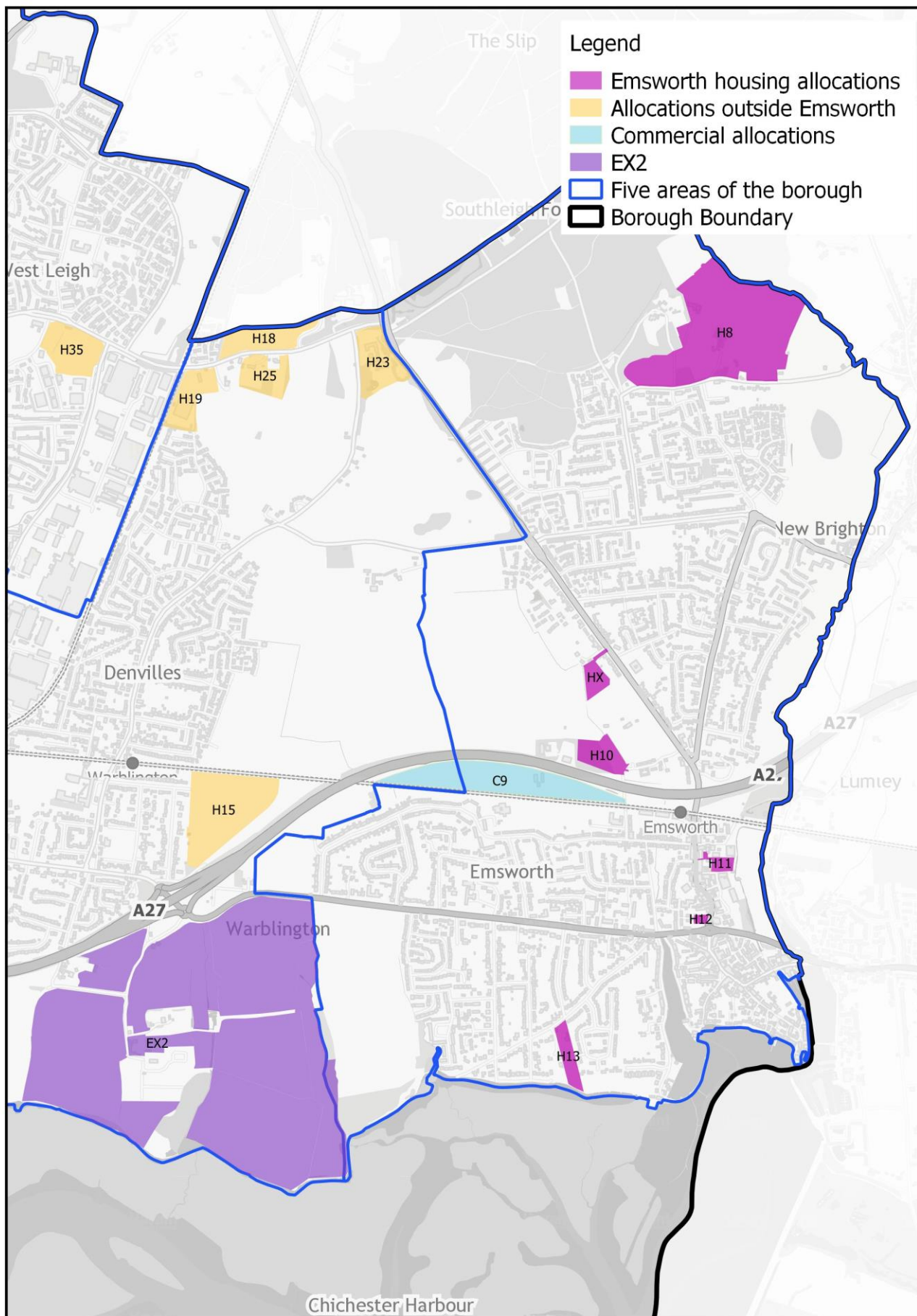
¹²³ [Food Environment Assessment Tool](#)

¹²⁴ [Havant Healthy Borough Assessment – Havant Borough Council \(November 2018\)](#)

Development allocations: Emsworth

Figure 33: Development allocations in Emsworth (excluding Key Projects)

Revised map



EX2 | Warblington Farm

Background

Water Quality

- 8.1 New housing schemes and other proposals which include a net gain in overnight accommodation need to prevent any increase in nutrients into the harbour for them to be 'nutrient neutral' if they would otherwise lead to adverse effect on the integrity of the Solent European sites.
- 8.2 The Council's approach towards securing mitigation for development which would likely to result in a significant effect on Solent European sites is set out under Policy EX1 (Water Quality impact on the Solent European Sites). Any developments which cannot achieve nutrient neutrality on site may contribute towards the Council's strategic mitigation package at Warblington Farm.

Brent Geese and Waders

- 8.3 Brent Geese and Waders, the qualifying species for the SPAs in the Solent, use terrestrial sites at high tide to feed and roost. The Solent Waders and Brent Goose Strategy sets out which sites are used and how the network of sites is used as a whole by different bird populations.
- 8.4 Policy E17 sets out the approach towards mitigation of development on established high tide Brent Goose and Wader feeding and roosting sites. Any development on Core Sites or Primary Support Areas is required to provide mitigation for the impact on the Solent SPAs through a specific refuge either on site or close to the site.

The site and proposal

- 8.5 The site extends to 81 hectares and has been a dairy farm. It wraps around but excludes the Warblington Castle Scheduled Monument and the cemetery which lies to the south of this important heritage asset.
- 8.6 The A27 and its junction with the A259 lie to the north of the site, whilst the site is bounded by the Chichester Harbour and the coast to the south. The Wayfarers Walk/Solent Way long distance footpath passes through the site and across to the coast to the west.
- 8.7 The land is suitable to offset the nitrogen load from development. This is necessary in order to avoid an adverse effect on the integrity of the Solent European sites as a result of the nitrogen load from new development.
- 8.8 The site has the opportunity to be used for biodiversity net gain mitigation in the future
- 8.9 The site comprises a mixture of Core Areas, Primary Support Areas, Secondary Support Areas and Low Use sites, with the two southernmost fields regularly supporting large numbers of Brent Geese reflecting their status as a Core Area. However, at this point, the site is not managed with the aim of attracting Brent Geese and Waders and so its suitability is limited.
- 8.10 Campdown (H40) is a Primary Support Area and Secondary Support Area. To enable its development, a replacement habitat will need to be created at Warblington Farm in order to mitigate the established direct significant effect on the Chichester and Langstone SPA.
- 8.11 The site could provide capacity to accommodate the loss of habitat on Secondary Support and Low Use sites on the mainland early on in the plan period.

- 8.12 To support the refuge's development, a management plan will need to be created by the applicant of the housing development applicant whose scheme it would support. This will need to be agreed by the Council and Natural England as part of the site-specific Habitats Regulations Assessment.
- 8.13 There is also the potential to reduce disturbance to the SPA species at high tide where a popular informal path (to the south of the public footpath) becomes submerged forcing people to push through the hedgerows and into the fields beyond. There is also an opportunity to reduce disturbance through the provision of screening and interpretation boards on the footpaths passing through the site.

EXX | Warblington Farm

Warblington Farm is allocated for water quality mitigation and as a Brent Goose and Wader Refuge in perpetuity:

- a. The site is managed in a way that it does not increase the nitrogen load of the land;
- b. The refuge is designed in accordance with Policy E17;
- c. The management of the land is secured and will be overseen by a suitably qualified organisation;
- d. The landscaping of the site and rights of way reflect their rural coastal location and the agricultural character of the area; and
- e. The potential for disturbance to Brent Geese and Waders is minimised through robust boundaries, screening and interpretation boards.

Delivery

- 8.14 The Council owns the eastern two thirds of the land, and therefore provides certainty and cost-effective strategic mitigation measures.
- 8.15 As the land is currently tenanted, it is envisaged the site will come forward in phases in the short term. An initial 20 hectares of land will be available to mitigate development, with further capacity available in future phases.
- 8.16 The land can be secured in the short-term providing certainty of delivery of development allocations on Secondary Support Areas and Low Use sites early on in the plan period.

H8 | Land north of Long Copse Lane

The Site

- 8.17 The site has an area of 16.9 ha 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 fields, 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 Redlands House is adjacent to the south.
- 8.18 The design and layout of the site must be informed by a comprehensive masterplan 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 masterplan 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.

Site Opportunities & Constraints

- This is a greenfield site.
- There is uncertain potential for previously unidentified archaeological deposits.
- The site includes the agricultural buildings of Hollybank and the Old Dairy Farms.
- 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 as Long Copse Lane is a narrow road with no footpaths and is connected to Hollybank Lane via a right-angled bend.
- Long Copse Lane becomes a single-tracked road in the east towards Westbourne.
- There is an opportunity to widen Long Copse Lane but this may be subject to third party agreement.
- There is an opportunity to provide a multi-user link across the site which connects to the rights of way network: Havant Footpath 67, Havant BOAT¹²⁵ 66a and Havant Bridleway 66b.
- The site is near the South Downs National Park.
- The site is in a sensitive landscape location due to links and proximity to Southleigh Forest (South) which is a SINC comprising important surviving remnants of the ancient Forest of Bere landscape.
- The site contains and is surrounded by protected trees and hedgerows.
- There is the potential for badgers, dormice, birds and reptiles to be on and immediately surrounding the site.
- The site lies in a Local Ecological Network Opportunity Area.
- Bechstein's bats are found on and surrounding the site with a maternity roost likely to be present.
- There is an opportunity to enhance and manage access to the surrounding countryside and woodland.
- The north-east corner of the site is in the Mineral Safeguarding Area 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.
- The area has known drainage capacity issues.
- There has been historic flooding downstream in Long Copse Lane and Redlands Lane.

¹²⁵ Byway Open to All Traffic

- The site overlays a Secondary Aquifer.
- Applicants are encouraged to engage with the Council from an early stage to determine whether the proposal constitutes EIA development¹²⁶. In this instance, an Environmental Statement will be required to support any planning application

H8 | Land north of Long Copse Lane

Residential development of about 260 dwellings will be permitted where:

- a. The development of the site is masterplanned and delivered in a comprehensive manner;
- b. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Environmental Statement if required;
 - ii. Heritage Statement;
 - iii. Flood Risk Assessment;
 - iv. Drainage Strategy;
 - v. Ecological Assessment;
 - vi. Arboricultural Assessment;
 - vii. Transport Assessment and Travel Plan;
 - viii. Air Quality Assessment;
 - ix. Noise Impact Assessment;
 - x. Contaminated Land Investigation Report (to include gas monitoring);
 - xi. Lighting Assessment;
 - xii. Utilities Assessment.
- c. An appropriate means of access is established, which incorporates road widening along Hollybank Lane and Long Copse Lane, to the satisfaction of the Highway Authority;
- d. The proposal does not undermine the future development potential of surrounding sites;
- e. Appropriate mitigation measures, including a sufficient woodland buffer, are put in place for Bechstein's bats in line with Policy E15;
- f. The development enhances the relevant Local Ecological Network opportunity areas and safeguards the connections between the protected landscapes of the South Downs National Park and the Chichester Harbour AONB;
- g. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- h. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- i. The proposal considers and positively responds to the special qualities of the South Downs National Park, including consideration of the Dark Night Sky Reserve;
- j. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20; and
- k. The design and layout:

¹²⁶ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

- i. Responds to the semi-urban/rural character of the surrounding residential development to the south;
- ii. Preserves and, where possible, enhances the character and setting of Hollybank House;
- iii. Retains and integrates the protected and existing trees and hedgerows found on and surrounding the site and leaves a substantial landscape buffer between the development and the ancient woodland of Southleigh Forest to the west and north;
- iv. Provides on-site public open space and community food growing provision in line with Policy E9;
- v. Provides play space for children and young people to address the deficit highlighted in Policy E11;
- vi. Provides landscaping between the built development and the undeveloped land to the east to soften the visual impact;
- vii. . Provides easy and convenient multi-user links across the site and connecting to existing and planned routes, including those linking north to the Southleigh Forest and the South Downs National Park (Havant BOAT 66a and Havant Bridleway 66b), and those connecting with Emsworth to the south (Havant Footpath 67).

H10 | Land west of Coldharbour Farm

The Site

- 8.19 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.
- 8.20 The site has an area of 1.7 ha. 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 of prehistoric and Roman date.
- 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.
- Land immediately to the north and the east of the site is designated as a SINC
- The site lies in a Local Ecological Network Opportunity Area.
- 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 (Havant Footpath 71) is directly adjacent to the south-eastern section of the site.
- The eastern section of the site is in fluvial Flood Zones 2 and 3 of West Brook.
- Proximity to the EA identified Main River and subsequent ordinary watercourses on the east of the site.
- 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 as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel. Incidental minerals extraction may be appropriate as part of the development, for re-use on-site.
- The site is immediately adjacent to the Southleigh Strategic Site.
- The site overlays a Secondary Aquifer.

H10 | Land west of Coldharbour Farm

Residential development of about 44 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Flood Risk Assessment;
 - iii. Drainage Strategy;
 - iv. Ecological Assessment;
 - v. Arboricultural Assessment;
 - vi. Transport Assessment and Travel Plan;
 - vii. Noise Impact Assessment;
 - viii. Air Quality Assessment;
 - ix. Contaminated Land Assessment (to include gas monitoring);
- b. The development enhances the relevant Local Ecological Network opportunity areas;
- c. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20;
- d. The development does not prejudice the future development potential of the adjacent Southleigh Strategic Site; and
- e. The design and layout:
 - i. Does not prejudice the future delivery of A27 junction improvements to facilitate access arrangements to the Southleigh Strategic site to the west (Policy IN2);
 - ii. Retains and integrates the trees and hedgerows found on the site;
 - iii. Provides on-site public open space and community food growing provisions in the eastern part of the site, in line with Policy E9;
 - iv. Provides safe pedestrian and cycle links up to the western boundary of the site, to facilitate a link to the petrol filling station, and through the site to Havant Footpath 71 to the eastern boundary, and to the Southleigh Strategic Site;
 - v. Safeguards the pedestrian and cycle link under the A27 at Emsworth Recreation Ground;
 - vi. Secures an acceptable relationship between the new dwellings and the A27 through separation and/or other appropriate mitigation measures;
 - vii. Addresses the presence of the SINC in line with Policy E14;
 - viii. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the existing Main River and ordinary watercourse(s) are mitigated to an acceptable level, including the provision of adequate compensatory flood storage if required.

H11 | Gas Site, Palmer's Road

The Site

- 8.21 The site is a cleared area of land following the dismantling of the gasholder. Prior approval (reference APP/14/00539) was granted for the demolition including an above ground gas holder, boiler house and any proposed restoration of the site in January 2015.
- 8.22 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 0.48 ha.

