

BUILDING

A BETTER FUTURE

Consultation for Havant Borough's new Local Plan

Findings Report - March 2023



Havant
BOROUGH COUNCIL

Contents

1.0	Executive Summary and Conclusions	4
1.1	Overview	4
1.2	Key consultation findings	5
1.3	Conclusions	11
2.0	Introduction and Background	12
3.0	Preparation of the Consultation Document	13
4.0	Stakeholder Analysis	15
5.0	Methodology	17
6.0	Communications Programme	20
7.0	Consultation Response	22
8.0	Consultation Findings	24
8.1	Key Themes	25
8.2	How much development	29
8.3	Housing	29
8.4	Economy and Employment	39
8.5	Pattern of Development	45
8.6	Regeneration: Havant Town Centre	46
8.7	Regeneration: Waterlooville Town Centre	48
8.8	Regeneration: Hayling Island Seafront	52
8.9	Regeneration: Leigh Park	57
8.10	Land and Densities	59
8.11	Retail and town centres	63
8.12	Flood Risk	67
8.13	Gypsies, Travellers and Travelling Show People	71
8.14	Quality of Development	73
8.15	Climate Change	74
8.16	Natural Environment	79
8.17	Biodiversity Net Gain	84
8.18	Local Nature Designations	90
8.19	Affordable Housing	93
8.20	Housing design standards and specialist accommodation	97
8.21	Landscape and loss of agricultural land	102
8.22	Infrastructure	107
8.23	Transport and Communications	114
8.24	Green Infrastructure	119
8.25	Sports and Recreation	122

8.26 High quality design	126
8.27 Heritage and the historic environment	129
8.28 Pollution.....	131
8.29 Your priorities for 'Building a Better Future'.....	135
9.0 Sustainability Appraisal.....	148
10.0 Habitats Regulations Assessment.....	150
11.0 Final Comments	152
12.0 Hayling Island Coastal Management Strategy Consultation: Relevant findings 155	
13.0 Young Persons Engagement: Key findings.....	156
14.0 Next Steps.....	159
15.0 Appendices.....	160
Appendix A – Building a Better Future Plan – Link to Consultation Document	160
Appendix B – Building a Better Future Plan – Intermediary Document	161
Appendix C – Media and Communications Programme.....	162
Appendix D – List of statutory and non-statutory consultees	168
Appendix E – Full responses from statutory consultees	171
Appendix F – Promotional materials	223
Appendix G – Exhibition materials	250
Appendix H – Exhibition Event Photos	269
Appendix I – Citizenlab engagement statistics	284
Appendix J – Citizenlab Screenshots.....	292
Appendix K – Communications statistics	299
Appendix L – Media Programme Screenshots.....	307
Appendix M– Social Media Screenshots	324
Appendix N – Full breakdown of respondents / participants / attendees by engagement method	362
Appendix O - Questionnaire.....	370
Appendix P – Full list of themes raised in survey responses.....	431
Appendix Q – Full list of themes raised on Citizenlab tool	464
Appendix R – Local Plan Webpage Statistics	478
Appendix S – Glossary of abbreviations	484
Appendix T – List of figures	485

1.0 Executive Summary and Conclusions

The process for preparing Havant Borough's new Local Plan began in March 2022 and is entitled the "Building a Better Future" Plan (referred to in this document as the 'Plan'). The public consultation¹ opened on Monday 3 October and ran for 6 weeks until Monday 14 November 2022. A consultation period of 6 weeks was chosen to enable a broad range of views to be gathered.

1.1 Overview

The council received a high number of responses to the consultation through a variety of channels, with a large proportion of responses coming from the consultation questionnaire. The responses highlight that respondents agree with the proposed approach to the majority of areas within the Plan and Consultation Document.

This report covers the findings from responses received through the consultation questionnaire, face-to-face exhibition engagement, the council's digital engagement platform (Citizenlab), and written responses by email and letter.

The consultation questionnaire was available online and on paper and respondents were self-selecting (i.e., the survey was open for anyone to respond to). Consequently, the profile of people responding to the consultation is not representative of the local population. However, as the council received the following responses, we are confident we have captured a wide range of views to inform considerations and decision-making.

Response numbers to the consultation were as follows:

- 539 consultation survey responses (19 of which were paper survey submissions)
- 773 attendees across 6 face-to-face exhibition events (of which 102 provided written qualitative feedback via comment cards available at the events)
- 98 respondents engaged via our digital engagement platform (Citizenlab)
- 45 written responses from stakeholder organisations received via email or letter

The consultation response analysis begins from section 8.0 in this report and is based on the feedback the council received from a mix of residents, workers, visitors, local businesses, developers / agents / landowners, statutory and non-statutory stakeholders.

The profile of consultation respondents can be found in Appendix N.

The geographical distribution of consultation survey respondents who identified themselves as residents can also be found in Appendix N.

¹ This was undertaken in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended).

1.2 Key consultation findings

The Plan consulted respondents on various themes, particularly seeking feedback on the proposed approach and policies for each to inform future stages of the Plan's development. These themes covered planning policy areas and considerations such as housing, employment sites, climate change, infrastructure, transport, and biodiversity net gain. A link to the full consultation document can be found at Appendix A and the full analysis of responses to each theme can be found in this report from section 8.0.

Key priorities

The consultation survey asked respondents to rank, in order, the top 5 key themes that they think the Plan should place greater emphasis upon. The top themes chosen at this question also reflected key findings throughout the consultation and across consultation methods. These were as follows:

- **The natural environment,**
- **Local nature designations,**
- **Open spaces, and**
- **Designated landscapes**

Across the consultation (including all methods), the four above themes were referenced with strong feeling from respondents, particularly in terms of how often they were discussed, the inter-locking relationship they have as four themes, and their influence and impact upon other themes in the consultation.

Reducing the impact of development on the natural environment was chosen as the top priority by survey respondents (52% chose this amongst their top five priorities) for the Plan to place greater emphasis upon. Protecting, conserving, and enhancing the borough's local nature designation was chosen as the second highest priority by survey respondents (39%). Retaining and enhancing open spaces ranked third, with 35% of survey respondents choosing this within their top five priorities. Recognising, protecting, and enhancing designated landscapes although not in the top five themes overall, was ranked fifth in themes chosen as the most important priority.

When discussing the above four themes, these were felt to be particularly important to the borough, due to aspects such as:

- The impact they have on contributing towards the local character and landscape of the area/borough
- Wellbeing benefits they provide for residents and visitors
- Habitats, environments, and areas that support local wildlife species/populations and trees, plants, flora, and fauna
- Supporting biodiversity
- The contribution they have/could have addressing climate change concerns
- Important and unique to Havant borough as a place (particularly types of landscapes and wildlife it supports)

When seeking views on the proposed approaches:

- 67% of survey respondents agreed with the proposed approach to avoid or mitigate significant effects on the natural environment
- 66% of survey respondents agreed with the proposed approach to protect, conserve, and enhance sites with local nature designations
- 85% of survey respondents agreed with the proposed approach to cover the retention and enhancement of existing open spaces and the creation of new spaces in new developments
- 40% of survey respondents agreed with the proposed approach to recognise, protect, and enhance designated landscapes

Due to the high levels of importance placed upon these themes, and the widely held view that the borough has high levels of development or is over developed already, there was some concern that remaining environments, designations, open spaces, and landscapes in the borough may be at risk of development (due to “lack of land”) or at risk of negative impact as a result of development (such as pollution). This led to some opposition to development (particularly housing and the view that the council should negotiate or push back against the housing target set by government) and for some, seeking further clarity or higher levels of protection, requirements, or restrictions in the Plan to support these.

There was also a general view across the consultation that brownfield sites should be prioritised for development over greenfield sites. Again, this reflects the view as outlined above and includes agricultural / farmland and fields, which generally respondents sought further protections against development to support the local environment and food security.

The survey also asked respondents to choose topic areas for the Plan to focus on if it cannot achieve all requirements. Of these choices, biodiversity was chosen as the second top theme (out of five) by survey respondents for this further focus in the Plan (22% chose this as the most important).

Whilst 64% of survey respondents agreed with the proposed approach to achieve biodiversity net gain, 67% of survey respondents felt that the requirement for biodiversity net gain on developments should be higher than the current 10% minimum proposed. This was mainly due to the perceived importance and value of strong local biodiversity, and the view that a higher minimum requirement would provide further protection to local wildlife, nature, and the environment.

Securing the timely provision of infrastructure to support the level of development

This theme was highlighted as a priority for respondents throughout the survey. For the top themes chosen as being important within the Plan, infrastructure was ranked as the fourth highest priority by survey respondents (34% chose this amongst their top five priorities). Additionally, when asking respondents to rank areas that the Plan could focus on, it was also chosen as the top theme (out of five) by survey respondents (29% chose this as the most important).

Across the consultation (including all methods), the infrastructure theme was referenced strongly by respondents, particularly in terms of how often it was discussed and its cross-cutting relationship with some other themes in the consultation. When consultation respondents were discussing infrastructure, this was in relation to:

- Transport: particularly the road network, but also mentioned regarding public transport and active travel routes
- Water: particularly sewage and wastewater
- Health: such as GP surgeries, hospitals, and pharmacies

- Education: particularly schools (primary and secondary)

Just over half (55%) of survey respondents agreed with the proposed approach to existing and new infrastructure provision and just over half (55%) of survey respondents agreed with the proposed approach to transport, with a focus on active travel and public transport.

Throughout the consultation, often experiences and local incidents regarding the above were discussed, particularly the perception of the provision of these infrastructures being at or exceeding capacity, and therefore the negative impact this has on residents. This meant in most cases that respondents felt that future development (particularly housing), and an increase in population, would place further pressure on infrastructure provision, and this would therefore not be able to meet capacity or demand, exacerbating incidents further.

Although nearly 6 in 10 (59%) agreed with the proposed approach to tackle pollution, there were some concerns regarding water pollution (particularly sewage) and noise/air pollution (particularly from vehicles). These were sometimes felt to be exacerbated/created by the perceived infrastructure provision being at or exceeding capacity. There was a desire for the Plan to further consider mitigation requirements and therefore provide protections for wildlife, the environment and climate change.

Infrastructure capacity and pollution concerns often meant either respondents were against development unless infrastructure provision was planned for or considered alongside new housing developments, upgraded or expanded beforehand (and therefore ready to meet demand and address pollution concerns), or it meant that respondents opposed development generally (particularly if they felt that upgrades or expansion to infrastructure provision was not achievable.)

Climate change, flood risk and low-carbon design

Across the consultation, the above themes were also strong, particularly in terms of how often they were discussed, the relationship between these themes, and their influence and impact upon other themes in the consultation.

Managing the flood risk to the borough was chosen as the fifth top priority by survey respondents (31% chose this amongst their top five choices out of the key themes) for the Plan to place greater emphasis upon. The council meeting climate change targets, although not in the top five themes overall, was ranked as fourth amongst the most important themes for survey respondents. Just under half (47%) of survey respondents selected low carbon design either as first or second choice out of the five priorities for further focus in the Plan, making this score rank second highest.

When consultation respondents were discussing the above themes, this was as follows:

Managing the flood risk to the borough

Whilst just over two-thirds (69%) of survey respondents agreed with the proposed approach to manage flood risk, there was a view from some that no development should be permitted on flood plains, areas prone to flooding or areas predicted to flood in the future. There was also some concern, due to predicted sea level rise and continued effects of climate change (including coastal erosion), over what the continuing and lasting effects of these would be. This meant, for some, that they felt the Plan should include further protections, assurances, and mitigations regarding flood risk. For others, this meant opposition towards development (particularly housing), as it was felt that either this would contribute further towards flood risk or would mean new developments would become at flood risk themselves (and therefore not provide sustainable housing or longevity to its residents.)

The council meeting climate change targets

Whilst three-quarters (75%) of survey respondents agreed with the proposed approach to reduce the impact of climate change, there was a view from some, particularly due to the high importance and urgency placed upon this issue, that the Plan could provide further requirements, mitigations, and protections to address climate change. Most notably, it was felt that further requirements should be outlined for the use of sustainable building materials, the use of sustainable energy sources, sustainable / eco / low carbon design, and provision of green infrastructure.

Low-carbon design

Just over three-quarters (77%) of survey respondents agreed with the proposed approach to set requirements for housing standards and specialist accommodation, although there was a view from some that further requirements should be included to address climate change, particularly the use of sustainable energy sources (such as solar, heat pumps, air pumps) and sustainable housing design.

Nearly 9 in 10 (88%) of survey respondents agreed with the proposed approach to ensure high quality design, particularly to ensure this upholds high standards of living and supporting climate change targets.

Views towards proposed approaches by theme

The below graphs provide an overview of views towards the proposed approaches detailed within the Consultation Document. The survey asked respondents whether they agree or disagree with the proposed approaches for each theme, and these are summarised below, by section of the Document.

There was broad support for most of the approaches detailed within the Document, with higher levels of agreement from respondents for a majority of the themes.

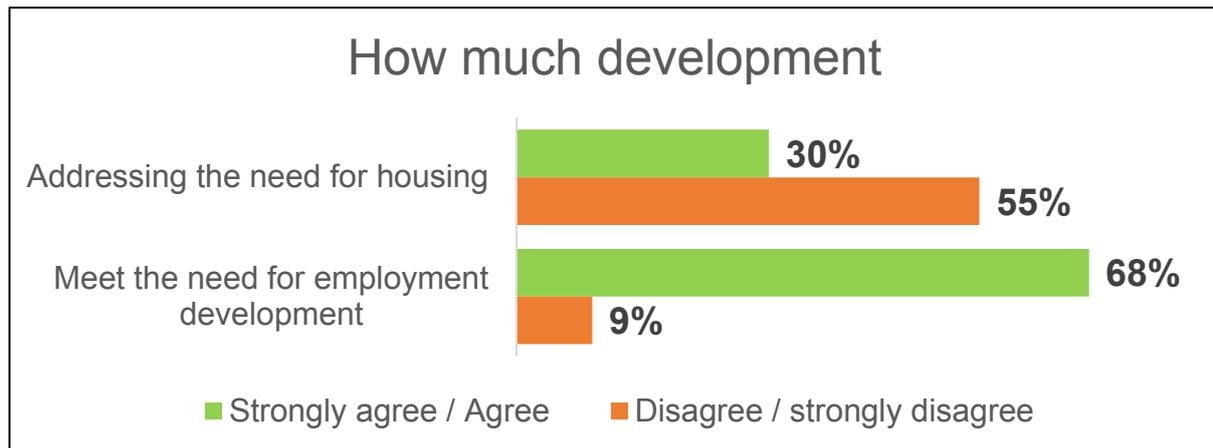


Figure 1 – Summary of agreement levels by theme for the 'How much development' section

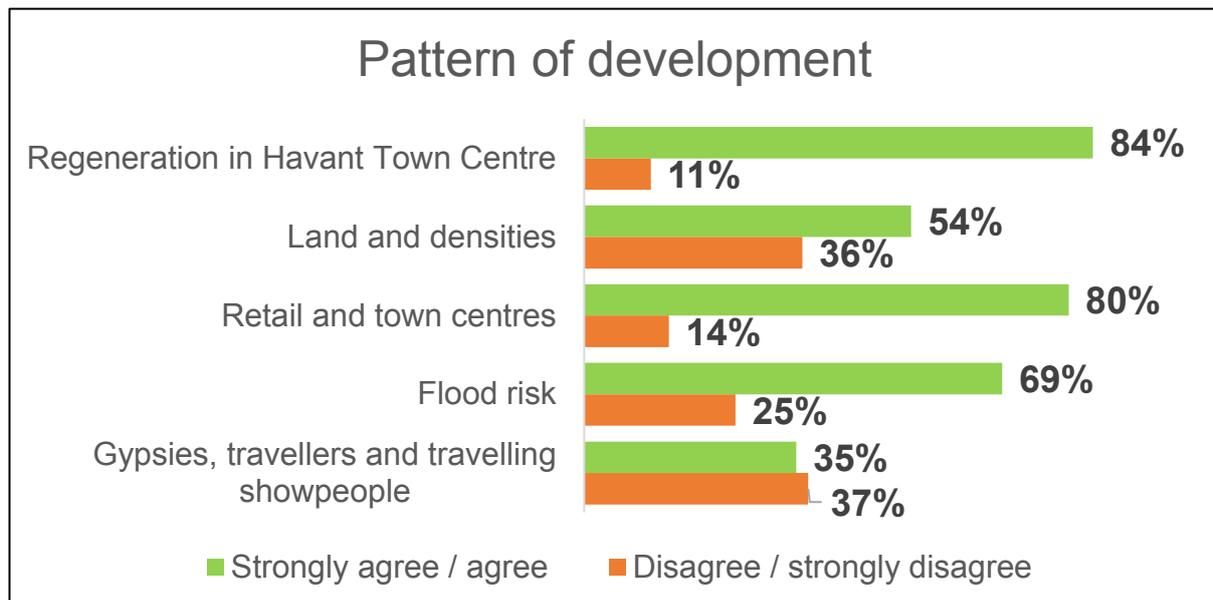


Figure 2 – Summary of agreement levels by theme for the 'Pattern of development' section

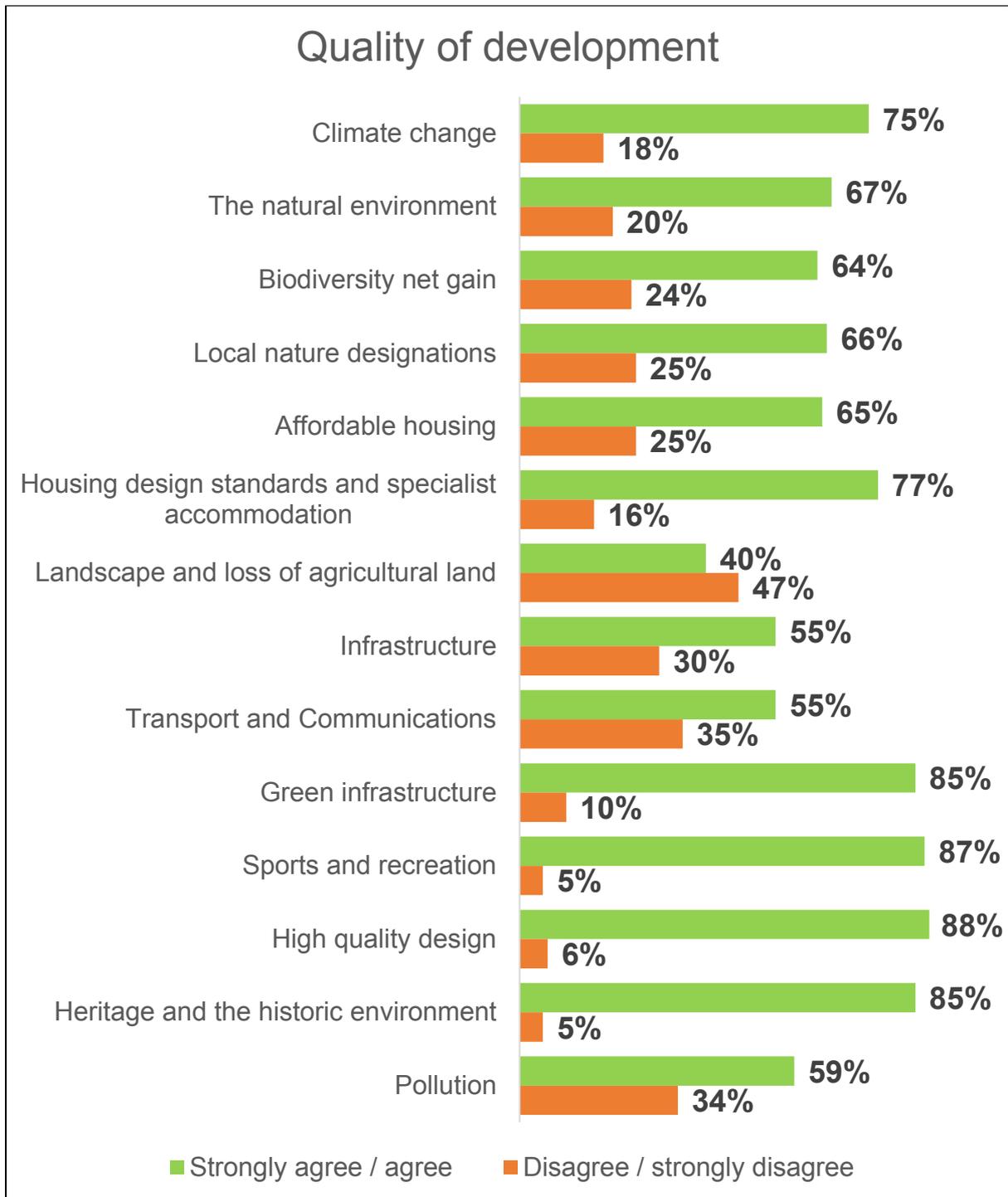


Figure 3 – Summary of agreement levels by theme for the ‘Quality of development’ section

The areas where there was more disagreement with the proposed approach - namely ‘addressing the need for housing’ (55% of respondents disagreed) and ‘landscape and loss of agricultural land’ (47%) disagreed – provided feedback as covered in the main findings within this section, around the impact on the natural environment, infrastructure and climate change.

This is similarly reflected in higher levels of respondents disagreeing with the approaches to transport and communications (35%), pollution (34%) and infrastructure (30%). However, the overall approach to the previously mentioned topics were supported.

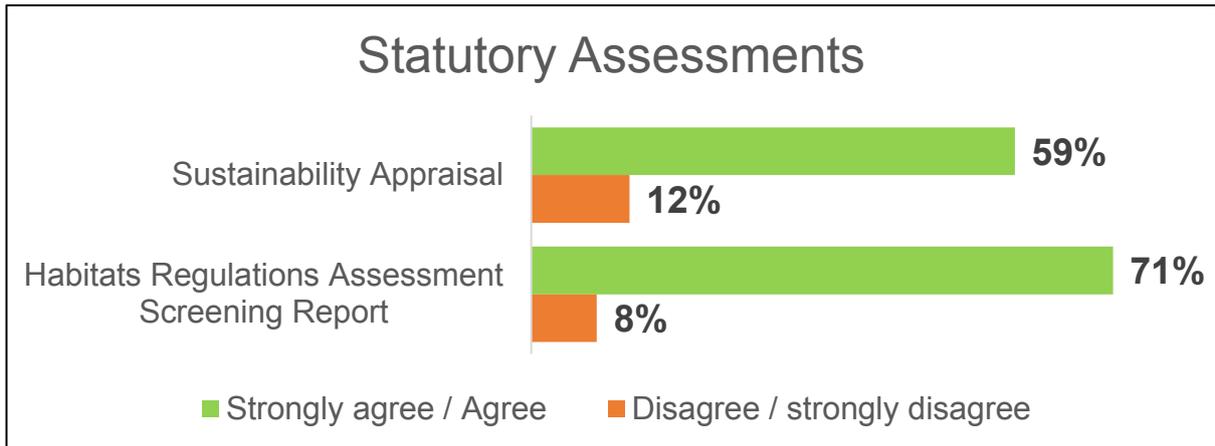


Figure 4 – Summary of agreement levels for statutory assessments

Furthermore, there was broad agreement in the approaches to both the Sustainability Appraisal and the Habitats Regulations Assessment Screening Report.