Site Opportunities & Constraints

- This is a brownfield site.
- Close proximity to local services and facilities including Emsworth Railway Station.
- The character and setting of St James' Church (Grade II listed building) will need to be considered if development is three storeys or more.
- Storage tanks are present on site associated with the former gas works.
- Potential ground quality / contamination issues associated with previous use of the site.
- The site is within a Radon Class 2 area.
- There is an electrical sub-station on site.
- Potential for the site to be subject to 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.
- Area has known drainage capacity issues.
- Proximity to the River Ems.
- The eastern part of the site is situated within fluvial Flood Zones 2 and 3.
- The Environment Agency is undertaking a study to establish details of the Climate Change Flood Risk Scenario; it is likely the site will be at greater risk of flooding in the future.
- 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 | Gas Site, Palmer's Road

Residential development of about 25 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Contaminated Land Investigation Report (to include gas monitoring),
 - ii. Risk Assessment and Preliminary Remediation Options Appraisal;
 - iii. Flood Risk Assessment;
 - iv. Drainage Strategy;
 - v. Heritage Statement (if development three storeys or more);
 - vi. Ecological Assessment;
 - vii. Noise Impact Assessment;
 - viii. Landscape and Visual Impact Assessment;

- ix. Arboricultural Assessment;
- b. It will not adversely affect the primary function and operation of the established employment areas in the adjacent area;
- c. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20;
- d. The developer makes a contribution towards the enhancement of Havant Footpath 72, which runs through Seagull Lane, just to the north of the site; and
- e. The design and layout:
 - i. Respects the context and setting of St James' Church (Grade II listed building) if the proposal is three storeys or more;
 - ii. Secures an acceptable relationship between the new dwellings and the existing industrial and motor trade uses through separation and/or other appropriate mitigation measures;
 - iii. Avoids development in areas at risk of flooding, or, if this is not possible, raises all living accommodation above the design flood level and provides adequate compensatory flood storage;
 - iv. Provides an appropriate vehicular access which does not result in vehicular conflicts with the existing industrial operations on Palmers Road;
 - v. Retains and integrates existing trees and vegetation, according to their quality and value;
 - vi. Provides an appropriate easement and related safeguarding measures so that any significant negative effect on the River Ems is mitigated to an acceptable level;
 - vii. Secures an appropriate setting to the River Ems through the incorporation of soft landscaping.

H12 | Emsworth Victoria Cottage Hospital

The Site

- 8.23 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, with the community garden to the south protected as a Local Green Space by Policy E8. 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.
- 8.24 The Hospital site had been declared surplus to requirements by the South Eastern Hampshire Clinical Commissioning Group (CCG), and marketing began in 2018 to dispose of the site. However, the disposal process was halted in order to give the CCG, the Emsworth Surgery and the community time to work together to explore further whether the site would be suitable for continued health use, in particular for a doctor's surgery to replace the existing surgery to the south of the A259. As at January 2019, the process to consider the future of the surgery, and the most suitable site for its relocation is ongoing. The policy therefore safeguards the land for health use, until such time that a decision is made as to whether the land is needed for the surgery.

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.
- Potential for previously unidentified archaeological deposits.
- Potential for bats to be found in existing buildings.
- Located close to Emsworth 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.
- Potential ground quality issues associated with previous use of the site.
- Site lies in a Radon Class 2 area.
- The site overlays a Secondary Aquifer.

H12 | Emsworth Victoria Cottage Hospital

The site of the Former Cottage Hospital is safeguarded for a doctor's surgery. If evidence demonstrates that the site is not needed for a doctor's surgery, because an alternative site has been secured, other health, social care or community uses will be permitted. A residential element is supported above ground floor with community uses, such as a nursery, at ground floor. In either case, development will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Ecological Assessment;
 - ii. Heritage Assessment;
 - iii. Noise Impact Assessment;
 - iv. Air Quality Assessment;
 - v. Arboricultural Assessment;
 - vi. Contaminated Land Investigative Report (to include gas monitoring);
- b. Any housing element would bring greater community benefit than a standard market housing development, such as a purely affordable housing scheme or specialist accommodation/care for older people;
- c. The design and layout of the new development:
 - i. Makes the most of its prominent location on a key junction;
 - ii. Respects the setting of the Emsworth Conservation Area;
 - iii. Proposes a building design with a positive, outward facing relationship with the street;
 - iv. Creates an acceptable relationship with the two storey residential properties immediately to the west;
 - v. 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;
 - vi. Includes public realm improvements around the site; and
- d. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20.

H13 | Fowley Cottage

The Site

8.25 Fowley Cottage is located in southern Emsworth, to the south of Warblington Road. The site extends from Warblington Road southwards to the shore of Chichester Harbour. It comprises a single large house and grounds. The site has an area of 1.1 ha.

Site Opportunities & Constraints

- The site comprises a mix of greenfield and brownfield land.
- There is moderate potential for previously unidentified archaeological deposits.
- There are protected trees on site.
- Potential for roosting Bechstein's bats, nesting birds and reptiles.
- The southern end of the site is in tidal 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.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding. The site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel. Incidental minerals extraction may be appropriate as part of the development, for re-use on-site.
- The site overlays a Principal and Secondary Aquifer.

H13 | Fowley Cottage

Residential development of about 20 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Flood Risk Assessment;
 - iii. Design and Access Statement;
 - iv. Landscape and Visual Impact Assessment;
 - v. Ecological Assessment;
 - vi. Arboricultural Assessment;
 - vii. Noise Impact Assessment;

- b. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20;

and

- c. The design and layout:
 - i. Maximises the waterfront location of the site;
 - ii. Conserves and enhances the AONB to the southern boundary of the site in line with Policy E5;
 - iii. Locates residential development in areas not at risk of flooding in line with Policy E19;
 - iv. Avoids unacceptable harm to the amenity of neighbouring residents through loss of privacy, noise, outlook and overlooking; and
 - v. Provides suitable easement for the sewer that crosses the site;
 - vi. Provides a safe and convenient access to Havant Footpath 56 (Wayfarer's Way) to the southern boundary of the site;
 - vii. Retains and incorporates the protected and mature trees found on site.

HX | Land rear of 15-27 Horndean Road

The Site

8.26 The site lies to the rear of 15-27 Horndean Road. The site is situated to the north of Emsworth Recreation Ground and immediately east of Southleigh Strategic Site (KP5). The site has an area of 0.93 ha.

Site Opportunities & Constraints

- This is a greenfield site
- This site forms part of the Land West of Emsworth Recreation Ground SINC
- There is potential for archaeological remains dating from the Roman period (AD43-410)
- The site is within a Radon Class 2 area
- The site is partially in Flood Zones 2 and 3
- West Brook (main river) runs immediately to the west of the site
- A number of trees on the site are protected by Tree Preservation Orders
- 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. Incidental minerals extraction may be appropriate as part of the development, for re-use on-site.
- The site is adjacent to the Southleigh Strategic Site (Policy KP5).
- The site overlays a Secondary Aquifer.

HX | Land rear of 15-27 Horndean Road

Residential development of about 16 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
 - i. Archaeological Assessment
 - ii. Flood Risk Assessment
 - iii. Ecological Assessment
 - iv. Arboricultural Assessment
 - v. Transport Statement
 - vi. Noise Impact Assessment
 - vii. Contaminated Land Investigation Report (to include gas monitoring)
- b. Addresses the Land West of Emsworth Recreation Ground SINC in line with Policy E14;
- c. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20;
- d. The development does not undermine the future development potential of the adjacent Southleigh Strategic Site; and
- e. The design and layout:
 - viii. Retains and integrates the trees found on the site;
 - ix. Incorporates a pedestrian and cycle link through the site to connect to Emsworth Recreation Ground to ensure a high level of permeability through the site, in particular to connect to Emsworth station and Southleigh Strategic Site (KP5);
 - x. Avoids unacceptable harm to the amenity of existing properties on Horndean Road through loss of privacy, noise, outlook and overlooking;
 - xi. Provides an appropriate easement and related safeguarding measures to ensure any significant negative effect on the existing Main River and ordinary watercourse(s) are mitigated to an acceptable level;
 - xii. Avoids development in areas at risk of flooding, or, where this is not possible provides a satisfactory solution to make the site safe, in line with policy E19.

C9 | Interbridges West

The Site

8.27 The is bounded entirely by the A27, which curves gently around the northern boundary of the site, and the Havant to Brighton and London Victoria Railway line, which runs in a straight line along the southern boundary. Most of the site is greenfield, while a small part is occupied by a petrol filling station. The site has an area of 6.9 ha.

Site Opportunities & Constraints

- This is largely a greenfield site, with a small developed area.
- Proximity to the A27 means the site is likely to be subject to noise and air quality issues.
- A very small part in the east of the site are lies in Flood Zones 2 and 3.
- There has been historic flooding in the western part of the site.
- Access to the site is limited to the slip roads for the filling station and a pedestrian and cycle path (Havant Footpath 71) that crosses the site, running under the A27 to connect North and South Emsworth.
- The Strategic Site allocation of Southleigh (Policy KP5) lies immediately to the north of this site and the A27; the access infrastructure needs of the Strategic Site may require some land within the boundary of Interbridges West.
- There are a number of drainage channels on the site.
- Two gas pipelines cross the site.
- The site overlays a Secondary Aquifer.
- The site lies within a Radon Class 2 area.
- Ecological interest is likely to be highest within boundary hedgerows/scrub, supporting common reptiles, nesting birds.
- There is potential for previously unidentified archaeological deposits.
- The site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel.
- Applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development¹²⁷. In such cases, an Environmental Statement will be required in support of any planning application.

¹²⁷ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

C9 | Interbridges West

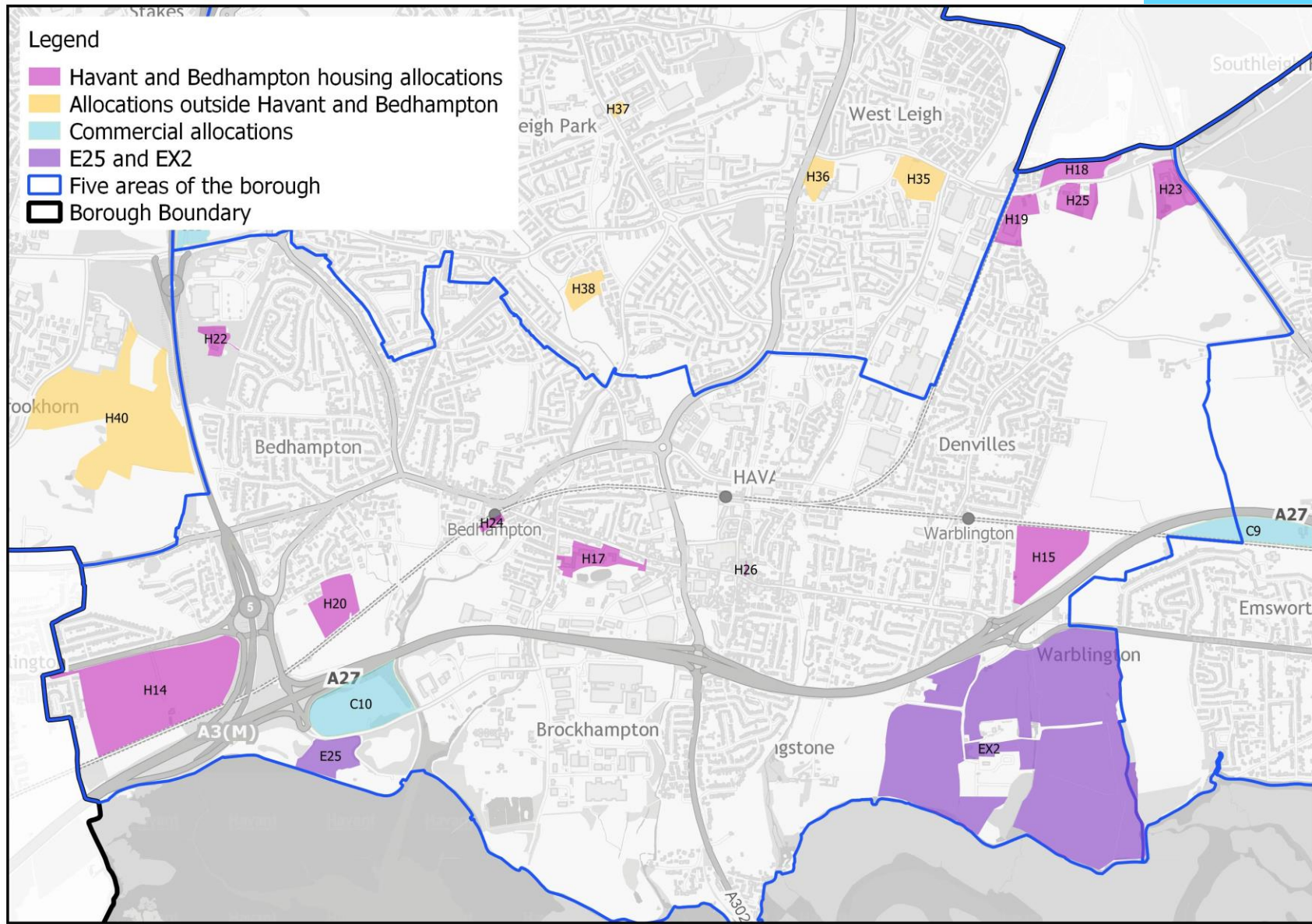
Development of roadside services to complement the petrol filling station, and/or small-scale distribution / warehouse floorspace (B8) will be permitted where:

- f. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - xiii. Environmental Statement if required;
 - xiv. Archaeological Assessment;
 - xv. Transport Assessment;
 - xvi. Noise Impact Assessment;
 - xvii. Air Quality Assessment;
 - xviii. Flood Risk Assessment;
 - xix. Contamination Land Investigation Report (to include gas monitoring);
 - xx. Ecological Assessment;
- g. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- h. The developer provides a drainage solution on site which reduces surface water run-off and contributes towards identified flood alleviation schemes in the area, in line with Policies E19 and E20;
- i. The design and layout:
 - xxi. Does not prejudice the future delivery of A27 junction improvements to facilitate access arrangements to the Southleigh Strategic site to the north (Policy IN2); and
 - xxii. Delivers a cycle and pedestrian route through the site from the east.

Development allocations: Havant & Bedhampton

Figure 34: Development allocations in Havant & Bedhampton (excluding Key Projects)

Revised map



E25 | Broadmarsh Brent Goose and Wader Refuge

Background

- 8.28 Brent Geese and Waders, the qualifying species for the SPAs in the Solent, use terrestrial sites at high tide to feed and roost. The Solent Waders and Brent Goose Strategy sets out which sites are used and how the network of sites is used as a whole by different bird populations.
- 8.29 Policy E17 sets out the approach towards mitigation of development on established high tide Brent Goose and Wader feeding and roosting sites. Any development on Core Sites or Primary Support Areas is required to provide mitigation for the impact on the Solent SPAs through a specific refuge either on site or close to the site.

The site and proposal

- 8.30 The site is currently used for informal recreation, including two car parks. The site is bounded to the south by Langstone Harbour and to the north by Harts Farm Way. Another car park, boat storage and a slipway are located to the east.
- 8.31 There is the potential to significantly improve the site for SPA species through improved management. Nonetheless, the use of the site for informal recreation would be actively encouraged, particularly the eastern side of the site which is less suitable for SPA species, and areas around the edge of the site if there is suitable screening.
- 8.32 The eastern half of the site is a Secondary Support Area whilst the western side is a Core Site. Though the latter is used by relatively few birds, the adjacent foreshore is hugely important to the SPA species. However, at this point, the site is not managed with the aim of attracting Brent Geese and Waders and so its suitability is limited. It is also subject to disturbance.
- 8.33 The site could provide reserve capacity to mitigate the loss of habitat on Secondary Support Areas and Low Use Sites which are allocated for development in this Plan. It could also potentially accommodate mitigation for development in Portsmouth City, and for further development beyond the plan period in Havant borough.
- 8.34

E25 | Broadmarsh Brent Goose and Wader Refuge

Broadmarsh is allocated as a Brent Goose and Wader Refuge:

- a. The refuge is designed in accordance with Policy E17;
- b. The site is managed as a Brent Goose and Wader Refuge;
- c. The management of the refuge is secured and will be overseen by a suitably qualified organisation
- d. The landscaping of the refuge reflects its coastal location; and
- e. Recreational routes are maintained on the site and designed so that recreation does not disturb SPA birds using the refuge.

H14 | Forty Acres

The Site

- 8.35 The site comprises an open area of land to the south of Portsdown Hill, which is used for farming and has been previously used for local events including car boot sales. A small cluster of farm buildings associated with fruit picking exists in the southernmost part of the site.
- 8.36 The site is bounded by the railway line to the south and the Rusty Cutter roundabout and A3(M) to the east and the A2030 to the north. The A27 lies beyond the railway line to the south. 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 is also in close to the administrative boundary with Portsmouth City Council. The site has an area of 23.1 ha.
- 8.37 The site benefits from planning permission reference APP/18/00450 for the erection of 320 dwellings, 66 bed care home and provision of public open space including allotments and a habitat mitigation zone. If this permission is implemented before the Plan is adopted, this policy will be removed from the Plan.

Site Opportunities and Constraints

- The southern part of the site is situated within tidal Flood Zones 2 and 3.
- Safe access, including a safe crossing route over the Rusty Cutter roundabout will need to be provided to enable pupils to be accommodated at Bidbury Infant and Junior Schools. In the instance that Bidbury Infant and Junior Schools do not have sufficient places to accommodate pupils generated by the development, an appropriately scaled contribution towards the expansion of a primary school or provision of a new primary school will be required.
- The eastern part of the site is identified as a Secondary Support Area and the western part of the site as a Low Use Site for Solent Waders and Brent Geese.
- The site lies in a Local Ecological Network Opportunity Area.
- The site has suitable habitats for bats and reptiles. There is also potential for hazel dormice
- The site contains protected trees.
- 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.
- There is high potential for previously unidentified archaeological deposits.
- Proximity to A3(M)/A2030 and the railway line.
- The site overlays a Principal Aquifer.
- The proposals for the site have been screened under the EIA regulations and the Council has determined that an application of this scale and nature will not constitute EIA development.

H14 | Forty Acres

Mixed use development comprising about 320 dwellings and a care home (C2) will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Flood Risk Assessment;
 - ii. Drainage Strategy;
 - iii. Ecological Assessment;
 - iv. Arboricultural Assessment;
 - v. Heritage Statement;
 - vi. Noise Impact Assessment;
 - vii. Air Quality Assessment;
 - viii. Contamination Land Investigative Report (to include gas monitoring);
 - ix. Transport Assessment and Travel Plan;
- b. The development of the site is masterplanned and will be delivered in a comprehensive manner;
- c. 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;
- d. Off-site highway improvements are made including a pedestrian and cycle crossing on the Rusty Cutter roundabout;
- e. The development enhances the relevant Local Ecological Network opportunity areas;
- f. In the instance that Bidbury Infant and Junior Schools cannot accommodate pupils generated by the development, an appropriately scaled contribution towards the expansion of a primary school or provision of a new primary school will be required along with a safe route to that school;
- g. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- h. The design and layout:
 - i. Locates residential development in the north western section of the site, avoiding Flood Zones 2 and 3 and the gas pipeline;
 - ii. Retains and integrates the protected trees and hedgerows on site;
 - iii. Secures appropriate vehicular and pedestrian access from the A2030 and associated highway improvements;
 - iv. Secures an appropriate relationship between the new dwellings and the A3(M) and A2030 through separation and/or other appropriate mitigation measures to address pollution;
 - v. Considers the significance of the Building of Local Interest and its setting;
 - vi. Provides an appropriate street frontage and relationship with residential properties on Havant Road;
 - vii. 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;
 - viii. Integrates pedestrian and cycle routes within the development, and between the development and the Rusty Cutter roundabout;
 - ix. Provides public open space and community food growing provisions in line with Policy E9;
 - x. Provides play space for children and young people to address the deficit highlighted in Policy E11.

The Site

- 8.38 The site is currently used for agriculture. The site is bounded to the north by the Havant to Brighton railway line, to the south by the A27 and to the west by residential properties. The site has an area of 9.5 ha.
- 8.39 The site is in multiple ownership and there is a need to ensure that the site can be developed comprehensively, or if this is not possible, development is coordinated so that one part of the development is not compromised by the other part in order to optimise the use of land.

Site Opportunities & Constraints

- This is a greenfield site.
- There are multiple landowners.
- Access to the site is constrained.
- The area has high archaeological potential due to the Roman road that runs across the southern edge of the site.
- 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 site has the potential to be affected by noise from the A27 to the south.
- The site is identified as a Low Use Site for Solent Waders and Brent Geese.
- Great Crested Newts, bat foraging, reptiles and hazel dormice present on the site.
- The southern part of site has an agricultural land classification of Grade 2.
- The site is in the Minerals Safeguarding Area 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.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding
- The site is within a Radon Class 2 area.
- The site overlays a Secondary Aquifer.
- Applicants are encouraged to engage with the Council 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.

H15 | Land east of Castle Avenue

Residential development of about 255 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Environmental Statement if required;
 - ii. Transport Assessment and Travel Plan;
 - iii. Ecological Assessment;
 - iv. Flood Risk Assessment;
 - v. Archaeological Assessment;
 - vi. Air Quality Assessment;
 - vii. Noise Impact Assessment;
 - viii. Contaminated Land Investigation Report (to include gas monitoring);
 - ix. 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. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- d. 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
- e. The design and layout:
 - i. Does not prejudice the future delivery of A27 junction improvements to facilitate access arrangements to the Southleigh Strategic site to the north;
 - ii. Takes account of and mitigates noise disturbance from the A27;
 - iii. Avoids unacceptable harm to the amenity of existing properties on the east side of Castle Avenue through loss of privacy, noise, outlook and overlooking;
 - iv. Creates a new pedestrian and cycle access to Emsworth Road in the south-west of the site;
 - v. 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 (Policy KP5);
 - vi. Provides on-site public open space and community food growing provisions in line with Policy E9;
 - vii. Provides play space for children and young people to address the deficit highlighted in Policy E11.

The Site

8.40 The site is currently the headquarter offices of the Portsmouth Water Company who intends to relocate their offices. The site lies to the south of West Street in a predominantly residential area and has an area of 2.8 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 protected trees on the site.
- The site is in a very sensitive location in terms of built heritage.
- The site is in the Brockhampton Conservation Area.
- There are listed building adjacent to the site, these are: 65 West Street (Grade II), 103 and 103A West Street (Grade II), Westfield House (Grade II) and the Old Manor House (Grade II).
- There are Buildings of Local Interest on and adjacent to the site.
- There is moderate potential for previously unidentified archaeological deposits.
- The site is identified as a low use site for Solent Waders and Brent Geese.
- The site lies in a Local Ecological Network Opportunity Area.
- 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

H17 | Portsmouth Water Headquarters

Residential development of about 135 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Transport Assessment and Travel Plan;
 - ii. Flood Risk Assessment;
 - iii. Drainage Strategy;
 - iv. 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 development enhances the relevant Local Ecological Network opportunity areas;
- d. 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. Respects and, where possible, enhances the character and setting of the Brockhampton Conservation Area and adjacent listed buildings and Buildings of Local Interest;
 - iv. Retains and integrates the protected trees on the site;
 - v. Includes on-site public open space in line with Policy E9.

H18 | Camp Field, Bartons Road

The Site

- 8.41 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.
- 8.42 An additional 2.6 ha 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 its Local Plan.
- 8.43 There is a resolution to approve outline planning permission for up to 72 new homes and associated green infrastructure including a community orchard under reference APP/19/00007.

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, and the crematorium building sits to the North East. Mourners expect a tranquil and respectful experience when using the facility.
- There is potential for previously unidentified archaeological deposits.
- The site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel.
- An area of ancient woodland lies to the north west, which is also a SINC.
- The site lies in a Local Ecological Network Opportunity Area.
-
- Southleigh Forest and the South Downs National Park is a little distance away to the north east.
- The area and its surroundings are likely to be used by Bechstein's bat.
- There is a protected tree 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 Secondary Aquifer.

H18 | Camp Field, Bartons Road

Residential development of about 72 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Arboricultural Assessment;
 - iii. Transport Assessment and Travel Plan;
 - iv. Flood Risk Assessment;
 - v. Drainage Strategy;
 - vi. Landscape and Visual Impact Assessment;
 - vii. Noise Assessment;
 - viii. Ecological Assessment;
- b. Development does not prejudice the potential for future development of the land to the north in East Hampshire District, including considering infrastructure capacity to serve the wider site;
- c. Access arrangements to this site and other sites north and south of Bartons Road should have particular regard to the proposed Southleigh Strategic Site Link Road (KP5), access to Land South of Bartons Road (H16) and the existing Crematorium Access Road;
- d. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15;
- e. The development enhances the relevant Local Ecological Network opportunity areas;
- f. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council; and
- g. The design and layout:
 - i. Minimises visual and noise disturbance from the dwellings and open space to ensure that the crematorium remains a tranquil place where mourners can expect a respectful experience;
 - ii. Includes a landscape buffer between the development and the access road to the Crematorium, and a buffer to the Ancient Woodland and SINC;
 - iii. Provides safe access to the site, taking into account arrangements for surrounding allocations / development sites;
 - iv. Enables easy access for pedestrians and cyclists to existing and planned routes;
 - v. Provides on-site public open space and community food growing provisions in line with Policy E9;
 - vi. Creates links and improves access to nearby greenspaces and natural areas;
 - vii. Retains and integrates the protected trees; and
 - viii. Provides an appropriate easement for existing sewerage infrastructure.

H19 | Havant Garden Centre

The Site

8.44 The site is south of Bartons Road and lies between the railway line, on the western boundary, and Havant Footpath 525 on the eastern boundary. It includes a large garden centre, car park to the north, and hardstanding to the south for the display and storage of garden centre products. The Barn (Grade II listed building) is also located in the north of the site and is currently used as an Aquatics Centre. The site has an area of 2.4 ha.

Site Opportunities & Constraints

- This is a brownfield site.
- The development of the site will result in the loss of existing businesses.
- The site is in a sensitive location in terms of built heritage as the Barn (Grade II listed building) is found on the north-east of the site and Eastleigh House (Grade II listed building) is adjacent to the east.
- The site is adjacent to H16 (Land south of Bartons Road) which is covered by an Area Tree Preservation Order.
- There are individual protected trees found on the north of the site.
- A small area in the south-east corner of the site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel. Incidental minerals extraction may be appropriate as part of the development, for re-use on-site.
- The site already has an established vehicular access onto Bartons Road.
- The western boundary of the site is adjacent to the railway line and separates the site from the New Lane Industrial Area.
- There is potential for nesting birds and roosting bats in the boundary trees.
- Bechstein's bat has been recorded within the immediate vicinity.
- There may be 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
- The site is in a Radon Class 2 area.
- The site includes, or is close to, existing sewerage infrastructure.
- There is the potential to provide a pedestrian/cycle route from Bartons Road, through the site and into neighbouring sites.
- There is potential for previously unidentified archaeological deposits.

H19 | Havant Garden Centre

Residential development of about 85 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Arboricultural Assessment;
 - iii. Ecological Assessment;
 - iv. Transport Assessment and Travel Plan;
 - v. Utilities Assessment;
 - vi. Flood Risk Assessment;
 - vii. Drainage Strategy;
 - viii. Contamination Land Investigation Report (to include gas monitoring);
 - ix. Noise Impact Assessment;
- b. The development of the adjacent housing allocation Policy H16 is not prejudiced in line with Policy DR1;
- c. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15; and
- d. The design and layout:
 - i. Retains and integrates the protected trees found on the site;
 - ii. Retains and integrates the Barn (Grade II listed building);
 - iii. Respects and, where possible, enhances the setting of the listed buildings on the site (The Barn), and adjoining the site (Eastleigh House);
 - iv. Provides onsite public open space in line with Policy E9;
 - v. Incorporates a new pedestrian and cycle route through the site between Bartons Road, and Japonica Way;
 - vi. Improves natural surveillance and usability of the pedestrian/cycle link (Footpath 525) onto Bartons Road;
 - vii. Secures an appropriate relationship between the development and the railway line through separation and/or other appropriate mitigation measures;
 - viii. Secures an appropriate relationship between the development and the rear of residential properties on Forsythia Close and H16 and their residential amenity in terms of loss of privacy, outlook and overshadowing.

H20 | Land south of Lower Road

The Site

- 8.45 Lower Road is 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 3.8 ha 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.
- 8.46 The Council does not deem an outline application to be suitable for development of this site due to the proximity of the Old Bedhampton Conservation Area. A full application is expected 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 a design code.

Site Opportunities & Constraints

- This is a greenfield site.
- The site has an agricultural land classification of Grades 1 and 2.
- The Old Bedhampton Conservation Area is adjacent to the east.
- The Old Manor Farm is adjacent to the north and is of local historic interest.
- The site is near the Grade II listed buildings of the Church of St Thomas, the Old Bedhampton Rectory, the Old Mill House, the Elms, Manor Cottage, Bidbury House, Spring Lawn and Manor House.
- There is moderate potential for previous unidentified archaeological deposits.
- Constrained access via Lower Road includes a triple bend with non-continuous pavements.
- The site is identified as a Secondary Support Area for Solent Waders and Brent Geese.
- The site is within the Bechstein's bat area of search.
- The site lies in a Local Ecological Network Opportunity Area.
- The site is covered by an Area Tree Preservation Order and hedgerows surround the site.
- There is an opportunity to provide semi-natural open space on the eastern and southern part of the site, which includes, in the east, a linear shelter belt and mixed copses to provide further screening between the site and the Old Bedhampton Conservation Area, as well as provide a recreational area for dog walkers.
- The site is near the Bidbury Mead Recreation Ground and Bedhampton Railway Station.
- There is an opportunity to upgrade and better signpost Havant Footpaths 30 and 107, and links these footpaths to the site.
- The site is near to national cycle route 22 which provides access to surroundings areas and onto Portsmouth and Chichester.
- 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 known/mapped solution features in Portsmouth Water's catchment¹²⁸.
- The site overlays a Principal Aquifer.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding

¹²⁸ 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.

H20 | Land south of Lower Road

Residential development of about 50 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Design Code;
 - iii. Flood Risk Assessment;
 - iv. Drainage Strategy;
 - v. Ecological Assessment;
 - vi. Arboricultural Assessment;
 - vii. Landscape and Visual Impact Assessment;
 - viii. Transport Assessment and 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 E13. These assets are:
 - i. The Old Bedhampton Conservation Area;
 - 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 (Grade II);
 - v. The Old Bedhampton Rectory (Grade II);
 - vi. The Old Mill House (Grade II);
 - vii. The Elms (Grade II);
 - viii. Manor Cottage (Grade II);
 - ix. Bidbury House (Grade II);
 - x. Spring Lawn (Grade II);
 - xi. Manor House (Grade II); and
 - xii. The Old Manor Farm (non-designated building of local historic interest);
- c. Havant Footpath 107 is enhanced and provisions for greater connection between it and the site (through signage) are achieved;
- 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. The development enhances the relevant Local Ecological Network opportunity areas;
- f. Appropriate mitigation measures, including buffers, are put in place for Bechstein’s bat in line with Policy E15;
- g. In addition to associated mitigation to ensure groundwater is protected in line with Policy E21, a risk assessment is provided to fully assess the potential presence of solution features and other relevant features on site which may act as preferential pathways for pollutants both during and post construction; and
- h. In relation to criteria (a)(ii) above, the design code:

- i. Responds to the semi-urban/rural setting of the adjacent Old Bedhampton Conservation Area (as set out in the Character Appraisal¹²⁹), surrounding fields and access restrictions via Brookside Road and Lower Road;
- ii. Proposes the built development in the western part of the site, to respect the setting of the conservation area to the east;
- iii. Proposes public open space in the eastern and southern part of the site (in line with Policy E9) which includes, in the east, a linear shelter belt and mixed copses to provide further screening between the site and the Old Bedhampton Conservation Area¹³⁰
- iv. Incorporates community food growing provisions (in the form of a community orchard) towards the southern and western part of the site in line with Policy E9.
- v. Secures an acceptable relationship between the new dwellings and the railway line through separation and/or other appropriate mitigation measures.
- vi. Does not compromise access to the agricultural bridge and track.
- vii. Retains and integrates the protected trees within the site.
- viii. Retains and enhances the existing hedgerows surrounding the site.
- ix. Enables easy access for pedestrians and cyclists to existing and planned routes.