1.3 Conclusions

The results of Havant Borough Council’s Regulation 18 Local Plan Consultation will be used to inform the next stages of the Plan.

2.0 Introduction and Background

A local plan forms the starting point in every planning decision. The plan sets out the vision for future development in the borough, identifies what areas should be developed, and what requirements and standards developers should meet in their proposals.

Every area in England and Wales should have an up-to-date Local Plan in place which covers a minimum 15 year period and is reviewed every 5 years. A Local Plan should address the needs and opportunities for development in the borough, and set out how much, what type and where development will take place.

In Havant the current Local Plan (Core Strategy) was adopted in 2010 and 2014. In order to have a local plan reflecting the current changes to national planning policy (which has moved on considerably since the adoption of the local plan in 2010 and 2014), Havant Borough Council (HBC) began work on a new local plan, the Havant Borough Local Plan (HBLP) in 2017.

HBC carried out this work and the new HBLP was agreed by Full Council on 30th January 2019 (with some changes agreed on 9 September 2020) before later being submitted for assessment to the Planning Inspectorate. However, following examination in 2021, it was declared by the Inspectorate that the plan would benefit from changes being made within it. It was agreed that the most effective and quickest way to make the changes required would be to withdraw the HBLP from examination.

The HBLP was formally withdrawn from examination on 16 March 2022.

As a result of this, HBC are preparing a new local plan, 'The Building a Better Future Plan' for Havant which will set out how the borough should be developed into the future and take into account the feedback provided by the Planning Inspectorate at examination.

3.0 Preparation of the Consultation Document

The first stage in preparing a local plan is going through a Regulation 18 process which involves the creation of a Consultation Document. For the Building a Better Future Plan (the Plan) it was determined that this document should outline the aims and approaches the Plan would like to achieve.

The Consultation Document was prepared with close correlation with a number of key council strategies outlined below.

- The council's **Corporate Strategy** sets out the importance of the local plan in achieving the Council's overall purpose of enhancing the lives of our residents, businesses and visitors. It is also considered integral in implementing other council strategies.
- The council's **Climate Change and Environment Strategy** provides a clear statement of the council's environmental objectives and identifies priorities that will drive action within the borough. This includes ensuring that the local plan contains policies which minimise emissions from new development and contributes to a goal of zero net emissions from the borough by 2050.
- The council's **Regeneration and Economy Strategy** sets out the economic case and opportunities for redevelopment and investment across the borough. It highlights how the council will target intervention to have the greatest impact. The local plan is key to implementing this strategy, including policies which identify key development sites and highlighting how development schemes should be implemented.

Given that the consultation was going to take place very early in the Plan's development, and conscious of the changes to society since the last local plan was approved by Full Council, it was determined that the consultation should focus on key issues and themes rather than specific sites or a fuller draft Plan.

The Consultation Document was split into a number of sections in order to present the approaches for each topic clearly. This included:

- How much development – how the council will look to identify the quantity of land needed to meet development needs in the borough.
- Pattern of development – how the local plan will influence which sites are allocated for development, how it will safeguard certain land and how it will set out criteria based policies for new development.
- Quality of development – how the local plan will seek to ensure development is of sufficient quality and will stand the test of time.

Each theme included the following information:

- Legislation and Government Policy – detail on the national policies and regulations that apply to each topic area.
- Local evidence and policy – detail on any local evidence or policies in place that apply to each topic area.
- The proposed approach – detail on how the Plan seeks to meet the needs of the National Planning Policy Framework (NPPF) in relation to each topic area.
- Proposed policies – an overview of the proposed policies for each topic area.
- Limitations to note – recognition of any limitations that exist in relation to each topic area.

This detail comprised the Consultation Document which was advertised through a number of methods for a six week period including being available online and via offline methods, such as being presented at exhibitions across the borough. In addition, an interim document summarising the key details of the proposals was produced to provide an overview of the Plan. This was again viewable online and

This detail comprised the Consultation Document, which provided information on the key policy areas of the proposed Plan. In addition, an interim document summarising the key details of the proposals was produced to provide a shorter overview of these proposed approaches in the Plan. These documents were made available online (at www.havant.gov.uk/localplan) and were also available via offline methods, including at face-to-face exhibition events (more detail in sections 5.0 and 6.0).

Feedback was sought on each of these themes to ascertain how the residents, workers and visitors to the borough would like their local plan to move forward.

A link to the full Consultation Document can be found at Appendix A, with the interim document at Appendix B.

4.0 Stakeholder Analysis

The council sets out its approach to community engagement and consultation in the Statement of Community Involvement, which states that:

“Havant Borough Council is committed to positive and constructive engagement with the community it serves and endeavours to involve as many organisations and local people as possible in the planning process”

Therefore, an extensive stakeholder mapping exercise was conducted to ensure that all stakeholders – both statutory and non-statutory – were provided with the opportunity to contribute towards the formation of the Plan at the Regulation 18 stage.

The following list provides an overview of the stakeholders identified during this exercise:

Specific bodies that the council is required to consult on planning matters, including:

- Neighbouring local planning authorities (namely Portsmouth City Council, Winchester City Council, East Hampshire District Council, Chichester District Council and the South Downs National Park Authority).
- Hampshire County Council
- Any other ‘prescribed’ body including (but not limited to) the Environment Agency, Historic England and Natural England
- Parish councils of neighbouring planning authorities
- Infrastructure providers

The local community including:

- General public
- Community forums / panels / networks (i.e., special interest groups typically with council or organisational support) – these included the Wider Waterlooville Community Network, the Havant and Leigh Park Community Network, the Havant Health and Wellbeing Partnership and the Havant SPAA (Sports and Physical Activity Alliance)
- Resident / community / civic societies and associations (i.e., resident groups formed to represent geographic or special interest areas linked to locations within the borough)
- Local businesses and business groups – this included the Havant Business Partnership Network
- Charity and voluntary organisations

The extended community including:

- Landowners, developers and agents
- National and sub-regional interest groups
- General business and industry
- Housing bodies
- Transport bodies

In order to reach as many people as possible and increase awareness of the consultation, the council met with the Havant Residents Association group and hosted a meeting with local developers, agents and site promoters in order to encourage feedback and participation in the local plan process.

Full details of statutory and non-statutory stakeholders can be found at Appendix D, with full responses from statutory stakeholders at Appendix E.

5.0 Methodology

Public consultation on the Building a Better Future Consultation Document commenced on Monday 3 October 2022 and concluded on Monday 14 November 2022. The consultation dates were purposefully selected in collaboration with Coastal Partners, who undertook a consultation on the Draft Hayling Island Coastal Defence Strategy which started on the same date.

In preparation for the consultation period, initial discussions were held with key stakeholder groups as follows:

- A developers breakfast, focussed on the approach new development can take to climate change
- A meeting with a wide selection of residents groups to discuss issues pertinent to the new local plan and give advance notice of the upcoming consultation (both on 28 July 2022)

For the consultation exercise, respondents were provided information on the proposals contained within the Consultation Document and asked for their views on these, as well as any relevant additional questions relating to the proposed policy topic area.

The engagement programme covered online, offline and in-person channels to inform, engage and capture feedback from a wide group of stakeholders including residents, businesses and organisations.

The consultation was conducted via a number of different methods:

- **Online survey** – The main method of feedback was via an online survey designed by the Insight Team, working closely with the Planning Policy Team. This survey was open to all to complete and publicised widely using online and offline methods (see section 6.0). Links to the survey were also prominently displayed on the local plan webpage on the HBC website (www.havant.gov.uk/localplan).
- **Paper survey** – A paper version of the online survey was designed for those who are unable to access the electronic version. Responses submitted via the paper survey were uploaded to the online version and included within the final analysis of this method. Paper versions were available on request and copies were available to collect from community centres and libraries (as well as The Spring in Havant), with the ability to do so publicised using online and offline methods, such as posters at each site promoting the ability to collect paper copies. In addition, paper copies of the survey were available to collect at the face-to-face exhibition events. A phone number was also provided for those without internet access to contact the council. The paper version of this survey can be viewed at Appendix O.
- **Digital engagement tool** – The council utilised the Citizenlab digital engagement tool to invite comments on the proposals, which were given a dedicated ‘project’ on Citizenlab entitled ‘Building a Better Future’. Anyone was able to create an account on the Citizenlab site and submit qualitative comments in relation to the proposals, as well as view comments submitted by other users. Links to the Citizenlab tool were also prominently displayed on the Local Plan webpage on the HBC webpage. Screenshots of the Citizenlab tool can be viewed at Appendix J.

- **Face-to-face exhibition events** - A series of in-person exhibition events were held across the borough to enable members of the public to view physical materials and discuss proposals with officers. Six events were held at the following dates and locations in locations across the borough as follows:
 - Tuesday 11 October 2022 (3pm to 7pm) – South Hayling United Reformed Church, Hayling Island
 - Saturday 15 October 2022 (10am to 4pm) - Meridian Centre, Havant
 - Thursday 20 October 2022 (3pm to 7pm) - St. George’s Church Hall, Waterlooville
 - Thursday 27 October 2022 (3pm to 7pm) - Park Community School, Leigh Park
 - Tuesday 1 November 2022 (10am to 4pm) - Public Service Plaza, Havant
 - Thursday 3 November 2022 (3pm to 7pm) - Emsworth Baptist Church, Emsworth

These venues were selected to enable events to be held in all areas of the borough, with timings also selected to enable a wide audience of attendees the ability to attend (i.e., both daytime and evening / weekday and weekend availability).

At each event, a team of council officers were in attendance to talk to attendees through the visual materials and answer any questions they may have. Feedback from these events was captured in the following ways:

- Comment cards were available for attendees to note down any feedback they wished to submit on site.
- Tablets were available for attendees to use to complete the survey and view key documentation on site.
- The interim consultation document and business cards were given to attendees, which featured links to the online survey and Citizenlab tool to signpost them to giving feedback via these methods.

Physical copies of all documentation and surveys were also made available at each exhibition event for attendees to take away. More details on these events can be found at Appendices G, H (materials) and N (attendee statistics).

- **Stakeholder letters / emails** – Any stakeholder organisation was able to submit a letter or email representation to the Planning Policy Team, in addition to any member of the public wishing to provide feedback via this method. Contact details were included in each of the above engagement methods, highlighting that members of the public were able to email policy.design@havant.gov.uk. For those unable to access via electronic methods, the phone number for the team was also highlighted in offline methods.

Alongside the main consultation, the council sought suggestions for sites which would be used to deliver the Plan, known as the ‘call for sites’. Similarly, the council also sought suggestions for sites which could be used for environmental mitigation, known as the ‘environmental call for sites’. These submissions were considered separately to the main Plan consultation.

General Data Protection Regulation (GDPR)

The council was mindful of its data protection duties and responsibilities, and in line with this the engagement programme was designed in a manner to only collect, analyse and report on responses in line with GDPR.

The survey referenced the council's Privacy Policy. Data recorded via this survey will be retained in line with the relevant retention policy.

In addition to this, respondents were informed that the data they provide may be used for other council related projects, for example regeneration projects in the borough.