¹²⁹ An updated Character Appraisal and Management Plan will be published in 2019.

¹³⁰ Criteria (i)(iii) and (i)(vi) 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.

H22 | Littlepark House

The Site

8.47 The site lies within an area of woodland, immediately east of the A3(M) and south of the Asda supermarket. Access is through the adjacent residential area to the east via Oakwood Avenue. The site, which includes some existing commercial uses, 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.
- There is moderate potential for previously unidentified archaeological deposits.
- Opportunity to provide specialist accommodation for older people.
- The site is enclosed by Ancient Woodland and SINC designations.
- A woodland Tree Preservation Order covers much of the site and areas of wet woodland are 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.

H22 | Littlepark House

Residential development of about 50 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage 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 E15;
- c. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- d. The design and layout:
 - i. Retains and integrates the protected trees;
 - ii. Provides buffering to trees and woodland which are suitable for Bechstein's bat roosting;
 - iii. The value of habitats which support protected species within and adjoining the site are retained, and where possible enhanced;
 - iv. Secures an acceptable relationship between the new dwellings and the A3(M) and minimises noise through separation and/or other appropriate mitigation measures;
 - v. Provides walking and cycling routes between the development and the adjacent residential areas.

H23 | Southleigh Park House

The Site

- 8.48 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 (Policy KP5), part of which historically formed the parkland associated with Southleigh Park House.
- 8.49 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.
- 8.50 The site has an area of 3.2ha. Planning permission was granted for 90 dwellings in January 2019 under reference APP/17/00863. If this permission is implemented before the Plan is adopted, this policy will be removed from the Plan.

Site Opportunities & Constraints

- This is a brownfield site.
- The main house, clock tower and lodge are Grade II listed buildings. The coach house, dairy and wall are curtilage listed.
- Existing mature parkland on site and to the south of the site; the setting of the house is 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 covered by an Area TPO.
- The site is adjacent to Southleigh Forest SINC.
- The site lies in a Local Ecological Network Opportunity Area.
- Adjacent to a noise sensitive receptor.
- The site is in the Mineral Safeguarding Area as defined by the Hampshire Minerals and Waste Plan and is likely to be underlain by sand and gravel. Incidental minerals extraction may be appropriate as part of the development, for re-use on-site.
- Surveys have shown presence of Bechstein's bat on site.
- There is potential for previously unidentified archaeological deposits, although limited and potentially 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 in the northern part of the 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.

H23 | Southleigh Park House

Residential development of about 90 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Ecological Assessment;
 - iii. Flood Risk Assessment;
 - iv. Arboricultural Assessment;
 - v. Noise Impact Assessment;
 - vi. Contaminated Land Investigation Report (to include gas monitoring);
 - vii. Transport Assessment;
 - viii. Travel Plan;
- b. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15;
- c. The development enhances the relevant Local Ecological Network opportunity areas;
- 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. Includes on-site public open space in line with Policy E9;
 - v. Takes access to the site from Eastleigh Road;
 - vi. Enables easy access for pedestrians and cyclists to existing and planned routes;
 - vii. 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.

H24 | Land at Palk Road

The Site

- 8.51 The site is located at the end of Palk Road to the south of the railway line and to the north of Hermitage Stream. Residential development lies to the north of the site beyond the railway with commercial uses between the site and Hermitage Stream. The site is currently occupied by a third-party operator on behalf of Portsmouth Water. The site has an area of 0.4 ha.
- 8.52 Temporary planning permission (reference APP/17/00237) 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.
- There is 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.

H24 | Land end of Palk Road

Residential development of about 15 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Contaminated Land Investigation Report to include gas monitoring;
 - ii. Noise Impact Assessment;
 - iii. Ecological Assessment;
 - iv. Archaeological Assessment;
 - v. 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 mitigated to an acceptable level.

H25 | Helmsley House

The Site

8.53 The site has an area of 2.2 ha and is located on the south side of Bartons Road. It is in close proximity to the Southleigh Strategic Site.

Site Opportunities & Constraints

- This site consists of a large house and outbuildings in substantial grounds.
- The site is in close proximity to East Leigh House which is a Grade II listed building.
- Helmsley House may be worthy of retention and incorporation into any new development for the site.
- There is potential for previously unidentified archaeological deposits.
- 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.
- The site lies in a Local Ecological Network Opportunity Area.
- Two trees on the site are protected by a TPO.
- The north-east of the site (which includes the current access) is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan, because it is likely to be underlain by sand and gravel. Incidental minerals extraction may be appropriate as part of the development, for re-use on-site.
- 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 H16) which forms the eastern and southern boundaries.
- The site is in close proximity 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 is situated within Groundwater Source Protection Zone 1c and underlain by a Principal Aquifer.

H25 | Helmsley House

Residential development of about 15 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Ecological Assessment;
 - iii. Flood Risk Assessment;
 - iv. Arboricultural Assessment;
 - v. Noise Assessment;
- b. The development enhances the relevant Local Ecological Network opportunity areas;
- c. The development does not undermine the future development potential of the nearby development sites;
- d. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15; and
- e. The design and layout:
 - i. Retains and integrates Helmsley House;
 - ii. Integrates the existing open space on the site and improves its value;
 - iii. Integrates the protected trees within on the site;
 - iv. Enables easy access for pedestrians and cyclists to existing and planned routes;
 - v. Respects the setting of listed buildings adjacent to the site (East Leigh House).

H26 | 9 East Street

The Site

8.54 The site has an area of 0.05 ha and is located on East Street, in close proximity to defined boundary of Havant Town Centre. East Street was traditionally part of the town centre, but it 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.

Site Opportunities & Constraints

- This is a brownfield site.
- This is a regeneration opportunity.
- The site is within St Faith's Conservation Area and is surrounded by listed buildings which must be preserved and enhanced.
- 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.
- The site is within walking distance of shops, public transport hubs, community facilities and other services provided by Havant Town Centre and Havant Railway Station.
- There are potential ground quality issues associated with the previous and/or current uses.
- The site is in Radon Class 2 and 3 areas.
- There is landfill or probable landfill on or in proximity to the site
- 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.

H26 | 9 East Street

Residential development of about 11 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Ecological Assessment;
 - iii. Noise Assessment;
 - iv. Parking Assessment;
 - v. Contaminated Land Investigation Report (to include gas monitoring);
- b. Proposals contribute to the regeneration of East Street and do not prejudice the delivery of adjacent sites for residential (re)development;
- c. The impact on nearby heritage assets and their setting must be addressed in line with Policy E13;
- d. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15; and
- e. The design and layout:
 - i. Is informed by the context and setting of the Conservation Area¹³¹, and nearby listed buildings, and knits into the historic street frontage of East Street;
 - ii. Successfully relates to No 5 East Street, anticipating redevelopment of the site.

¹³¹ Conservation Area Appraisal and Management Plan and related documents

C10 | Brockhampton West

The Site

8.55 The site comprises a grassed/vegetated open area of land, with an area of hardstanding within the southern part of the site. It is located near the junction of the A3(M) and the A27 overlooking Langstone Harbour. The site has an area of 9.3 ha.

Site Opportunities & Constraints

- Major gateway to the Borough adjacent to the interchange of the A3(M) and the A27.
- The site is part greenfield, part previously developed.
- There is an opportunity to maximise the amount of jobs and employment in an accessible location.
- Historic landfill along Harts Farm Way means that the site is contaminated and contains landfill gas.
- There are potential air quality and noise issues due to the proximity of the A27 and Tear-Drop junction.
- The development would involve the loss of semi-natural open space.
- The site comprises made ground which will require a bespoke drainage solution that caps the contamination and does not allow draining water to flow through the land.
- The western part of the site is identified as a Low Use Site for Solent Waders and Brent Geese.
- The site is suitable for common reptiles, nesting birds and bats.
- There is an opportunity to enhance the habitat of Broadmarsh Coastal Park opposite and to the south of the site.
- Mature trees and hedgerows exist on the south, east and northern boundaries of the site.
- Chichester and Langstone Harbours SPA and Ramsar, and Solent Maritime SAC designations lie to the south west.
- The site is underlain by raised marine deposits (sand and gravel) which is classified as a Secondary Aquifer, whilst the Chalk beneath the raised marine deposits is designated as Principal Aquifer.
- The site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan.
- The Hermitage Stream is located on the eastern edge of the site which means the Environment Agency should be consulted at an early stage.
- Small area in eastern boundary of site is affected by Fluvial FZ.
- The south-eastern corner of the site is safeguarded for mineral processing at Bedhampton Aggregates Wharf.
- There is an opportunity to improve the Hermitage Stream and its setting, including the retention and upgrading of Havant Footpath 30 (on the eastern edge of the site) and the Solent Way long distance route.
- The site is accessed via Harts Farm Way which forms part of National Cycle Route 22.
- Western part of the site is slightly elevated and more visible from Langstone Harbour.
- Archaeological potential likely to have been removed or severely compromised.
- Development proposals on this site may be deemed to constitute 'EIA development'¹³². As such applicants are encouraged to engage with the Council from an early stage to determine

¹³² In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments.

whether the proposals constitute EIA development. In such cases, an Environmental Statement will be required in support of any planning application.

C10 | Brockhampton West

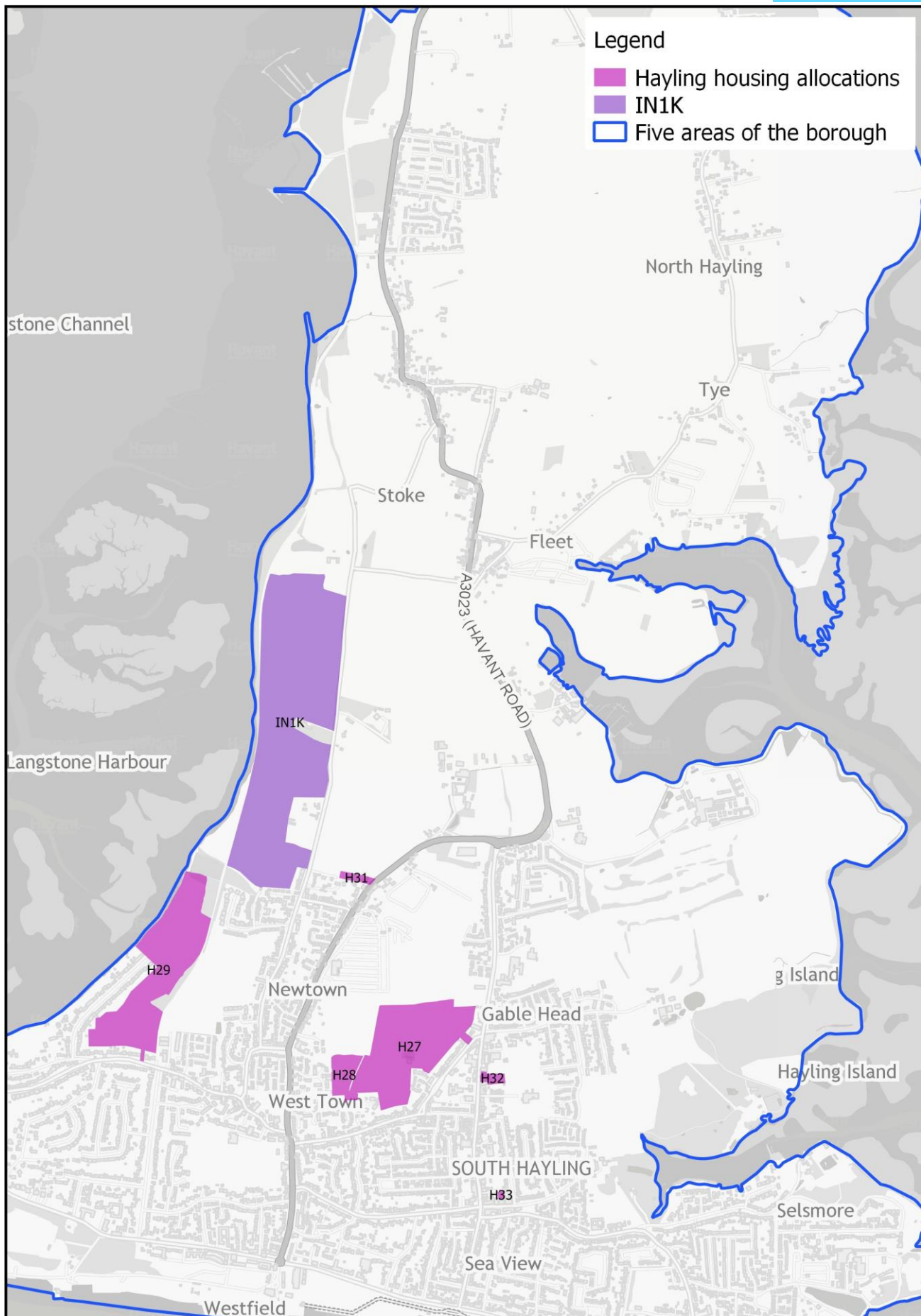
Employment development of about 20,000 square metres will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Transport Assessment and Travel Plan.
 - ii. Environmental Statement if required;
 - iii. Ecological Assessment;
 - iv. Contaminated Land Investigation Report to include gas monitoring;
 - v. Air Quality Assessment;
 - vi. Noise Assessment;
 - vii. Landscape and Visual Impact Assessment;
 - viii. Tree Survey and Arboricultural Implications Appraisal;
 - ix. Flood Risk Assessment;
 - x. Drainage Strategy;
- 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. Enhancements to Broadmarsh Coastal Park are secured to mitigate the loss of greenspace, in line with Policy E2.
- d. The development will not prejudice or jeopardise the use of Bedhampton Aggregates Wharf for aggregates processing.
- e. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council.
- f. The design and layout:
 - i. Minimises the landscape and visual impact of the development and retains sufficient landscaping areas;
 - ii. Retains and integrates the trees found on the site;
 - iii. Integrates extensive screening and ensures the careful design of buildings to mitigate any potential impact on changes to views from Langstone Harbour;
 - iv. Provides an appropriate easement and related safeguarding measures to ensure any significant negative impact on the Hermitage Stream is mitigated to an acceptable level.
 - v. Safeguards the public footpath (Havant 30) and retains and enhances pedestrian and cycle routes between the site and the Solent Way long-distance route and National Cycle Route.
 - vi. Avoids development in areas at risk of flooding.

Development allocations: Hayling Island

Figure 35: Development allocations on Hayling Island (excluding Key Projects)

Revised map



H27 | Rook Farm

The Site

- 8.56 The site comprises agricultural fields and a farm building and is bounded by trees and hedgerows to the west and north of St Marys Road, and to the east of Fathoms Reach residential area. The areas to the south and east of the site are predominantly residential. The site has an area of 11.9 ha.
- 8.57 An outline planning application (reference APP/17/00007) for up to 210 residential dwellings and 0.6ha for apartments with care (C2), structural planting and landscaping, informal public open space, children's play areas, SuDS and vehicular access from St Mary's Road was refused in April 2017 on multiple grounds.
- 8.58 This policy requires any proposed development on the site to provide a refuge area for Brent Geese and Waders of at least 11.9ha in perpetuity. It is expected that this will be provided as part of the Hayling Island Brent Goose and Wader Refuge as safeguarded by Policy IN1.

Site Opportunities & Constraints

- This is a greenfield site.
- Grade 2 and 3a agricultural land.
- The rear gardens of properties on Rook Farm Way, St Mary's Road and Church Road adjoin the southern and western boundaries of the site.
- Potential for access to be achieved from the A2023 (Manor Road) with emergency access only from St Mary's Road.
- Some of the trees along the boundaries of the site are protected by TPOs.
- There is potential for nesting birds, common reptiles and bats.
- The site is identified as a Core Area for Solent Waders and Brent Geese.
- The site lies in a Local Ecological Network Opportunity Area.
- There is medium potential for previously unidentified archaeological deposits of prehistoric and Roman date.
- Heritage assets within the immediate vicinity: St Mary's Church (Grade II* listed building), Farm Cottage and Rook Farmhouse (Grade II listed buildings).
- There is an opportunity to incorporate an east to west pedestrian/cycle route which would connect to the public footpaths (Havant Footpaths 92, 93 and 94) which run along the west and northern boundaries of the site and connect the site to Manor Road.
- Proximity to local facilities at Gable Head and Mengham.
- The site overlays a Secondary Aquifer.
- The site is within a Radon Class 2 area.
- There is potential contamination associated with the site's current and/or previous use
- Off-site water mains reinforcement is likely to be required.
- Development proposals on this site are likely to be deemed to constitute 'EIA development'¹³³. As such applicants are encouraged to engage with the Council 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.

¹³³ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments.

H27 | Rook Farm

Residential development of about 390 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Ecological Assessment;
 - ii. Environmental Statement;
 - iii. Landscape and Visual Impact Assessment;
 - iv. Arboricultural Assessment;
 - v. Heritage Assessment;
 - vi. Flood Risk Assessment;
 - vii. Drainage Strategy;
 - viii. Transport Assessment and Travel Plan;
 - ix. Noise Impact Assessment;
 - x. Contaminated Land Investigation Report (to include gas monitoring);
- b. A project-level Habitat Regulations Assessment will need to be carried out to inform the package of avoidance and mitigation measures to remove any likelihood of a significant effect on the Solent SPAs in line with Policy E17;
- c. This development is expected to secure the part delivery and implementation of the Hayling Island Brent Goose and Wader Refuge, or alternative provision in perpetuity agreed by the local planning authority as required by E17;
- d. The development enhances the relevant Local Ecological Network opportunity areas;
- e. Off-site water mains reinforcements will be required and installed to Portsmouth Water's design and approval;
- f. The design and layout:
 - i. Secures access to the site from the A3023 (Manor Road) with only an emergency access (including pedestrian and cycle permeability) from St Mary's Road;
 - ii. Secures an appropriate relationship between the development and the rear of residential properties on St Mary's Road, Church Road and Fathoms Reach;
 - iii. Retains and incorporates protected trees and boundary hedgerows;
 - iv. Provides a high degree of permeability through an extensive network of walking and cycling routes across the site which connect with the existing rights of way network and the adjacent Fathoms Reach (H28) allocation;
 - v. Protects and where possible, enhances the existing rights of way;
 - vi. Provides onsite public open space, including community food growing provisions, in line with Policy E9;
 - vii. Provides play space for children and young people to address the deficit highlighted in Policy E11;
 - viii. Respects and, where possible, enhances the setting of the heritage assets of the Church of St Mary's, the Farm Cottage and Rook Farmhouse.
 - ix. Creates a vista to the Grade II* listed St Mary's Church through the development and retains views of the church from the public footpaths wherever possible.

H28 Fathoms Reach

The Site

8.59 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 a number of 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.
- Protected trees are present on the eastern and western boundaries of the site, also a number of groups and individual trees within the site itself are protected by TPOs.
- Land east and north of the site is identified as a Core Site for Solent Waders and Brent Geese.
- The site lies in a Local Ecological Network Opportunity Area.
- Public footpaths (nos. 92 and 94) run along the northern and eastern boundaries of the site.
- The Grade II listed Newtown House Hotel lies to the north-west of the site.
- There is potential for previously unidentified archaeology of prehistoric and Roman periods.
- There are drainage ditches along the northern and eastern boundaries of the site.
- The site is in a Radon Class 2 area.
- Off-site water mains reinforcement is likely to be required.
- The site overlays a Secondary Aquifer.

H28 | Fathoms Reach

Residential development of about 55 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Transport Assessment and Travel Plan;
 - ii. Arboricultural Assessment;
 - iii. Heritage Statement;
 - iv. Ecological Assessment;
 - v. Flood Risk Assessment;
 - vi. Drainage Strategy;
 - vii. Contaminated Land Investigation Report;
 - viii. Noise Assessment;
- b. A project-level Habitat Regulations Assessment will need to be carried out to inform any package of avoidance and mitigation measures for Solent Waders and Brent Geese that will be necessary in line with Policy E17;
- c. The development enhances the relevant Local Ecological Network opportunity areas;
;
- d. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- e. The design and layout:
 - i. Secures an appropriate relationship between the new development and the rear of residential properties on Fathoms Reach, Southleigh Grove and Rook Farm;
 - ii. Retains and integrates the protected trees and hedgerows;
 - iii. Protects and enhances the existing rights of way;
 - iv. Provides for a high degree of permeability for cyclists and pedestrians to and from the site, the Rook Farm allocation (H27) and public footpaths adjacent to the site;
 - v. Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E9; and
 - vi. Respects the setting of the Newton House Hotel listed building.

H29 | Land north of Sinah Lane

The Site

- 8.60 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 Hayling Billy. 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.
- 8.61 The site has an area of 12.8 ha, including a refuge area of about 5.7 ha for Brent Geese and Waders. This policy requires any proposed development on the site to provide a refuge area of about 5.7 ha for Brent Geese and Waders in perpetuity, as required by Policy E17 (Solent Waders and Brent Goose Feeding and Roosting Sites).

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.
- The site lies in a Local Ecological Network Opportunity Area.
- 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.
- The site is in a Radon Class 2 area.
- There may be potential ground quality issues associated with previous and/or current use of the site.
- 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.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding. Applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development¹³⁴. In such cases, an Environmental Statement will be required in support of any planning application.

¹³⁴ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments

H29 | Land north of Sinah Lane

Residential development of about 195 dwellings and will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Environmental Statement if required;
 - ii. Heritage Statement;
 - iii. Ecological Assessment;
 - iv. Landscape and Visual Impact Appraisal;
 - v. Flood Risk Assessment;
 - vi. Drainage Strategy;
 - vii. Transport Assessment and 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 will need to be carried out to inform the package of avoidance and mitigation measures to remove any likelihood of a significant effect on the Solent SPAs in line with Policy E17.
- c. As part of the measures to address criterion b., a Brent Goose and Wader Refuge of about 5.7ha is implemented and secured in perpetuity as required by Policy E17.
- d. The development enhances the relevant Local Ecological Network opportunity areas;
- e. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- f. The design and layout:
 - i. Ensures that residential uses are located within the southern part of the site, and do not extend beyond the existing built form on North Shore Road;
 - ii. Locates uses and routes to avoid recreational disturbance to the Brent Goose and Wader Refuge;
 - iii. Incorporates on-site public open space, including community food growing provisions, in line with Policy E9;
 - iv. Secures an appropriate relationship between the development and the rear of residential properties on Sinah Lane and North Shore Road;
 - v. Provides pedestrian and cycle routes through the site, to facilitate access onto the Hayling Billy Trail.

H31 | Manor Nurseries

The Site

8.62 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 0.4 ha.

Site Opportunities & Constraints

- Combination of brownfield and greenfield.
- There is potential for previously identified archaeological deposits.
- Public footpath to north of site.
- Grade 2 agricultural land.
- Adjacent to a Primary Support Area for Solent Waders and Brent Geese.
- The site is within a Radon Class 2 area.
- Nursery is a potentially contaminating use (fuel storage likely).

H31 | Manor Nurseries

Residential development of about 9 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Ecological Assessment;
 - iii. Noise Assessment;
 - iv. Contaminated Land Investigation Report.
- b. A project level Habitat Regulations Assessment is carried out and has informed any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.
- c. The design and layout:
 - v. Respects the amenity of the adjacent property 'Manor Oak';
 - vi. Retains and integrates the existing trees and hedgerows.

H32 | Pullingers, Elm Grove

The Site

- 8.63 The site has an area of 0.4 ha and is currently used for storage. The Royal British Legion social club lies to the north of the site, whilst the Gable Head Allotments and Mengham Junior School lie to the east and residential properties off Palmerston Road to the south.
- 8.64 The site benefits from planning permission reference APP/20/00015 for the construction of a 3 storey building consisting of 1No retail unit with 4No one bedroom flats fronting Elm Grove and a 3 storey, sheltered housing building consisting of 19No one bedroom and 20No bed bedroom assisted living accommodation. If this permission is implemented before the Plan is adopted, this policy will be removed from the Plan.

Site Opportunities & Constraints

- This is a brownfield site.
- The development of the site will bring a vacant area back into use.
- The site is in proximity to Hayling Island Library and the Mengham Primary Schools.
- The site is in Gable Head Local Centre and in proximity to Mengham District Centre.
- Small-scale active main town centre uses will be required at ground-floor level along the Elm Grove frontage.
- There is potential for previously unidentified archaeological deposits.
- There may be potential for roosting bats and nesting birds.
- There may be potential ground quality issues associated with previous and/or current use of the site.
- Vehicular access is already established onto Elm Grove.
- The site has the potential to be affected by noise from Elm Grove.
- 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 | Pullingers, Elm Grove

A mixed-use development of small-scale main town centre uses and residential development of about 43 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Ecological Assessment;
 - iii. Utilities Assessment;
 - iv. Noise Impact Assessment;
 - v. Contaminated Land Investigation Report (to include gas monitoring).
- b. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- c. The design and layout:
 - i. Provides small-scale active main town centre uses at ground-floor along the frontage with Elm Grove;
 - ii. Provides residential uses on upper floors of the Elm Grove frontage and on all-floors at the rear of the site;
 - iii. Secures an appropriate relationship between the development and the rear of residential properties on Palmerston Road.

H33 | Land rear of 13-21 Mengham Road

The Site

8.65 The site has an area of 0.07ha and comprises a private car park, trees and vegetation. It is in Mengham District Centre, behind the retail outlets which have residential units above. The site has an established access off Elm Grove which overlooks the Health Centre Car Park. Planning permission (reference APP/14/00043) was approved in July 2014 for the construction of 7 apartments with associated parking, cycle spaces, bin storage and access from Elm Grove.

Site Opportunities & Constraints

- This is a brownfield site.
- There may be potential ground quality issues associated with previous and/or current use of the site.
- The site is in Mengham District Centre and overlooks the Health Centre Car Park.
- Vehicular access is already established onto Elm Grove.
- An individual tree on the west boundary of the site is the subject of a Tree Preservation Order.
- There may be potential for nesting birds and common reptiles.
- Off-site water mains reinforcement is likely to be required.
- The site overlays a Secondary Aquifer.

H33 | Rear of 13-21 Mengham Road

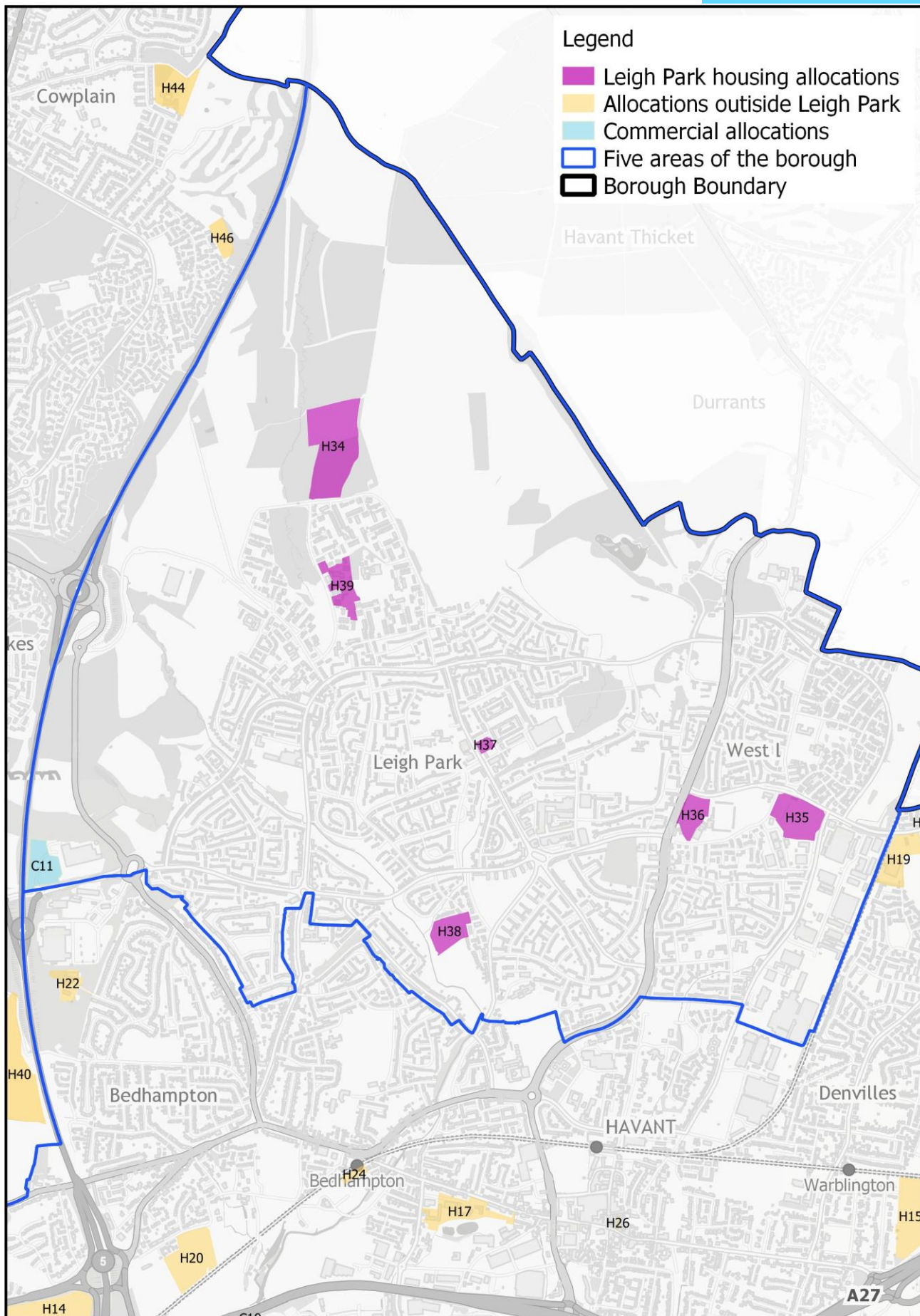
Residential development of about 7 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Ecological Assessment;
 - ii. Utilities Assessment;
 - iii. Contaminated Land Investigation Report (to include gas monitoring).
- b. Development does not negatively impact on the functions of 13-21 Mengham Road;
- c. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval;
- d. The design and layout:
 - i. Retains the protected tree on the west boundary of the site;
 - ii. Secures an appropriate relationship between the development and the rear of properties along Mengham Road and their residential amenity in terms of loss of privacy, outlook and overshadowing.