6.0 Communications Programme

The consultation was publicised using a range of online and offline communication channels to reach as many stakeholders as possible. These included:

- Meetings with key stakeholder groups (Full details at Appendix C)
- Press / email bulletins (Appendices C, K and L)
- Social media posts (Appendices C, K and M)
- Dedicated webpage (Appendix C)
- Posters (Appendix F)
- Face-to-face exhibition events across the borough (Appendices G and H)

Interim and Full Consultation Documents

These documents provided proposed approaches and policies for each of the themes identified for the Plan for the public and stakeholders to review and comment on throughout the consultation programme. Printed copies of all key documentation were made available at every face-to-face exhibition, on request and at public buildings (such as libraries and community centres).

Online copies were shared via council communication channels as listed above.

These documents can be viewed at Appendices A and B.

Materials

A full list of printed materials produced to support the consultation are detailed below:

- Consultation document – made available online, at exhibition events and at community centres / libraries (Appendix A)
- Interim consultation document – made available online and at exhibition events (Appendix B)
- Posters – large format displayed at public sites and A4 posters displayed at community centres / libraries (Appendix F)
- Business cards – made available at exhibition events and at community centres / libraries (Appendix G)
- 16 roll up banners – displayed at exhibition events (Appendix G)
- Exhibition event comment cards (Appendix G)
- Hard copies of the questionnaire – made available at exhibition events and at community centres / libraries (Appendix O)

The above materials were available at face-to-face exhibitions and relevant materials were available on request from HBC.

Website

All information about the Plan Consultation was available on the following dedicated webpage: <https://www.havant.gov.uk/local-plan>

The full consultation document, the interim document, the online survey, digital engagement platform (Citizenlab) the exhibition panels, the Brownfield Register, the Housing Delivery

Position Statement, Local Plan FAQs, information about the previous Local Plan and related studies and strategies were provided at this site. This was viewable at exhibition events via usage of tablets or via request to the Planning Policy Team.

7.0 Consultation Response

The consultation received the following number of responses by method:

Online survey responses (including paper survey submissions)

In total, 539 survey responses were received. This number includes 19 paper survey submissions.

A breakdown of respondents to the survey is included at Appendix N.

Digital engagement tool responses

In total, 98 respondents submitted posts and/or comments on the Citizenlab tool relating to the Building a Better Future Plan.

A breakdown of respondents via the Citizenlab tool is included at Appendix N, with further details on Citizenlab engagement at Appendix I.

Face-to-face exhibition events attendees

Attendance at the exhibition events was as follows:

Event Location and Date	Number of Attendees	Number of comment cards submitted as feedback
Hayling Island – 11/10/22	164	22
Meridian Centre – 15/10/22	264	21
Waterlooville – 20/10/22	77	9
Leigh Park – 27/10/22	15	0
Public Service Plaza – 01/11/22	47	3
Emsworth – 03/11/22	206	47
Totals	773	102

Further breakdown of attendees at the exhibition events is included at Appendix N.

Across the face-to-face exhibition events, 102 comment cards were submitted. Emsworth exhibition provided the most - approaching half (46%) of all comment cards received. Most of the comment cards received featured comments on several themes.

Stakeholder letters and emails responses

In total, 45 written responses were received from statutory stakeholders. This number includes both written letters and emails. Of these written responses, 18 were submitted by statutory stakeholders.

For a breakdown of responses received from statutory and non-statutory stakeholders, please see Appendix D. Responses from statutory stakeholders have been included at Appendix E.

The full findings from these responses across all consultation methods can be found at section 8.0.

Hayling Island Coastal Management Strategy Consultation

A consultation on the draft Hayling Island Coastal Management Strategy (HICMS) was conducted in parallel to the Plan consultation period, running from 3 October 2022 to 30 December 2022. This exercise was conducted by the Coastal Partners Team, who are responsible for the management of the coastline for Havant Borough Council along with four other local authority areas on the Solent coast. This consultation sought to gather views on the vision put forward to manage coastal flood and erosion risk to the Island for the next 100 years.

It was agreed that the two consultations would work co-operatively and share findings that were relevant to the other. In the case of the Plan, results pertaining to flood risk on Hayling Island were shared with the Coastal Partners team for their information. The Coastal Partners provided any information relevant to topics raised in the Plan consultation and this has been included in the below analysis.

In addition, reference to the HICMS consultation was included within promotion of the Plan consultation and a banner relating to the HICMS consultation was displayed at exhibition events. Coastal Partners included reference and links to the Plan consultation in their promotional materials.

A summary of key findings from the HICMS consultation relevant to the Plan can be found at Section 12.

Young Persons Engagement

To inform projects to be delivered by Havant Link Up Hub, engagement with young people (those aged 16 to 24 years old) was conducted between 2 November and 16 December 2022. A short survey was designed in order to understand what is important to this audience and what issues they face living, working or visiting Havant. This survey was promoted via social media channels, while young people engagement sessions were conducted in Havant and South Downs College to encourage responses.

As part of this exercise, participants were asked to rank a series of options in order of how important these are to them. These options cover a range of topics, such as access to education / training, job opportunities, housing prospects and the impacts of climate change. Participants were then asked to explain why these were a priority to them.

It was agreed that the feedback from these questions would be included within this report, in order to provide insight into the views of young people in the borough on these key topics which relate to the overarching themes of the Plan. This would then provide an indication of the priorities for young people to inform the next stages of the Plan.

A summary of key findings from the young persons engagement relevant to the Plan can be found at Section 13.

8.0 Consultation Findings

The following sections detail the findings from the Plan consultation. These are structured by theme in the same way that the Consultation Document was structured.

For each theme, the chapter begins with a table that provides the sample sizes by consultation method and a summary of the overall conclusions.

The findings are then displayed as follows:

- Survey findings – a breakdown of the results to the questions (with relevant feedback from non-statutory stakeholders highlighted)
- Citizenlab findings – a summary of the key themes raised via the Citizenlab online tool
- Exhibition feedback – a summary of the feedback received from the face-to-face exhibition events via comment card responses.
- Stakeholder written responses – a summary of the key points raised by stakeholders via written submissions.

A glossary of abbreviations can be viewed at Appendix S.

8.1 Key Themes

Importance of key themes – Overall Conclusions

- The consultation survey asked respondents to rank, in order, the top 5 themes that they think the Plan should place greater emphasis upon. The top theme chosen was **reducing the impact of development on the natural environment**, with 52% having chosen this amongst their top five themes. This topic was also selected by the most respondents as their top theme (15%) and a theme within their top two (29%).
- This was followed by **protecting, conserving, and enhancing the borough's local nature designations** (39% chose this amongst their top 5 themes). It also ranked second highest of those chosen as top (12%) and top two (19%) topics.
- **Retaining and enhancing open spaces** ranked third, with 35% choosing this within their top 5 themes. However, this was selected as a top theme by a lower proportion of respondents (4%), and 14% of those who chose it in their top two (ranking fourth across all themes).
- **Securing the timely provision of infrastructure to support the level of development** ranked fourth overall of those who chose this theme within their top 5 themes (34%) but ranked third in terms of those who chose this as top (8%) or top two (15%).
- **Managing the flood risk to the borough** ranked fifth, with 31% choosing this theme within their top 5 themes. 6% chose this as their top theme and 12% within their top two.
- Although they did not rank in the top 5 overall, **the council meeting climate change targets (8%)** and **recognising, protecting, and enhancing designated landscapes (7%)** were both in the top 5 ranking of those who chose these themes as the most important. The council meeting climate change targets also ranked fifth of those who chose this within their top two themes (12%).

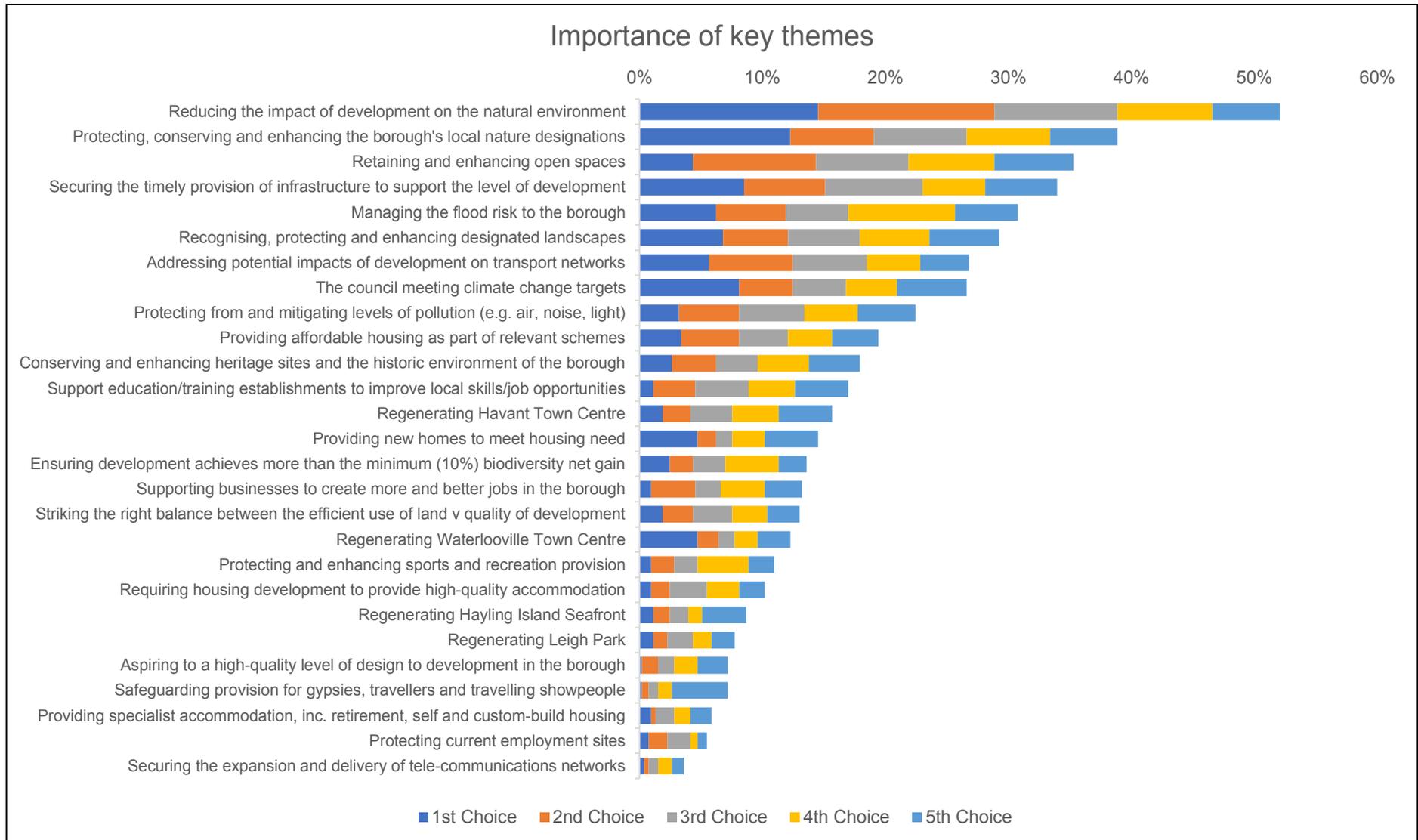


Figure 5: Responses for Q15 – When thinking about the below themes in setting the Building a Better Future Plan, what do you think are the most important for the Plan to place greater emphasis on?