Development allocations: Leigh Park

Figure 36: Development allocations in Leigh Park (excluding Key Projects)

Updated map style



H34 | Cabbagefield Row

The Site

8.66 It is a greenfield site to the north of Swanmore Road and 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 7.4 ha and is estimated to be capable of delivering about 155 dwellings.

Opportunities and constraints

- The northern area of the site and land adjacent to the site are designated SINCs.
- Adjacent to ancient/semi-ancient woodland.
- There is 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.
- 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.
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs
- Significant drainage issues due to heavy clay on the site.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding. Bridleways nos. 120 and 121 lie to the north and east of the site.
- Opportunity to overcome existing occasional misuse of field by motorcyclists.
- Applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development¹³⁵. In such cases, an Environmental Statement will be required in support of any planning application.

¹³⁵ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments.

H34 | Cabbagefield Row

Residential development of about 155 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Flood Risk Assessment;
 - iii. Drainage Strategy;
 - iv. Transport Assessment and Travel Plan;
 - v. Landscape and Visual Impact Assessment;
 - vi. Contaminated Land Investigation Report;
 - vii. Air Quality Assessment;
 - viii. Ecological Assessment.

- b. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bats in line with Policy E15.

- c. The design and layout:
 - i. Provides access south onto Swanmore Road;
 - ii. Provides a multi-user (non-motorised) link to Havant Bridleway 121 and Calshot Road;
 - iii. Retains and enhances the on-site SINC as an alternative to a new open space within the development;
 - iv. Retains and strengthens where possible the strong landscape boundary to the site;
 - v. Retains and integrates existing trees and hedgerows; and
 - vi. Allows for attenuation of flood waters in SuDS designed to prevent flooding beyond the site.

H35 | Colt Site

The Site

- 8.67 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 Martin Road to the west, with residential areas on Bartons Road to the north and west respectively. The site has an area of 3.1 ha.
- 8.68 The site is vacant following the relocation of Colt International Ltd. The site has subsequently been acquired by Homes England. 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. The buildings formerly occupying the site have now been demolished to ground level.
- 8.69 Planning permission was granted for up to 100 dwellings in January 2019 under reference APP/18/00244. If this permission is implemented before the Plan is adopted, this policy will be removed from the Plan.

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 Martin Road.
- The site is situated within Groundwater Source Protection Zone 1c.
- Site drains into Nest Business Park 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 | Colt Site

Mixed use development of about 100 dwellings and about 2,900 sqm of employment floorspace will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Contamination Risk Assessment;
 - ii. Transport Assessment and Travel Plan;
 - iii. Ecological Assessment;
 - iv. Noise Assessment;
 - v. Arboricultural Impact Assessment;
 - vi. Arboricultural Method Statement;
 - vii. Tree Protection Plan;
 - viii. Flood Risk Assessment;
 - ix. Drainage Strategy.
- 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 E19;
 - 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 mitigated 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.

H36 | Scottish and Southern Energy Offices

The Site

8.70 This site is located in a prominent position 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 1.7 ha.

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, and Havant and Waterlooville football stadium to the east.
- Mature trees around perimeter of the site, and a Tree Preservation Order lies in the centre of the site.
- There is 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.
- Vehicular access exists from Bartons Road.
- Proximity to the SSE Data Recovery Centre and energy centre block.

H36 | Scottish and Southern Energy Offices

Residential development of around 80 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Flood Risk Assessment;
 - ii. Drainage Strategy;
 - iii. Transport Assessment and Travel Plan;
 - iv. Air Quality Assessment;
 - v. Noise Impact Assessment;
 - vi. Archaeological Assessment;
 - vii. Arboricultural Assessment;
 - viii. Ecological Assessment;
 - ix. Lighting Strategy;
 - x. Contaminated Land Investigation Report to include gas monitoring.

- b. The design and layout:
 - i. Provides a high-quality street frontage to Petersfield Road and Bartons Road, with suitable boundary treatment and perimeter landscaping;
 - ii. Safeguards the amenity of occupants having particular regard to noise from Petersfield Road and the adjacent football stadium;
 - iii. Addresses the ground quality conditions through remediation measures prior to the occupation of the development in line with Policy E22;
 - iv. Provides an appropriate easement from existing sewage/waste infrastructure;
 - v. Provides onsite public open space in line with Policy E9;
 - vi. Retains and integrates the protected tree on site.

H37 | Land at Dunsbury Way

The Site

- 8.71 Bounded by roads on three sides, Dunsbury Way, Billy Copse and Little Hackets, the site has an area of 0.36 ha. It was formerly part of the redevelopment of the Procter and Gamble factory site.
- 8.72 The site is in a prominent location for easy access to schools, public transport, employment, shops and other local facilities, including St Michael and All Angel's Church opposite.

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 specialist accommodation for older people.
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs.
- Close to Riders Lane Stream.

H37 | Land at Dunsbury Way

Residential development of about 15 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Ecological Assessment;
 - ii. Transport Assessment and Travel Plan;
 - iii. Noise Impact Assessment;
 - iv. Contaminated Land Investigation Report to include gas monitoring.
- b. The access is not from Fulflood Road; and
- c. The design and layout:
 - v. Retains and integrates the trees and hedgerows found on the site where possible;
 - vi. Includes on-site public open space provision in line with Policy E9.

H38 | Land at Riders Lane

The Site

8.73 The 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 allotments, however it has not been used as such for some time. 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. The site has an area of 1.9 ha.

Site Opportunities & Constraints

- The site lies very close to the fluvial floodzone for the Hermitage Stream. The extent increases into the western part of the site with climate change.
- The site lies in Groundwater SPZ 1c for the Bedhampton and Havant Springs.
- Two public rights of way (footpaths nos. 33 and 506b) are located immediately adjacent to the site.
- The site lies in a Local Ecological Network Opportunity Area.
- The Hermitage Stream runs adjacent to the site.
- There is an opportunity to provide allotments alongside new housing and/or extend the adjacent allotment site which is within the same landowners' control.
- A main sewer crosses the site.
- Close to Riders Lane Stream.
- There is potential for previously undiscovered archaeological deposits.
- Underlain by heavy clay, making direct infiltration impossible - open water storage likely to be necessary.
- Potential contamination issues associated with previous use of the site.
- The site is within a Radon Class 2 area.

H38 | Land at Riders Lane

A mixed-use development of about 70 dwellings and allotments will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Assessment
 - ii. Flood Risk Assessment
 - iii. Ecology Assessment
 - iv. Transport Assessment and Travel Plan
 - v. Noise Impact Assessment
 - vi. Contaminated Land Investigation Assessment (to include gas monitoring)
- b. The development enhances the relevant Local Ecological Network opportunity areas;
- c. The design and layout:
 - i. Locates residential development outside of the areas at risk of flooding;
 - ii. Is informed by the presence and setting of the Hermitage Stream in line with Policy E7;
 - iii. Preserves and enhances the public access to the Hermitage Stream;
 - iv. Plans in flood storage/attenuation before outfall to Hermitage Stream, and locates flood storage/attenuation outside the areas at risk of flooding;
 - v. Takes into account the proposed route for the Havant Thicket Reservoir pipeline (see Policy KP9);
 - vi. Safeguards the required easement from the existing sewage infrastructure on the site;
 - vii. Incorporates on-site public open space, including the provision of allotments within or adjoining the site, in line with Policy E9;
 - viii. Provides access to Havant Footpaths 33 and 506b from the site.

H39 | Strouden Court

The Site

- 8.74 The site comprises the Strouden Court precinct, the garage and green space adjacent to Dummer Court, as well as some of the residential 'H' blocks. The site represents an opportunity for redevelopment and consolidation of the existing buildings and facilities on site, to free up space for development.
- 8.75 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.
- 8.76 The site is in a prominent location for easy access to schools, public transport, employment, shops and other local facilities and has an area of 1.5 ha.

Site Opportunities & Constraints

- This is a brownfield site
- The site includes the Strouden Court bus stop and a number of buildings still in active retail and community use, these should be re-provided on site as part of any proposed redevelopment.
- There is some limited potential for previously unidentified archaeological deposits.
- 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 1c for the Bedhampton and Havant Springs.
- The site overlays a Secondary Aquifer.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding
- 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 or redevelopment of the site for about 55 dwellings, retail provision and public open space will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Ecological Assessment;
 - iii. Flood Risk Assessment;
 - iv. Noise Impact Assessment;
- b. The existing bus stop, community and retail uses are re-provided on site with sufficient vehicle and cycle parking;
- c. The design and layout integrates the existing public open space and improves its value; or alternative provision can be made of equivalent or greater community benefit in terms of quality, quantity and accessibility in line with Policies E8 and E9.

C11 | Land at Hulbert Road

The Site

8.77 The site largely comprises a mixture of woodland and undeveloped land to the north of Purbrook Way and the slip road onto the A3(M). The site is separated from Hulbert Road by the B&Q superstore which lies on the eastern boundary of the site, with areas of woodland to the north and west respectively. The site has an area of 2.7 ha.

Site Opportunities & Constraints

- This is a greenfield site;
- The servicing road associated with the B&Q superstore runs through the site and would provide a means of access to the development.
- The southern part of the site comprises made ground. Any development on the southern part of the site is therefore likely to require extensive cut and fill to achieve the necessary levels.
- An individual protected tree (TPO 1216) lies on the north side of the embankment opposite the service road to B&Q, and a protected tree group lies on part of the northern boundary of the site.
- The western part of the site is bounded by an extensive tree buffer to the A3(M).
- Hulbert Road Meadow SINCL lies to the north of the site and B&Q.
- The site is situated within Groundwater Source Protection Zone 1c.
- Clay ground means that there will need to be on-site drainage attenuation.
- The site has potential to be affected by noise and air quality from Hulbert Road and the A3(M)
- Bats forage on the site and/or roost in the site's mature trees including the protected Bechstein's bat: the site is within the area of search for Bechstein's bat.
- There is low potential for previously unidentified archaeological deposits.
- There is potential for contamination to be present on site.
- High voltage overhead powerlines cross the site.

C11 | Land at Hulbert Road

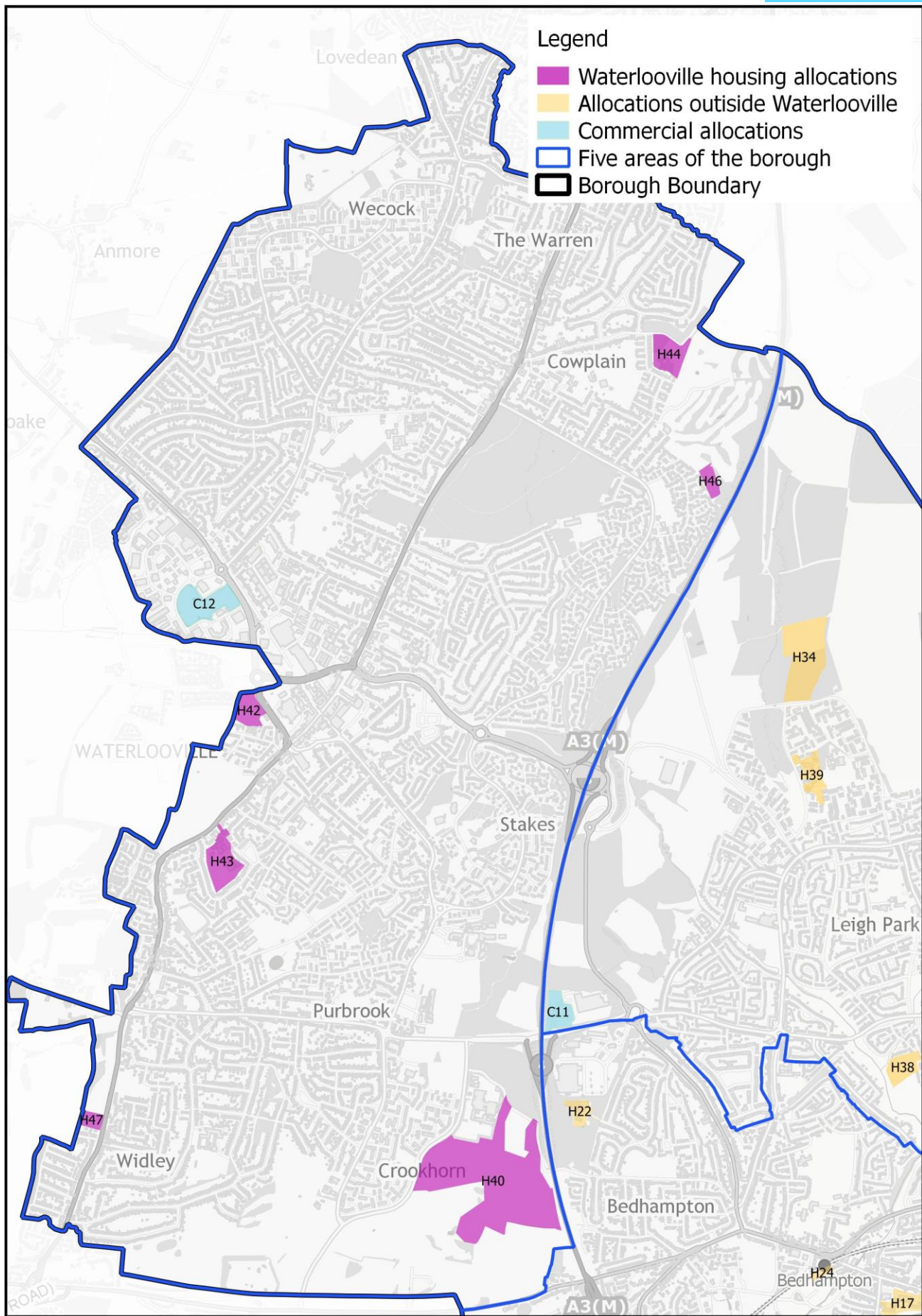
Employment development of about 6,250 square metres will be permitted where:

- a. The following assessments are submitted to support a planning application:
 - i. Arboricultural Impact Assessment including full tree survey;
 - ii. Ecological Assessment;
 - iii. Landscape and Visual Impact Appraisal;
 - iv. Heritage Statement;
 - v. Noise Assessment;
 - vi. Air Quality Assessment;
 - vii. Flood Risk Assessment;
 - viii. Drainage Strategy;
 - ix. Contaminated Land Investigation Report (to include gas monitoring);
 - x. Transport Assessment and Travel Plan;
 - xi. Sustainability Statement.
- b. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15;
- c. The design and layout:
 - i. Provides an appropriate vehicular access to the employment use(s) which does not result in vehicular conflicts with the existing commercial operations adjacent to the site;
 - ii. Retains and integrates the trees and woodland on and around the site, including the buffer to the A3(M);
 - iii. Provides a planting buffer between the built development, Hulbert Road Meadow SINC and the woodland to the north;
 - iv. Secures appropriate separation between development and the high voltage powerlines which cross the site.

Development allocations: Waterlooville

Figure 37: Development allocations in Waterlooville (excluding Key Projects)

Revised map



H40 | Campdown

The Site

- 8.78 Campdown is located on the northern slope of Portsdown Hill as it slopes down towards Crookhorn. It is also immediately south of the South Downs Campus of Havant and South Downs College (HSDC) and adjacent to the A3(M). The site has an area of 21.4 ha and is grazing pasture with boundary trees and hedgerows.
- 8.79 The site is in the centre of a triangle of Scheduled Monuments which reflect the long history and use of the area. These are a buried Roman villa and road, an early/mid-Neolithic, early-Christian and medieval burial site and, more recently, the Victorian Fort Purbrook which was used during World War II. The site is within the setting of all three and, as such, development on the site is likely to affect their significance. In addition, the site itself may include non-scheduled archaeological remains. Development on this site will only be permissible if it respects, conserves and, where possible, enhances these irreplaceable heritage assets. Any planning application will, therefore, need to be accompanied by a Heritage Impact Assessment which includes: 1) a comprehensive archaeological assessment; 2) an assessment of the contribution of the development proposal on the significance of the three Scheduled Monuments; and 3) a demonstration of how the development proposal has responded and reflected the results of those assessments. This needs to be considered when determining the scale, layout, design, height, material palette, open space design and views out of and into the development.

Site Opportunities & Constraints

- This is a greenfield site.
- There are three Scheduled Monuments within the vicinity of, and on, the site. These are: Fort Purbrook and its “fields of fire” (to the south-west); Bevis’ Grave Long Barrow and Early Medieval Cemetery (to the south); and a buried Roman villa and road (in the north-east of the site).
- There is the potential for archaeological remains on-site.
- The far north of the site is made up of Littlepark Wood (West), which is designated as a SINC and protected by a woodland TPO. Hazel Dormice have been recorded in the adjacent woods. There is a protected tree in the centre of the site and other areas of SINC in the south of the site.
- The site lies in a Local Ecological Network Opportunity Area.
- There is an opportunity to provide access to Littlepark Wood (West) for informal recreation.
- Most of the site is identified as a Primary Support Area for Solent Waders and Brent Geese
- The site is within the Bechstein’s bat area of search.
- 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 (Bridleway 28), runs adjacent to the site, linking via the footbridge over the A3(M) to Bedhampton and Leigh Park. Footpath 26c also crosses the site near to the Roman villa.
- National Cycle Network route 222, which provides links north to Waterlooville and south to Portsmouth, runs close to the site to the west.
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs.
- The A3(M) runs along the eastern boundary of the site, this is a noise and air quality consideration.

Pre-Submission Havant Borough Local Plan with changes

- A 3.2 ha area to the south-east of the site was previously used as landfill and there is probable landfill elsewhere on or near the site.
- 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.
- The south of the site is in the Minerals Safeguarding Area as defined by the Hampshire Minerals and Waste Plan because it is likely to be underlain by sand and gravel.
- Development would create a capacity issue at Morelands School. An appropriately scaled contribution will need to be made towards education provision for the expansion of Morelands School.
- The site overlays a Principal Aquifer.
- Applicants are encouraged to engage with the Council from an early stage to determine whether the proposals constitute EIA development. If it is an EIA development, an Environmental Statement will be required in support of any planning application¹³⁶.

H40 | Campdown

A mixed-use development of about 650 dwellings, open space and community centre with sporting facilities will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Environmental Statement if required;
 - ii. Heritage Impact Assessment including 1) an archaeological assessment and 2) a Setting Study which considers the impact of development on the significance of the three Scheduled Monuments [SM] and appreciation of their significance;
 - iii. Flood Risk Assessment;
 - iv. Ecology Assessment;
 - v. Transport Assessment and Travel Plan;
 - vi. Noise Impact Assessment;
 - vii. Air Quality Assessment;
 - viii. Contaminated Land Investigation Report (to include gas monitoring);
 - ix. A risk assessment for unexploded ordnance;
 - x. Landscape and Visual Impact Assessment;
 - xi. Arboricultural Assessment and Hedgerow Survey.
- b. The development of the adjacent housing allocation at the HSDC South Downs Site (Policy KP8) is not prejudiced in line with Policy DR1;
- c. A project-level Habitat Regulations Assessment is carried out to inform the package of avoidance and mitigation measures for Solent Waders and Brent Geese that will be necessary in line with Policy E17;
- d. Measures to avoid and mitigate the impact of residential development on the Solent European Sites is expected to include securing part of Warblington Farm (EX2) as a Brent Goose and Wader refuge, or alternative provision agreed in consultation with the local planning authority. The refuge area provided should be suitable for at least the number and species of birds

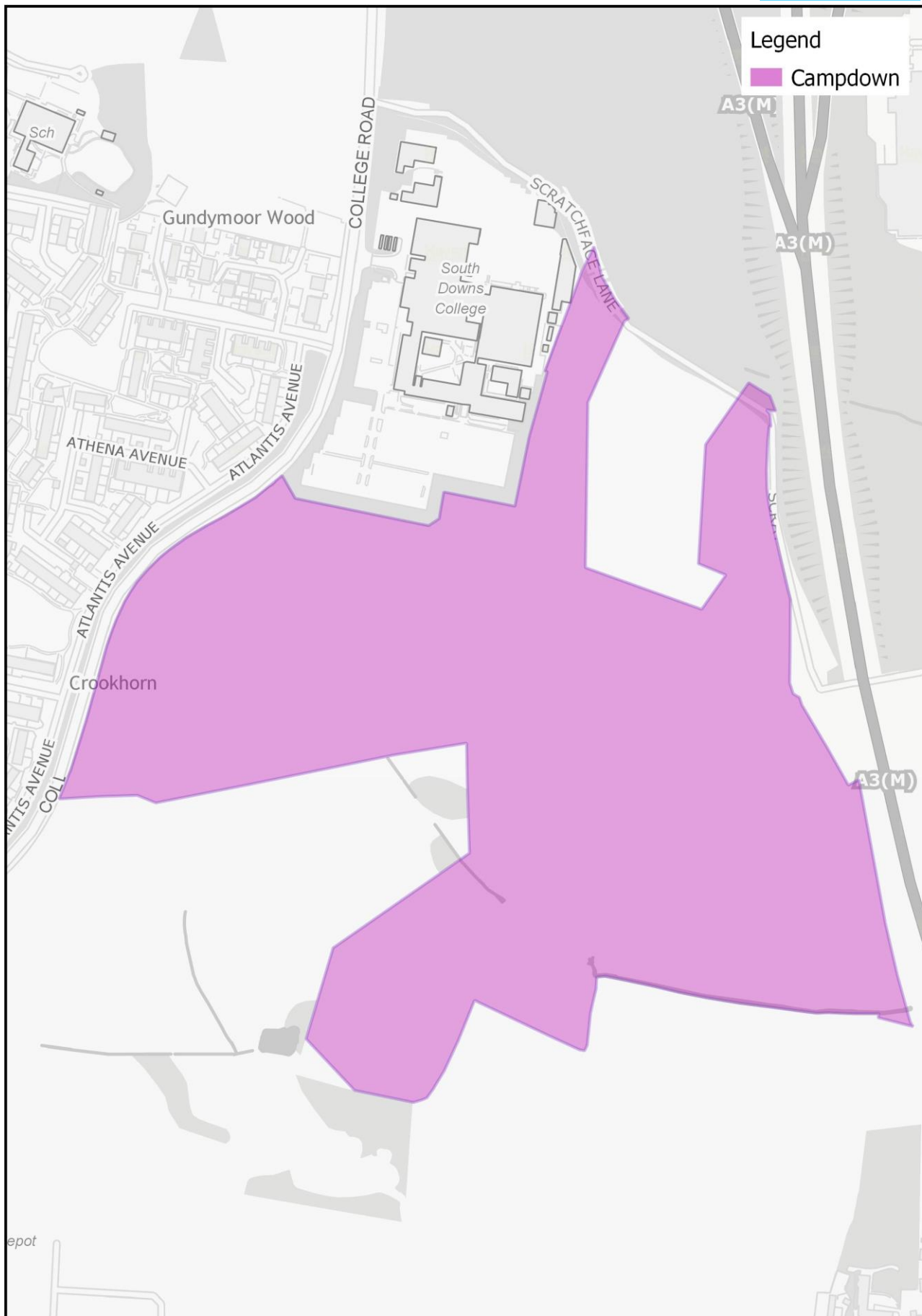
¹³⁶ In accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and any subsequent amendments.

recorded on the site in terms of habitat type and area, timing and availability of habitat and quality of habitat;

- e. Appropriate mitigation measures (including buffers) and ecological enhancements are put in place for Bechstein's bat in line with Policy E15;
- f. The development enhances the relevant Local Ecological Network opportunity areas;
- g. The extent and significance of the buried Roman Villa, the Roman Road and surrounding heritage assets within and adjacent to the site are identified and assessed;
- h. An appropriately scaled contribution is made for the expansion of Morelands School;
- i. A proportionate site investigation is carried out and assesses the risk of contamination due to the previous use of part of the site as landfill;
- j. Opportunities have been explored for the prior extraction of minerals to the satisfaction of Hampshire County Council;
- k. Off-site water mains reinforcements, including any necessary pressure valves, are installed to Portsmouth Water's design and approval; and
- l. The design and layout:
 - i. Preserves and enhances the buried Roman villa and road, incorporating them as an integral part of the development scheme to secure their long-term management;
 - ii. Provides open, semi-natural, green space in the north of the site (in accordance with Policy E9) that responds to the presence of the Roman villa and road with appropriate planting, interpretation of archaeology and public art¹³⁷;
 - iii. Does not cause any harm to the significance of Fort Purbrook (including its "fields of fire" to the north of the fort) and Bevis' Grave and Early Medieval Cemetery Scheduled Monuments, nor to the appreciation of their significance;
 - iv. Does not cause any harm to any non-designated archaeological assets on the site;
 - v. Responds to the site's sensitive location, in landscape terms;
 - vi. Retains and incorporates the existing trees and hedgerows on the site;
 - vii. Creates a network of semi-natural habitats which also link to the surrounding natural environment;
 - viii. Provides a high degree of permeability through an extensive network of walking and cycling routes across the site, this should include an on-site multi-user route running east-to-west linking to Havant Footpath 26c and Havant Bridleway 28 (Scratchface Lane);
 - ix. Provides pedestrian and cycle routes that are integrated throughout the development and provides connectivity between this site and HSDC South Downs Site (Policy KP8);
 - x. Provides on-site public open space, including play provision, and community food growing provisions in line with Policy E9;
 - xi. Provides play space for children and young people in line with Policy E11;
 - xii. Provides a safe and suitable access to the residential element of the development site under Policy KP8 through an access road into this site where possible;
 - xiii. Provides a community centre which includes indoor sports provision and appropriate parking;
 - xiv. Responds to the noise impact of the A3(M) to the east.

¹³⁷ As this would involve development above a Scheduled Monument, Scheduled Monument Consent will be required.

Figure 38: Campdown



H42 | Blue Star

The Site

- 8.80 This site lies to the south-west of the Asda supermarket. The site is currently an open field with mature trees to the boundaries.
- 8.81 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 1.9 ha.

Site Constraints and Opportunities

- This is a greenfield site.
- 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.
- There is 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 for Havant and Bedhampton Springs.

H42 | Blue Star

Residential development of about 90 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Transport Assessment and Travel Plan;
 - ii. Ecological Assessment;
 - iii. Heritage Statement;
 - iv. Arboricultural Assessment;
 - v. Noise Assessment;
 - vi. Air Quality Assessment;
 - vii. Contaminated Land Investigation Report to include gas monitoring;
 - viii. Flood Risk Assessment;
 - ix. Drainage Strategy.
- b. Provision of a safe crossing point for pedestrians and cyclists to and from the site across Maurepas Way (A3) is made;
- 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 and Berewood;
 - iii. Provides open space and community food growing provisions in line with Policy E9;
 - iv. Retains and integrates the protected trees as appropriate according to their quality and value.

H43 | Goodwillies Timber Yard

The Site

8.82 The site has an area of 3.4 ha and comprises an existing local timber business. The site is accessed via London Road (A3) and is mainly hardstanding with various buildings associated with its current commercial use. The site is larger than that required for the business (only 1.2 ha is required). As such, the business is looking to relocate to a smaller site.

Site Opportunities and Constraints

- This is a brownfield site.
- There is potential for previously unidentified archaeological deposits of prehistoric and Roman date.
- There may be potential ground quality issues associated with previous and/or current use of the site.
- Vehicular access is already established onto the A3 (London Road).
- The site has the potential to be affected by noise from the A3 (London Road).
- There is potential for roosting bats and nesting birds in existing buildings, along with potential for common reptiles.
- There is a small row of protected trees on part of north-eastern boundary.
- The site is situated within Groundwater Source Protection Zone 1c.
- The site overlays a Secondary Aquifer.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding

H43 | Goodwillies Timber Yard

Residential development of about 120 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Archaeological Assessment;
 - ii. Arboricultural Assessment;
 - iii. Ecological Assessment;
 - iv. Flood Risk Assessment;
 - v. Drainage Strategy;
 - vi. Transport Assessment and Travel Plan;
 - vii. Noise Assessment;
 - viii. Contamination Land Investigation Report (to include gas monitoring).
- b. The design and layout:
 - i. Retains and integrates the protected trees found on the boundary of the site;
 - ii. Provides onsite public open space in line with Policy E9;
 - iii. Incorporates a new pedestrian and cycle route through the site which connects to the A3 (London Road) and, if possible, Brightside;
 - iv. Secures an appropriate relationship between the development and the rear of residential properties along Corbett Road, Gordon Road and London Road and their residential amenity in terms of loss of privacy, outlook and overshadowing.

H44 | Padnell Grange

The Site

- 8.83 The site has an area of 2.7 ha, situated on the edge of Cowplain. It is currently occupied by the property and associated buildings known as Padnell Grange.
- 8.84 To the west and south are the residential properties on Cherry Tree Avenue. Immediately to the north lies Padnell Cuts Wood with Waterlooville Golf Course to the east.

Site Opportunities and Constraints

- This is a brownfield site.
- Padnell Grange itself is a non-designated heritage asset with potential to be retained for residential use and to form the focal point of a development scheme and associated landscaping proposals.
- The associated barn is considered to be a non-designated heritage asset, which 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. Padnell Cuts Wood is protected by a woodland TPO.
- Waterlooville Golf Course is designated as a SINC.
- 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 the east.
- Potential for badger, hazel dormouse, nesting birds and common reptiles.
- Public right of way within the eastern boundary (Havant Footpath 127).
- The site lies in a Local Ecological Network Opportunity Area.
- The north-east corner of the site is in the Mineral Safeguarding Area as defined by the Hampshire Minerals and Waste Plan. Incidental minerals extraction may be appropriate as part of the development, for re-use on-site.
- Potential ground quality issues associated with previous and/or current use of the site. Storage tanks are known to be present on site.
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs.
- The site is underlain by clay therefore drainage is a key consideration.
- Sewerage network reinforcements will be required in advance of occupation of development to avoid an increased risk of foul water flooding
- Drains into Hermitage Stream.
- Human remains may be present on site.
- The site overlays a Secondary Aquifer.