SAMPLE: 530

Survey findings

One of the initial questions in the consultation survey asked respondents to rank, in order, the top 5 themes that they think are the most important for the Plan to place greater emphasis upon. The preceding chart provides an overview of responses, organised by total percentage of respondents who put these in their top five themes.

When ranking themes by the total number of respondents who ranked them within their top five, the top theme amongst respondents was **reducing the impact of development on the natural environment**, with 52% having this amongst their top five themes.

This was followed by **protecting, conserving and enhancing the borough's local nature designations** (39% indicated that this was in their top five) and **retaining and enhancing open spaces** (35% stated this was in their top five).

Other key themes that ranked highly amongst respondents were securing **the timely provision of infrastructure to support the level of development** (34% selected this in their top five) and **managing the flood risk to the borough** (31% selected this in their top five).

The following charts provide further breakdown of these responses by those themes selected as top choice, and by those selected as one of the top two choices, with any variance from the overall findings noted.

Themes selected as top choice

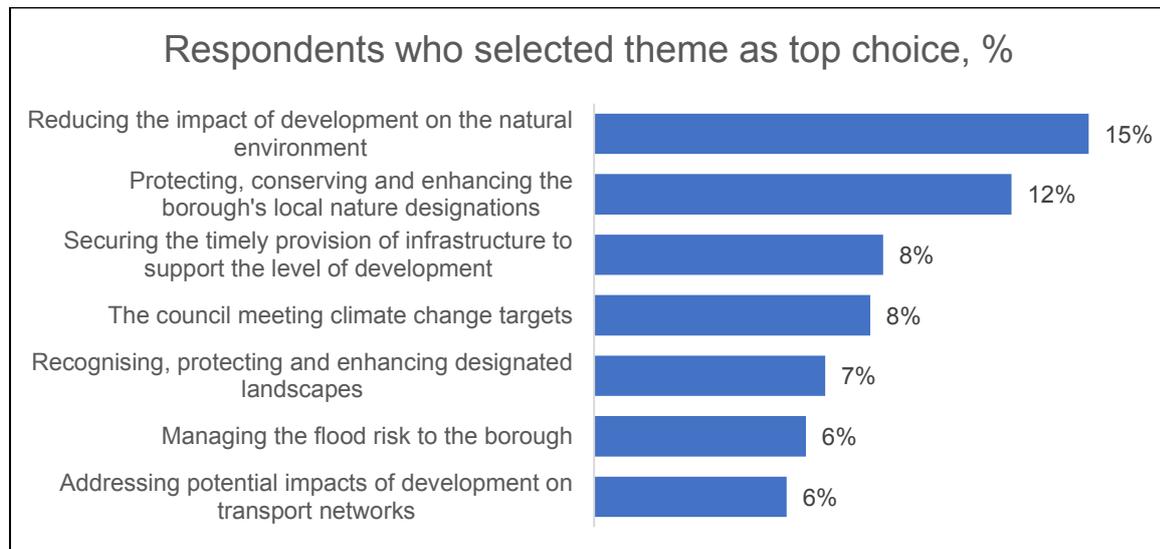


Figure 6: Top five themes for Q15 when ranked by total percentage of respondents who put theme as their top choice

SAMPLE: 530

Ranking themes by those who placed the topic as their top choice, many of the same themes rank highly and demonstrate the importance of the natural environment amongst respondents.

The top theme was again **reducing the impact of development on the natural environment**, with 15% having this as their top choice. This was followed by **protecting, conserving and enhancing the borough's local nature designations** (12% indicated that this was their top choice).

One theme that ranks higher when only considering topics selected as top choice was **the council meeting climate change targets**, which 8% of respondents stated that this was their most important theme, meaning this was the joint third highest ranked theme by this measure. This does however continue to demonstrate the importance of the natural environment for respondents.

Themes selected as top two choice

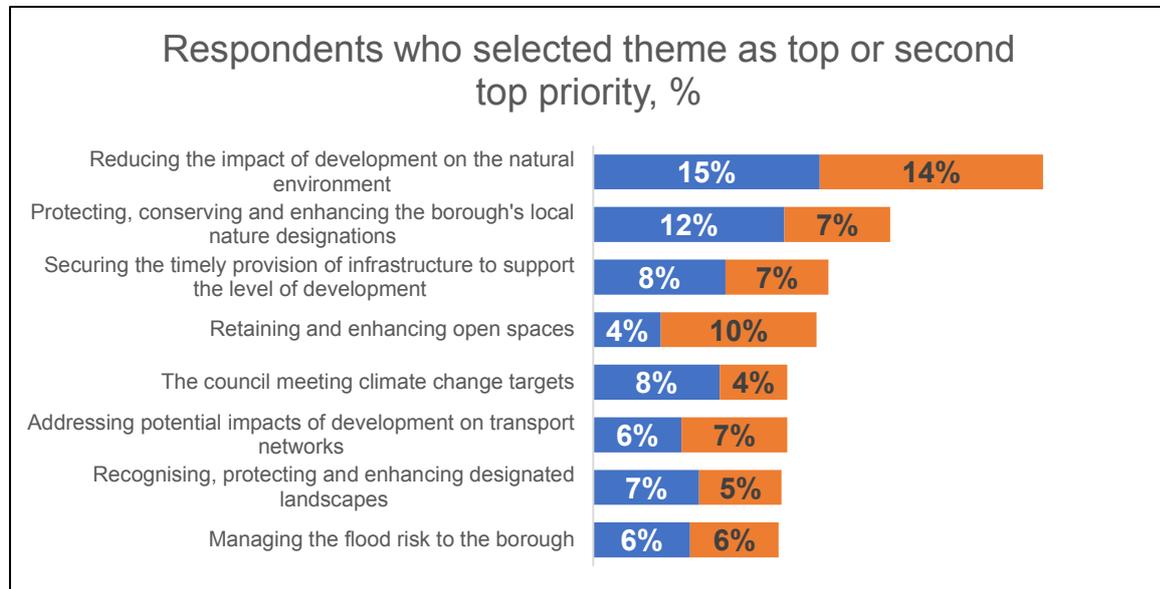


Figure 7: Top five themes for Q15 when ranked by total percentage of respondents who put theme as their top or second top choice
SAMPLE: 530

Ranking themes by those who placed the topic as their top two choices, many of the same themes rank highly and demonstrate the importance of the natural environment amongst respondents.

The top two themes again were **reducing the impact of development on the natural environment**, with 29% having this as one of their top two, and **protecting, conserving and enhancing the borough's local nature designations** (19% indicated that this was one of their top two).

Retaining and enhancing open spaces is the only other variance when measuring responses in this way, as although only 4% of respondents stated this was their top choice, an additional 10% stated that this was their second choice giving an overall proportion of 14% - the fourth highest theme by this measure.

8.2 How much development

This section of the findings covers the following themes from the Consultation Document listed under the 'How much development' section:

- Housing
- Economy and Employment

8.3 Housing

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
523 *	86 **	72 ***	22

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Housing – Overall Conclusions

- **Over half (55%) of survey respondents disagree with the council's strategy for addressing the need for housing**, whilst nearly one-third (30%) agree.
- Of those who disagreed, the key reasons for this were:
 - **Views that the government housing target of 516 homes per year to be built in Havant is unachievable or unrealistic** and therefore the council should negotiate or push-back on this figure to government.
 - It was felt to be unachievable or unrealistic for two key reasons. The first being **concerns of the impact future development could have on wildlife, natural landscapes, and the environment**. Not only were these indicated as key priorities in the survey to residents, but these are felt to be particularly important in contributing to the local character of the borough, wellbeing benefits they have for residents and visitors and the view these should be fiercely protected due to, in the opinion of respondents, the over-developed nature of the borough (and for some this meant they oppose future development entirely.)
 - The second key reason was due to the **perceived impact new development (and therefore a rising population) would have on local infrastructure (such as highways, health, sewage, and water)**. This was of particular concern due to the view and cited experiences of those who felt local infrastructure was at or over capacity, and therefore without expansion or upgrades first, further development would exacerbate or overload further.
 - These reasons were similarly echoed across consultation methods.
- **Just over four in ten (43%) survey respondents agree with the proposed approach for a stepped trajectory, and three in ten (30%) disagree**. Of those who disagree, similar reasons as outlined above were given.

Survey Findings

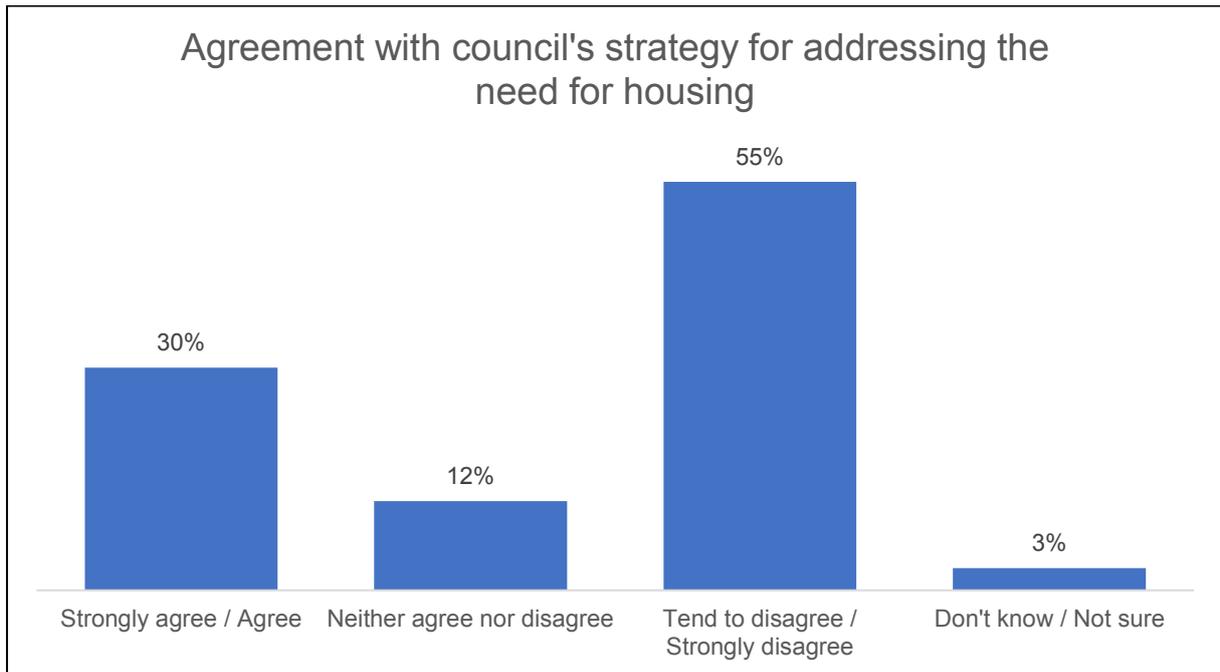


Figure 8: Responses to Q16 – To what extent do you agree or disagree with the council's strategy for addressing the need for housing?

SAMPLE: 523

Over half of respondents (55%) disagreed with the proposed approach for addressing the need for housing, compared to just under a third (30%) who agreed with the proposed approach.