H44 | Padnell Grange

Residential development of about 80 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Ecological Assessment;
 - iii. Flood Risk Assessment;
 - iv. Contaminated Land Investigation Report to include gas monitoring;
 - v. Transport Assessment and Travel Plan;
 - vi. Drainage Strategy;
 - vii. Arboricultural Assessment;
 - viii. Noise Impact Assessment;
- c. Appropriate mitigation measures, including buffers, are put in place for Bechstein's bat in line with Policy E15;
- d. The development enhances the relevant Local Ecological Network opportunity areas;
- e. The design and layout:
 - i. Retains the main Padnell Grange house and incorporates it into a locally distinctive scheme, and gives consideration to the retention of the associated historic barn;
 - ii. Retains and integrates the protected trees and hedgerows;
 - iii. Addresses any potential effects upon Padnell Cuts protected woodland and the Waterloo Golf Course SINC;
 - iv. Site lighting is carefully designed to avoid negative impacts on trees, woodland and protected species (bats);
 - v. Avoids unacceptable harm to the amenity of neighbouring residents through loss of privacy, noise, outlook and overlooking;
 - vi. Sets development back from the western boundary and includes a strong landscape buffer to the golf course;
 - vii. Retains a footpath link to Cherry Tree Avenue;
 - viii. Protects and enhances Havant Footpath 127, which runs within the eastern edge of the site, and connects it with Havant Bridleway 22 at the site's north-east corner;
 - ix. Addresses any noise issues arising from the nearby A3(M);
 - x. Provides onsite public open space in line with Policy E9.

H46 | Land at Waterlooville Golf Club

The Site

8.85 The site has an area of 1.3 ha and is currently used as a golf club practice ground with the south of the site containing mature woodland. Anvil Close and Farriers Way serve 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.
- The site is within Waterlooville Golf Course SINC.
- There is an area of woodland and a line of mature trees adjacent to 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).
- There is potential for landfill and associated gases.
- The site is in Groundwater SPZ 1c for the Bedhampton and Havant Springs.

H46 | Land at Waterlooville Golf Club

Residential development of about 45 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Ecological Assessment;
 - ii. Flood Risk Assessment;
 - iii. Drainage Strategy;
 - iv. Contaminated Land Investigation Report (to include gas monitoring);
 - v. Noise Impact Assessment.
- b. The design and layout:
 - i. Provides appropriate mitigation measures, including buffers, with regard to Bechstein's bat in line with Policy E15;
 - ii. Responds to the noise impact of the A3(M) to the south;
 - iii. Provides appropriate separation and protection to the adjoining woodland and line of mature trees;
 - iv. Addresses the impact on the Waterlooville Golf Course SINC in line with Policy E14.

H47 | Land north of Highbank Avenue

The Site

8.86 The site is currently in agricultural use. The site is adjacent to the Purbrook West Allotments and is north of Highbank Avenue and Victoria Avenue with access off London Road. The site forms part of a larger piece of land which is in the same ownership, the majority of which falls within the Winchester City Council administrative area which abuts the western extent of this allocation. The land within Havant borough has an area of 0.6ha.

Site Opportunities & Constraints

- This is a greenfield site.
- The site is part of a much larger area, predominantly within and Winchester City Council's area but with access from Havant Borough.
- The site has an agricultural land classification (ALC) of Grade 3a.
- There is potential for previously unidentified archaeological deposits.
- Development may be in the sight line of the Old Rectory (Grade II listed building).
- The site can be accessed off London Road which forms part of the A3 Priority Bus Corridor (bus stop also adjacent) and the Havant Borough Cycle Network.
- London Road, including the Bus Priority Lane and Cycle Route, will need to be reconfigured to achieve sufficient access for development in both Havant Borough and Winchester City Councils' administrative boundaries.
- The site is within walking distance to Purbrook Park School, along with Purbrook and Widley Local Centres.
- The London Road Fen SINC is adjacent to the north-west of the smaller Havant Borough section of the site.
- There is a protected tree group on the east of the site.
- The site is in Groundwater Source Protection Zone (SPZ) 1c for the Bedhampton and Havant Springs.
The site overlays a Secondary Aquifer.

H47 | Land north of Highbank Avenue

Residential development of about 25 dwellings will be permitted where:

- a. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Heritage Statement;
 - ii. Arboricultural Assessment;
 - iii. Ecological Assessment;
 - iv. Flood Risk Assessment;
 - v. Drainage Strategy;
 - vi. Transport Assessment and Travel Plan;
 - vii. Noise Impact Assessment;
 - viii. Air Quality Assessment;
 - ix. Contaminated Land Investigation Report (to include gas monitoring).

- b. The design and layout:
 - i. Should not prejudice the development potential of land to the west within Winchester City Council's administrative boundary.
 - ii. Is appropriate in scale and form to the character of the area;
 - iii. Respects the context and setting of the Old Rectory (Grade II listed building);
 - iv. Retains and integrates the protected trees on and adjacent to the site;
 - v. Retains and integrates the vegetation along the southern boundary;
 - vi. Retains and, where possible, enhances the London Road Fen SINC;
 - vii. Incorporates new on-site woodland planting around the London Road Fen SINC;
 - viii. Retains the pedestrian track used to access the south of the Purbrook West Allotments from London Road;
 - ix. Secures an appropriate relationship between the development and the rear of residential properties on Highbank Avenue and their residential amenity.

C12 | Former BAE Systems Park

The Site

- 8.87 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.
- 8.88 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.
- 8.89 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 consented 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.
- 8.90 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 withdrawn¹³⁸ 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 consents (references APP/15/00772 and APP/15/00773) for a McDonald's restaurant and Lidl food store have been constructed and completed.
- 8.91 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.
- Potential for common reptiles.
- The site is situated within Groundwater Source Protection Zone 1c.
- There are risks to controlled waters from soils on this site. Groundworks under a watching brief are likely to be required via condition on any outline or detailed consent for this part of the site.
- Potential to improve safety for pedestrians and cyclists crossing Hambledon Road.
- A small part in the south-western corner of the site is affected by Flood Zones 2 and 3.

¹³⁸ Planning Application Reference APP/13/00893.

C12 | Former BAE Systems Park

Mixed use development comprising about 29,820 sq. m of employment and about 10,288 sq. m of commercial, business and service uses will be permitted where:

- a. Development proposals are led by a comprehensive marketing strategy and masterplan approach to the delivery of the site.
- b. Sufficient information is submitted to address the site-specific planning considerations. This is to be agreed at the pre-application stage and is expected to include the following:
 - i. Retail Impact Assessment;
 - ii. Marketing Strategy;
 - iii. Transport Assessment and Travel Plan;
 - iv. Flood Risk Assessment;
 - v. Drainage Strategy;
 - vi. Ecological Assessment;
 - vii. Contaminated Land Investigation Report.
- c. It provides a safe crossing point for pedestrians and cyclists to and from the site across Hambledon Road;
- d. 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;
- e. The masterplan incorporates uses which reflect market signals and occupier demand;
- f. An impact assessment demonstrates:
 - i. The vitality and viability of town centres will not be adversely affected; and
 - ii. The proposals complement the customer choice and retail offer;
- g. The development includes uses which support the function and operation of the surrounding established employment areas and the vitality and viability of Waterlooville Town Centre;
- h. The design and layout:
 - i. Provides for a high degree of permeability between the site, Wellington Park and Hambledon Road;
 - ii. Ensures an appropriate pedestrian/cycle link between the site and Wellington Park;
 - iii. Avoids development in areas at risk of flooding.

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>Housing for sale or rent, for those needs are not met by the market (including housing that provides a subsidised route to homeownership and/or is for essential local workers). Broadly, the definitions include:</p> <ul style="list-style-type: none"> a) Affordable housing for rent b) Starter Homes c) Discounted market sales housing d) Other affordable routes to home ownership <p>A full definition can be found in the NPPF at: https://www.gov.uk/government/collections/revised-national-planning-policy-framework</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 effect 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>
Ancient woodland	Areas which have had woodland cover for centuries and have been relatively undisturbed by human activity.
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 AONB is a legal designation that protects land with the highest status of protection in terms of landscape and scenic beauty. 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 Chichester district.
Best and Most Versatile Agricultural Land	Land in grades 1, 2 and 3a of the Agricultural Land Classification.

Term	Definition
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.
Build to Rent	Build to Rent refers to an emerging sector in the housing market, namely large-scale developments which are purpose-built for private rent and may be supported by dedicated amenities.
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.
C2 and C3	The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. Use class C3 refers to dwelling houses; C2 is residential institutions. Other classes in the Part C are C1 hotels and C4 Houses in Multiple Occupation. Further details are available at https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use
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.
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 that allows local authorities to raise funds from owners/developers of land undertaking new building projects to help pay for the infrastructure needed to support the development.
Compulsory Purchase	Compulsory purchase or a compulsory purchase order (CPO) is a legal function that allows public bodies to apply to the Government for powers to obtain land or property without the owners consent.
Conservation Area	An area which is of special historic or architectural character and is worthy of preservation and is designated by the Local Planning Authority.
Countryside	In planning terms, an area outside of the settlement boundary where more restrictive policies would be applied.
Density	In the case of the Havant Borough Local Plan , density is defined as the number of dwellings per developable hectare, after removing items like roads, open space and sustainable drainage systems.

Term	Definition
Employment Development	<p>The following use classes are defined as ‘employment development’ in the context of the Use Classes Amendment Order 2020:</p> <ul style="list-style-type: none"> • General Industrial B2 • Storage and Distribution B8 • Commercial Business and Service Use Class E(g) which includes: <ul style="list-style-type: none"> i. An office to carry out any operational or administrative functions; ii. The research and development of products or processes, or iii. Any industrial process. <p>Further details can be found at: https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use</p>
Full Application	A planning application seeking full planning permission for a development proposal, with no matters reserved for later planning 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	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.
Employment Land Review (ELR)	A key component of the evidence base to support the delivery of the Local Plan, the study aims to assess the potential of existing and planned employment land, and its ability to meet economic needs..
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.
Flora and fauna	Plants and animals of a place.
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.

Term	Definition
Habitats Regulations	Refers to the habitats and Conservation of Species Regulations 2010, 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.
High Density Housing	High density housing refers to large-scale developments which are purpose-built for private rent and may be supported by dedicated amenities such as the Build to Rent sector.
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.
Listed Buildings	Listing recognises a building's special architectural and historic interest, and provides legal protection. It is recorded by Historic England on behalf of the nation.
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 restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo

Term	Definition
	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.
Masterplan	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 or approaching retirement age, including the active, newly-retired through to the very frail elderly; and whose housing needs can encompass, accessible, adaptable general needs housing through to 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.
Partnership for South Hampshire (PfSH)	A partnership of twelve local authorities in South Hampshire, set up to co-ordinate economic development, transport, housing and 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.

Term	Definition
	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 shopping area	Primary shopping areas are likely to include a high proportion of retail uses which may include food, drinks, clothing and household goods.
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.
Ramsar site	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.
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.
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.
Settlement Boundary	The dividing line between the urban area and countryside to define where planning policies apply. There is a presumption against new development beyond the defined settlement boundaries, in particular against new residential or commercial development.
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

Term	Definition
	Biodiversity Partnership. Such sites are often referred to as Local Wildlife Sites, Local Sites or Sites of Nature Conservation Importance.
Special Areas of Conservation	Areas given special protection under the European Union’s Habitats Directive, which is transposed into UK law by the Habitats and Conservation of Species Regulations 2010.
Special Protection Areas	Areas which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds found within European Union countries.
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 guide the implementation of mitigation measures to ensure that additional recreational activity through new development would not result in harm to the SPAs.
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 considers the local housing market and the type, size and tenure of homes which are needed across the housing market area. It previously identified how many homes were needed which is now set out through the Government’s standard need methodology.
Sui Generis	‘Sui Generis’ is the term used for uses that do not fall into any Use Class. The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'.. It is generally the case that planning permission is not required for a new use in the same use class but planning permission is required to change from one use class to another. As ‘sui generis’ uses do not fall into any class, they generally require planning permission. Further details are available at https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use
Supplementary Planning Document (SPD)	Provides additional guidance at a level of detail that would not be appropriate in a Local Plan. 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 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 channeling 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.

Term	Definition
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.
Tree Preservation Order (TPO)	A Tree Preservation Order is an order made by a Local Planning Authority in England to protect specific trees, groups of trees or woodlands in the interests of amenity.
Townscape	The view or scene of buildings and structures in an urban area.
Use Classes	<p>The Town and Country Planning (Use Classes) Order 1987 (as amended) puts uses of land and buildings into various categories known as 'Use Classes'. It is generally the case that planning permission is not required for a new use in the same use class but planning permission is required to change from one use class to another. There are a number of exceptions, where the legislation does allow some changes between uses.</p> <p>Further details are available at https://www.planningportal.co.uk/info/200130/common_projects/9/change_of_use</p>
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 | Strategic Policy

List compiled to satisfy Paragraph 21 of the NPPF

The Strategic Policies of the Plan are those which address the strategic priorities of the area, to provide a clear starting point for any non-strategic policies that are needed.

VISION AND DELIVERY STRATEGY

Policies in this section set out the overall development and regeneration strategy to 2036

DR1 | Delivering Sustainable Development in Havant Borough

DR2 | Regeneration

KEY SITES

Policies in this section set out the strategic projects and key site allocations which are necessary to deliver the vision

KP1 | Havant Town Centre

KP2 | Waterlooville Town Centre

KP3 | Hayling Island Regeneration

KP4 | Leigh Park District Centre

KP5 | Southleigh

KP6 | Langstone Technology Park

KP7 | Dunsbury Park

KP8 | Havant and South Downs Colleges

KP9 | Havant Thicket Reservoir

INFRASTRUCTURE

Policies in this section set out the requirements for infrastructure provision in the borough, which are needed to support development in the area

IN1 | Effective Provision of Infrastructure

IN2 | Improving Transport Infrastructure

IN3 | Transport and Parking

IN4 | Access onto Classified Roads

IN5 | Future management and Management Plans

THE ENVIRONMENT

Policies in this section make provision for the conservation and enhancement of the natural, built and historic environment, including landscapes and green infrastructure, and planning measures to address climate change mitigation and adaptation.

E1 | High Quality Design

E2 | Health and Wellbeing

E3 | Landscape and Settlement Boundaries

E4 | Development on the Coast

E5 | Chichester Harbour Area of Outstanding Natural Beauty

E6 | Best and Most Versatile Agricultural Land

E7 | Hermitage Stream

E8 | Protection of existing open space

E9 | Provision of public open space in new development

E10 | New and extended cemeteries

E11 | Sports and Recreation

E12 | Low Carbon Design

E13 | Historic Environment and Heritage Assets

Pre-Submission Havant Borough Local Plan with changes

E14 | The Local Ecological Network

E15 | Protected Species

E16 | Recreation impact on the Solent European Sites

EX1 | Water Quality impact on the Solent European Sites

E17 | Solent Wader and Brent Goose Feeding and Roosting Sites

E18 | Trees, hedgerows and woodland

E19 | Managing flood risk in new development

E20 | Drainage Infrastructure in new development

E21 | Aquifer Source Protection Zones

E22 | Amenity and Pollution

E23 | Air Quality

E24 | Contamination

HOUSING

Policies in this section set out the council's overarching expectations of housing development

H1 | High Quality New Homes

H2 | Affordable Housing

H3 | Housing Density

H4 | Housing Mix

H5 | Retirement and specialist housing

H6 | Residential Annexes

H7 | Gypsies, Travellers and Travelling Showpeople

COMMERCIAL DEVELOPMENT

Policies in this section set out the council's overarching expectations of commercial development

C1 | Protection of Existing Employment Sites

C2 | Tourism

C3 | Cowplain District Centre

C4 | Emsworth District Centre

C5 | Mengham District Centre

C6 | Local Centres, Local Shops and Services

C7 | Protection of Existing Community Facilities and Shops

C8 | Food, Drink and Entertainment Uses

Development allocations in the plan are not considered to be Strategic Policies for the purposes of paragraph 21 of the NPPF.