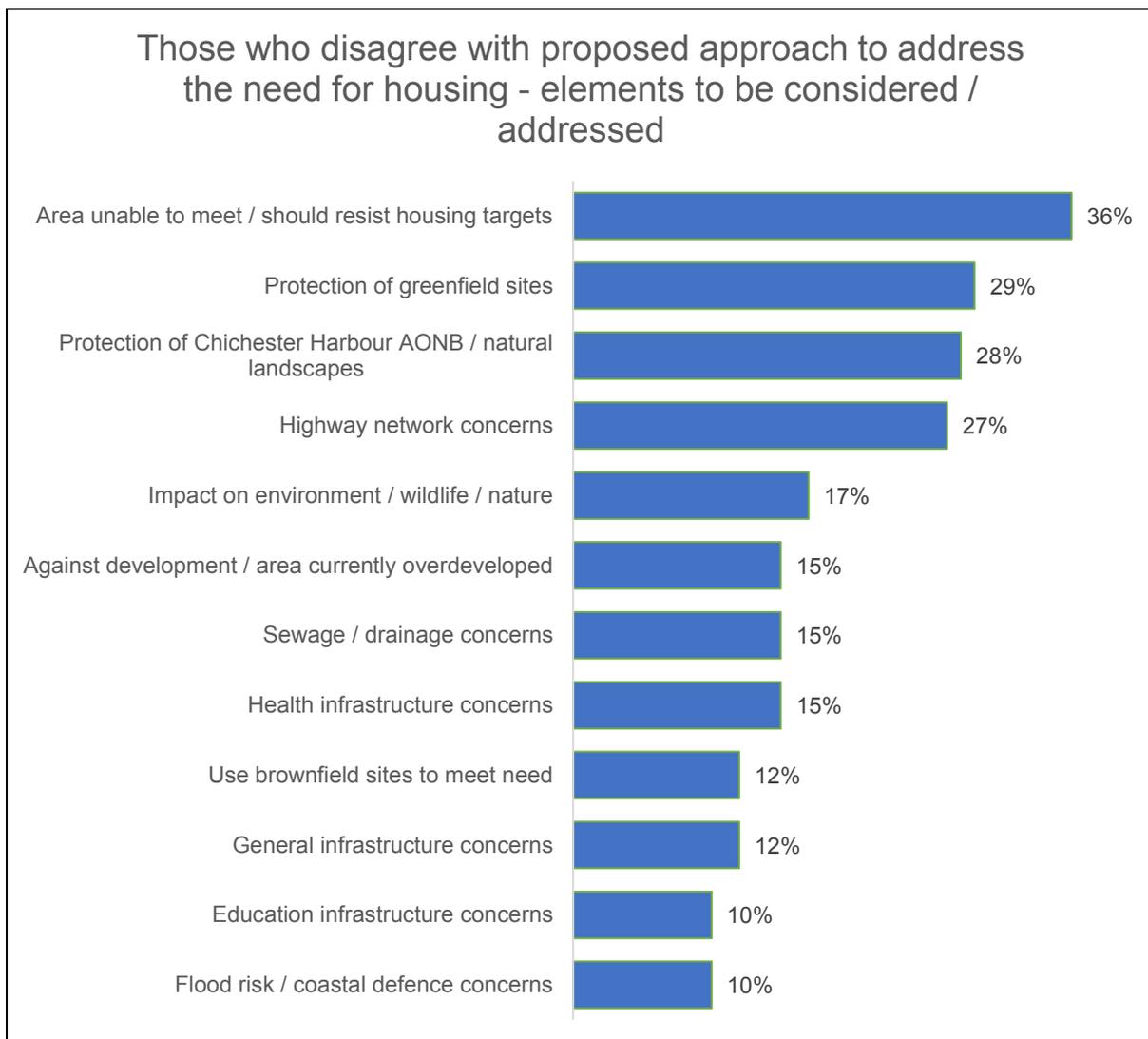


Figure 9: Responses to Q17 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 271

For those who disagreed with the proposed approach for addressing the need for housing, the main five reasons for this were:

Area unable to meet / should resist housing targets

“The targets set are unrealistic”

The most common view (36%) was the government housing target of 516 homes per year to be built in Havant was unachievable and therefore the council should reject or push back on this government target. Respondents were unclear on how this target had been calculated, and a view that the council should have a proactive discussion with the government in negotiating this figure. Views also expressed that the borough’s unique characteristics, such as its coastal location and the singular access road to Hayling Island, should be taken into account when considering housing targets.

Protection of greenfield sites

“The area already has few and diminishing greenfield sites and the few we have left should be protected”

Many respondents (29%) indicated that they felt that greenfield sites should be protected from development. The proposed use of available and suitable greenfield sites for housing development was viewed as unacceptable, and therefore disagreed with this element of the proposal. Emsworth and Hayling Island were referenced in many responses.

Protection of Chichester Harbour AONB / natural landscapes

“No development should be allowed in the AONB - the Council must not weaken the current protection against development in the AONB”

Similarly, respondents (28%) indicated that the Chichester Harbour AONB and natural landscapes should be protected from development. The benefits of these sites were highlighted by many comments, from their environmental contributions to the impact on the character of the area and the wellbeing benefits for residents and visitors. Hayling Island and Emsworth were mentioned in a number of comments.

Highways network concerns

“The roads ... cannot cope with the proposed level of development”

Another common theme amongst responses (27%) was the impact of the proposed level of development on the borough’s road infrastructure, with many comments highlighting issues and concerns with road capacity. These articulated a view that the roads are already congested, so additional housing (and therefore additional car owners) would only add to these issues and exacerbate these problems, with many also commenting that road capacity investment and upgrades were felt to be necessary to support the level of development proposed. Hayling Island was cited numerous times in relation to this theme, particularly in reference to accessibility on and off of the island. Other locations in the borough, including Emsworth, Southleigh and Waterlooville, were also mentioned.

Impact on environment / wildlife / nature

“It is essential that all new housing developments provide for the highest standard of environmental sustainability”

The proposed approach raised concerns over the impact of increased development on the borough’s environment, with particular reference to local wildlife and nature. Many felt that negative impacts on the local environment would be inevitable with the proposed level of development, and therefore should be scaled back on these grounds.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

The RSPB expressed concern that a significant increase in housing delivery may not be compatible with the need to protect and restore designated sites in the borough, highlighting that the borough hosts an array of internationally and nationally important habitats and associated species. They called for all new development to provide for the highest standard of environmental sustainability, including climate resilience measures such as carbon, water and nutrient neutrality.

Horizon Leisure Trust disagreed with the use of greenfield sites for housing and express support for housing near existing development. In their view, using brownfield sites would allow the development of walkable, mixed-use urban areas that would meet the 15 minute neighbourhood concept, where all necessary amenities are within a walk, bike ride or public transport transit for residents. These would in turn encourage active travel and a reduction in car usage.

Brownfield sites with potential availability

The survey asked for respondents to propose any brownfield sites that may have the potential for development. This is separate to the call for sites submission, which was conducted separately to the Plan consultation survey.

In total, 32 individual sites were put forward by respondents as brownfield sites that may have the potential for development.

The suitability, availability and deliverability of these sites will now be considered as part of the preparation of the Plan.

Stepped trajectory

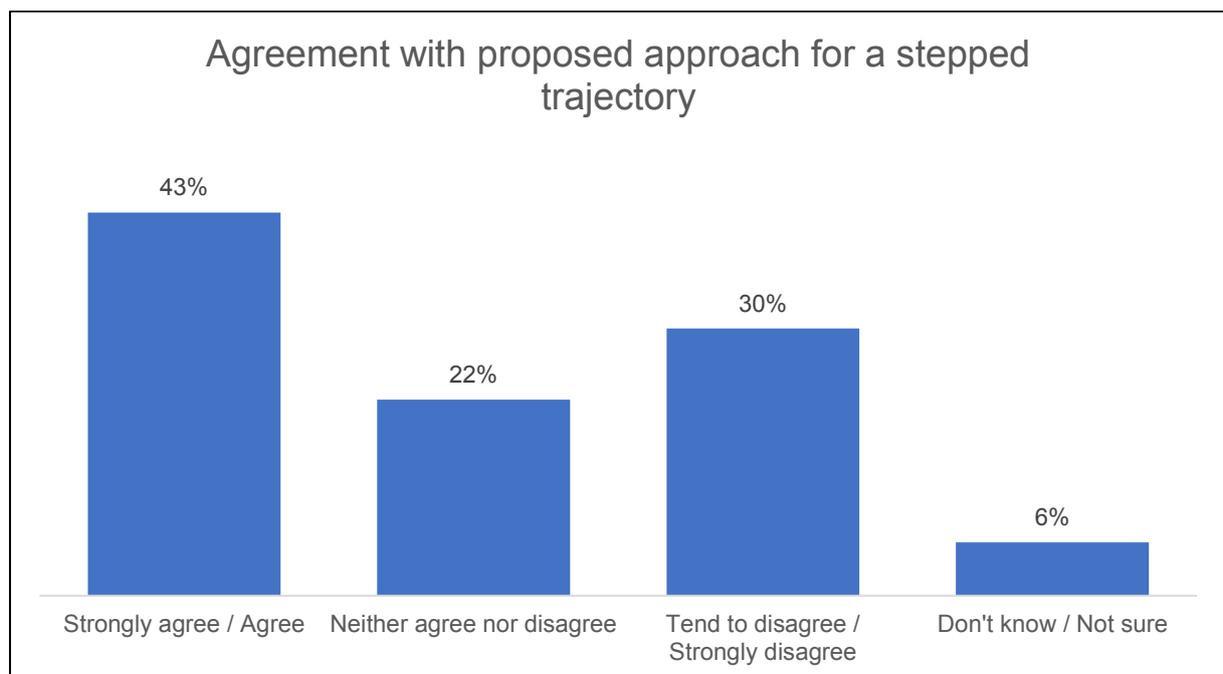


Figure 10: Responses to Q19 – To what extent do you agree or disagree with the proposed approach for a stepped trajectory?

SAMPLE: 472

Just over four in ten of respondents (43%) of respondents indicate that they agreed with the proposed approach for a stepped trajectory, compared to 30% who disagreed with this approach.

This compares to a total of 28% who neither agreed nor disagreed, or who were unsure.

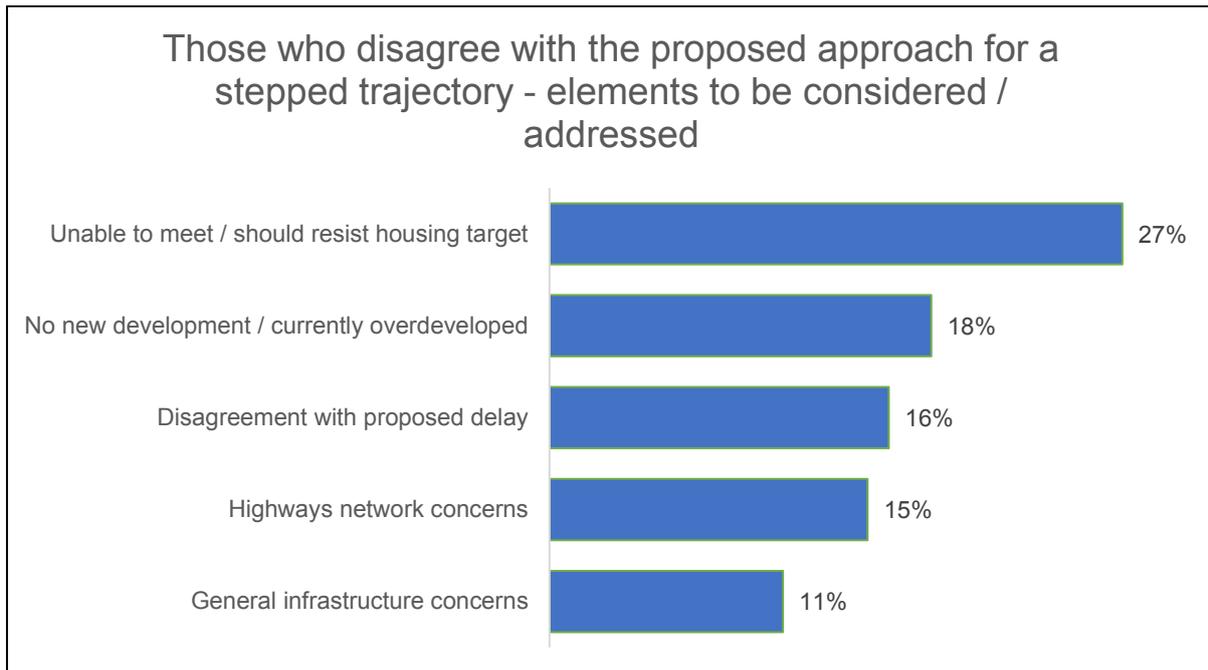


Figure 11: Responses to Q20 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 127

For those who disagreed with the proposed approach for a stepped trajectory to meet housing need, the main five reasons for this were:

Unable to meet / should resist housing target

“I disagree with the target, so mitigation doesn’t help”

No new development / currently overdeveloped

“Havant Borough is already far too overcrowded”

Disagreement with proposed “delay”

“It doesn’t really change the number of houses built. All it does is delay the inevitable”

The top three themes were consistent in their view that the stepped trajectory approach did not resolve, in their opinion, the underlying issue of unrealistic housing targets being set. Comments received highlighted that a staggered approach to delivery does not change the perceived high target, and that the stepped trajectory, in their opinion, “delays” the inevitable and would still result in difficulty meeting the target later in the life of the Plan.

Road infrastructure concerns

“Once again, the road infrastructure ... does not allow for additional housing expansion”

General infrastructure concerns

“The borough cannot sustain that level of development and infrastructure loading”

General infrastructure refers to comments received that do not specify which element of infrastructure (e.g., transport, health, sewage) they are discussing.

Comments received for these themes mirrored responses received in the previous question, where respondents highlighted infrastructure concerns (particularly around road infrastructure) as reasons why the proposed level of development – even with the implementation of a stepped trajectory – would exacerbate existing issues (with comments again highlighting Hayling Island within these themes). These views expressed that these concerns would not be allayed by the proposed stepped trajectory approach.

Citizenlab findings

86 respondents submitted posts and comments on the Citizenlab tool in relation to the housing theme, with responses largely reflecting the key topics raised within the survey responses.

The main views raised on the Citizenlab tool were:

Highways network concerns

“Road system is already overloaded - dangerous & unhealthy - without adding a likely 2-3 cars per new household”

There was a view from some that the highways network was not able to support the proposed level of development. This was due to experiences of current road issues (most notably the access road to Hayling Island and roads in Emsworth) and therefore any further housing development was seen as exacerbating these problems.

No new development for area / area is overdeveloped

“No more housing!”

A common view raised by respondents was that parts of the borough (particularly Hayling Island) are felt to be already overdeveloped and that there should be no further development in the borough or areas within the borough. This theme, and the above theme, specifically referenced infrastructure concerns as reasons why no development should take place / the housing target should be resisted. Further comments on these are outlined below.

Health infrastructure concerns

“I feel it is important that development is kept to the very minimum as the infrastructure at present is not able to deal with ... the demand for health care. The local surgery is already overwhelmed”

Some comments highlighted concerns regarding health infrastructure as a reason that the proposed level of housing was inappropriate. These views raised issues with local doctor's surgeries, pharmacies and hospitals, stating that they felt these facilities were already at capacity and the additional housing would create an unacceptable pressure on these services.

Sewage / drainage concerns

“Services under strain ... Southern water's drainage systems seem unable to cope with current levels of demand, regularly releasing sewage into the sea.”

Another theme raised within comments was the impact of development on the borough's sewage / drainage capacity. Some respondents noted existing issues with sewage and drainage infrastructure in the borough and put forward that additional development would exacerbate these concerns. Examples highlighted that areas in Hayling Island and Emsworth were experiencing acute sewage issues.

Area unable to meet / should resist housing targets

“The housing target being imposed on HBC are completely unrealistic and unachievable”

Some comments stated the view that the government housing target was unachievable in Havant and therefore the council should reject or push back on this. Some mentioned the borough's unique characteristics (particularly Hayling Island) as reasons to push back on this target.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Feedback from the exhibition events was similar to that collected through other consultation methods in that the view was in favour of concentrating development on brownfield sites. It was felt that development on greenfield sites (which was defined by some as AONB, farmland, SSSI's and areas prone to flooding/flood plains) should be avoided or kept to a minimum. When referring to brownfield sites, some comments specified that these are unused buildings or retail units.

Furthermore, comments indicated a view that the housing target was unrealistic or too high for the area, with a number emphasising that the proposed number was seen as impractical and unachievable within the borough.

Some comments, particularly from exhibitions held in Emsworth and Hayling Island, highlight the impact of development on infrastructure – namely sewage, transport, and health infrastructure – when discussing the level of housing proposed by the housing target. These comments state the view that current infrastructure is at capacity, and therefore should be upgraded/expanded prior to any further development (to accommodate the rise in population). This is covered further in comments received under the infrastructure theme (at section 8.22).

Stakeholder written responses

Of the written responses received from stakeholder organisations, 22 commented on the housing theme.

A number of written responses from developers or agents commented on the proposed approach to housing, with the following key themes raised:

- Support for the approach to prioritise brownfield land and support for the recognition that appropriate greenfield sites (including some that may have been rejected in the past) will also be needed to meet housing need. Some comments also indicated that this need should be met in locations with good access to facilities and services.
- Broad disagreement with the proposed stepped trajectory. Developers / agents viewed this as an unnecessary delay with potential short-term needs not being met and felt that the impact of this approach on housing delivery had not been fully assessed. Some felt that a heavy reliance on strategic sites would not be appropriate and could compromise the Plan's ability to meet housing targets.
- Some of this group discussed the importance of co-operating with neighbouring local authorities / Partnership for South Hampshire (PfSH) to meet wider housing shortfall, with some expressing the view that Havant was less constrained than other local areas and should therefore consider taking on housing need of other local authorities.
- Other comments received included the suggestion for a strategic policy to manage housing delivery (including corrective measures for under delivery with identification of additional sites), consideration of a higher housing target and the need to ensure viability assessments use appropriate figures (e.g., use upper end of range for fees / profits margins, take inflation into account when calculating costs).

Related to this, written responses received from neighbouring authorities indicated the following key issues:

- Neighbouring areas were similarly facing challenges in meeting housing targets (with some authority areas already meeting need from authorities other than their own) and would therefore have difficulty or be unable to provide support for Havant to meet the target of 516 new homes per year. Some commented that discussion of meeting housing need should be held at a regional level (via PfSH)
- A view that larger development in Havant would have a cumulative impact on their areas and communities.
- Some expressed support for the preference for brownfield development

Hampshire County Council (as the Local Highway Authority) commented that they supported a policy for siting new development near existing services and facilities accessible by active or public transport networks, or ON sites developed of a sufficient scale to provide these. They also fed back the following key views:

- Support for the prioritisation of brownfield development, though it was recognised that some sites may still need measures to ensure sustainable travel access.
- Master planning of key greenfield sites would be needed to ensure active travel access and a reduction of car dependency.

Additionally, HCC (as the Local Minerals and Waste Planning Authority) stated that there was a requirement for sites to be assessed against safeguarding policies detailed in the adopted Hampshire Minerals and Waste Plan (2013), to ensure development within this area is properly considered.

Written responses received from charities and environmental groups highlighted a view that the housing target is unachievable, and, in their view, the calculation is based on incorrect data. They felt that the council should discuss targets with the government and request that targets be based on latest information, which they feel suggests lower housing need in PfSH areas.

Other topics raised by written responses included:

- A comment that policies should be supportive of future investment in holiday accommodation sites outside of town centre locations, despite guidance included within the NPPF that suggests these are the best siting of these facilities.
- Historic England felt that the Strategic Housing Land Availability Assessment (SHLAA) process should consider the historic environment.
- NHS Property Services stated a view that the Plan should seek to leverage appropriate funding through developer contributions for health and care services.

More information on stakeholder written responses can be found at Appendices D and E.

8.4 Economy and Employment

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
477 *	11 **	47 ***	9

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Economy and Employment – Overall Conclusions

- **Nearly seven in ten (68%) survey respondents agree with the proposed approach to meet the need for employment development, including releasing sites for housing if no longer required for employment use.** This was echoed across consultation methods, particularly with support for the use of old / unused employment sites for housing (this being the preferred solution where possible to meet housing need.)
- Nearly 1 in 10 (9%) survey respondents **disagreed** with this approach. The **key reasons for this were the view that the Plan should provide greater clarity or reassurances that the local economy would be protected**, particularly to provide local job opportunities for residents, attracting new investors/employers to Havant and retaining sites/businesses felt to be important in supporting the local economy.
- When asked which employment/commercial sites should be designated as protected sites for continued employment use, and which older or disused employment/commercial sites could be used for housing/mixed development, **Havant Town Centre and its surrounding areas were cited as the top response for both.** This echoes the above, with support from some for housing in central locations (particularly due to their access to public transport for example), but for others, a view that the Plan should consider/support growth in the local economy.

Survey findings

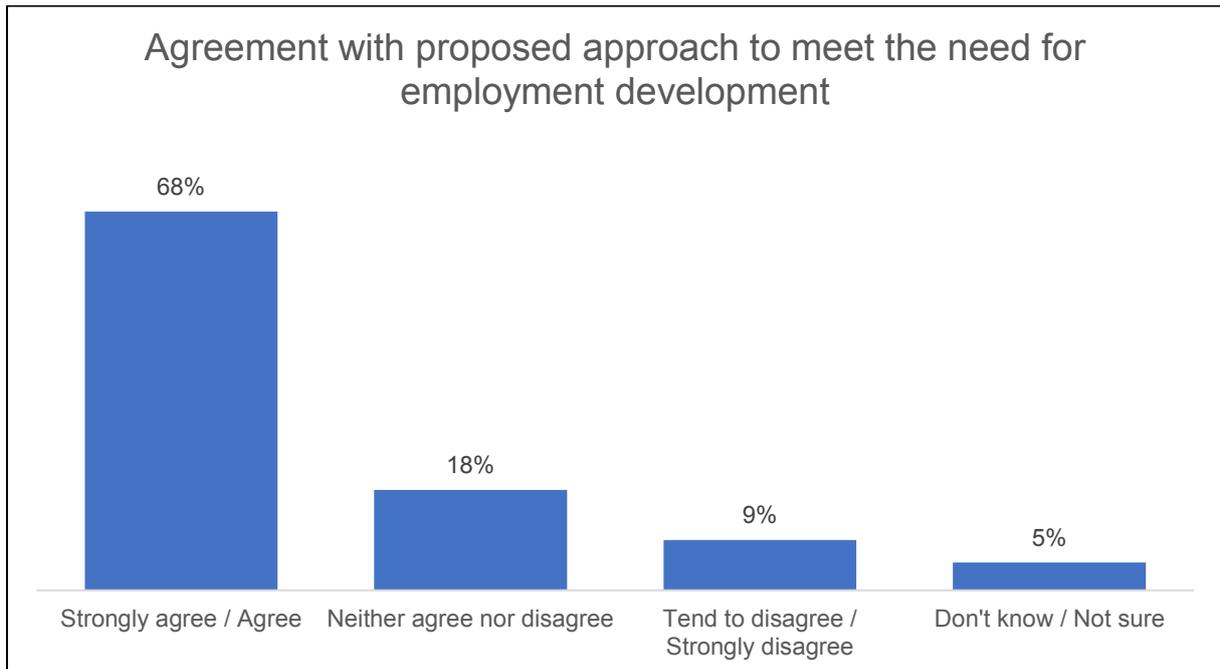


Figure 12: Responses to Q21 – To what extent do you agree or disagree with the proposed approach to meet the need for employment development, including releasing sites for housing if no longer required for employment use?

SAMPLE: 477

Just over two thirds of respondents (68%) agreed with the proposed approach to meet the need for employment development, which indicates a solid level of support for this proposal. Only 9% of respondents disagreed with the proposed approach, while 23% cited a neutral or don't know response.

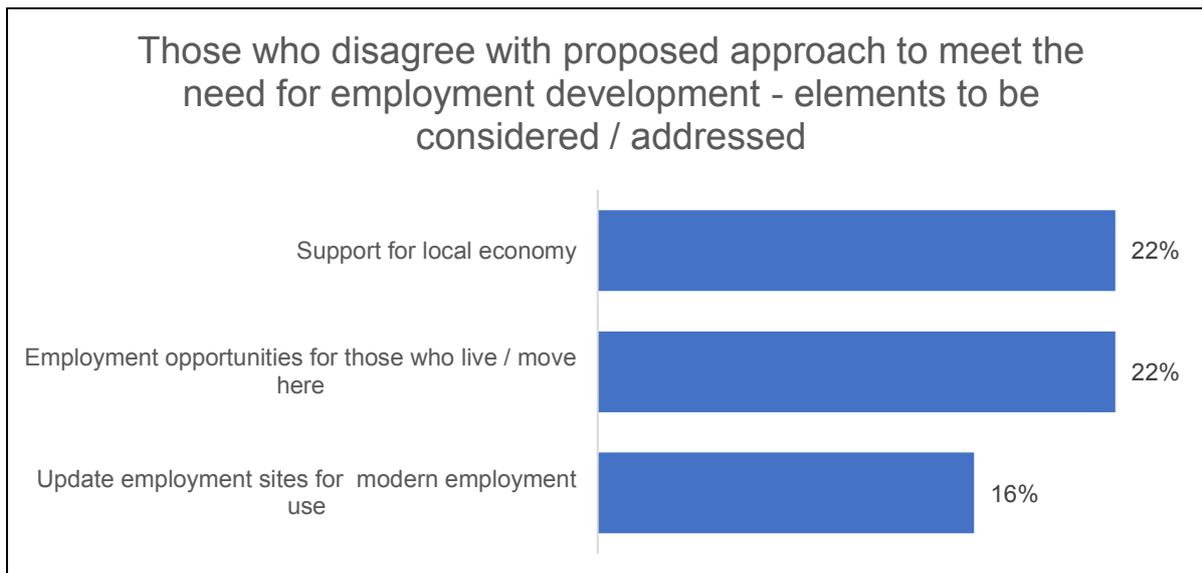


Figure 13: Responses to Q22 – Why do you disagree and what do you think needs to be considered / addressed in this approach? - Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 37

Noting the small sample size, for those who disagreed with the approach to meet the need for employment development, the main reasons for this were:

Support for local economy

“There seems to be too little focus on employment sites”

Of these comments, there was a view that in order to have a successful local economy, there is the need for employment sites within the borough. Respondents here were wary of losing employment sites that, they believe, drive the local economy and felt that the retention of these sites is important to supporting local businesses and economy.

Employment opportunities for those who live / move here

“Employment sites will still be needed”

Similarly, respondents highlighted that local people need local employment opportunities and the retention of local employment sites could help provide this. Respondents also stated that if the borough were to meet housing targets, local employment sites would be important to provide employment opportunities for the added population these developments would bring.

Update employment sites for modern employment use

“Agree with releasing employment sites for housing if genuinely no longer required but the first priority should be to redevelop and renovate to suit modern-day working practices.”

A number of comments stated that instead of redeveloping or protecting existing employment sites, the Plan should seek to (or encourage developers to) update, redevelop or renovate employment spaces in order to support modern employment use. Examples given include creating more flexible co-working spaces or better-quality modern offices. Views stated that this would then make employment spaces in the borough more appealing to businesses.

Proposed employment sites for protection

The survey asked respondents to propose any employment or commercial sites that should be designated as protected sites for continued employment use. This is separate to the call for sites submission, which was conducted separately to the Plan consultation survey.

In total, 25 individual sites were put forward by respondents as employment or commercial sites that should be designated as protected sites for continued employment use.

The suitability of these sites will now be considered as part of the preparation of the Plan.

Proposed employment sites for development

The survey asked respondents to propose any employment or commercial sites that should be used for housing / mixed-use development. This is separate to the call for sites submission, which was conducted separately to the Plan consultation survey.

In total, 17 individual sites were put forward by respondents as employment or commercial sites that should be used for housing or mixed-use development.

The suitability, availability and deliverability of these sites will now be considered as part of the preparation of the Plan.

Citizenlab findings

11 respondents submitted posts and/or comments on the Citizenlab tool relating to the economy and employment theme.

Comments received largely expressed a level of **support for the proposed use of employment sites for housing**, however there were some that highlighted the **importance of retaining and protecting employment space** to support the local economy and businesses.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Reflecting feedback received via other consultation methods, some comments highlighted support for the proposed use of old / unused employment sites for housing, with many highlighting that this is the preferred solution to the issue of meeting housing need. Others emphasised the importance of retaining industrial and commercial employment sites, highlighting the perceived contribution these sites make to the local economy.

Considerations and suggestions were also submitted on supporting the local economy as follows:

- Suggestions that local employment sites should be aided through support to local small / medium businesses and in providing the right training / apprenticeships / opportunities to local people, which – in their view - would in turn attract businesses to site within Havant.
- Suggested need to attract larger businesses to Havant to provide jobs for local people.
- Suggestions that the Plan should look to encourage refurbishment/upgrade of employment sites to make them attractive to employers and investors, and therefore (in their view) encourage new businesses to site on existing employment land to avoid additional land use
- Suggestions to efficiently use current employment land (i.e., multiple storey) should be encouraged through the Plan.
- Suggested considerations that employment relies on the need for robust infrastructure (e.g., such as transport links, healthcare and education infrastructure to support employees).

Stakeholder written responses

Of the written responses received, 9 commented on the economy and employment theme.

Responses from neighbouring local authorities expressed support for the inclusion of the Dunsbury Hill Freeport strategic site allocation, though requested further details and clarity on this.

HCC (as the Local Highway Authority) expressed support for the proposed approach, though highlighted that not all sites would have sustainable travel access and may require measures to resolve this.

Key topics raised by these written responses were:

- Support for the approach to release unused / outdated employment land for housing to meet housing need, largely from environmental or local interest groups but including some developers.

- However, other respondents – mainly developers or agents - did emphasise the importance of retaining an appropriate level of employment land for the lifespan of the Plan, particularly when considering the impact of an increased population from the proposed level of development.
- Other comments felt that the Plan should reference specific sectors (e.g., tourism, green technologies) or have a broader scope (e.g., flexible employment) when discussing employment needs, while others felt that certain sites (reference to Langstone Park) should be included within proposals.

More information on stakeholder written responses can be found at Appendices D and E.

8.5 Pattern of Development

For the 'Pattern of Development' section of the survey, respondents were given the choice of themes that they wished to comment on, or to select 'none of the above' to bypass these topic areas.

The following chart provides a breakdown of the themes that respondents wished to comment upon in the 'Pattern of Development' section.

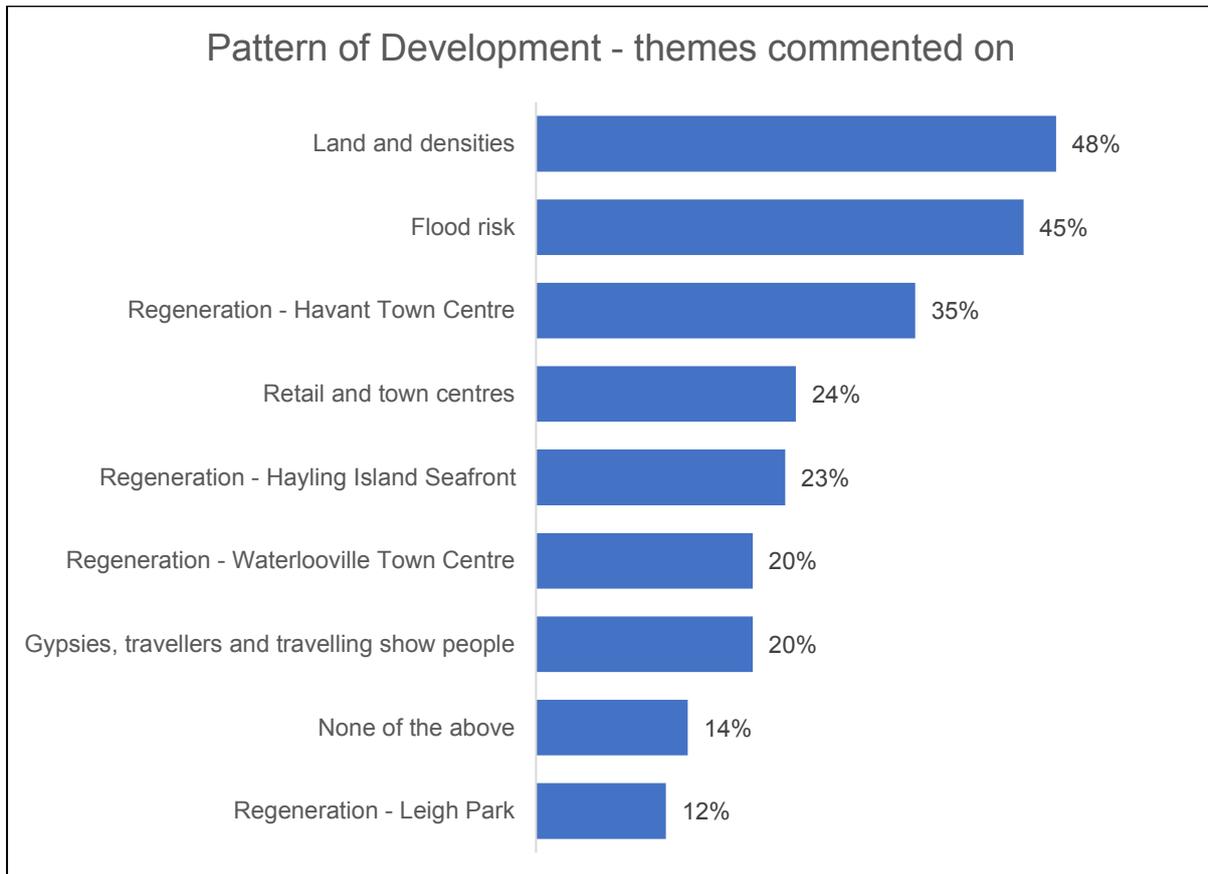


Figure 14: Responses to Q25 – This section of the survey asks questions about the following themes below. Please indicate which, if any, themes you wish to comment on?

SAMPLE: 429

8.6 Regeneration: Havant Town Centre

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
152 *	2 **	38 ***	2

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback on “regeneration” as a theme, so may not all be in relation to this site

Regeneration: Havant Town Centre – Overall Conclusions

- Respondents indicated **strong levels of agreement (84%) to the proposed approach for regeneration in Havant Town Centre.**
- This was echoed across consultation methods.

Survey findings

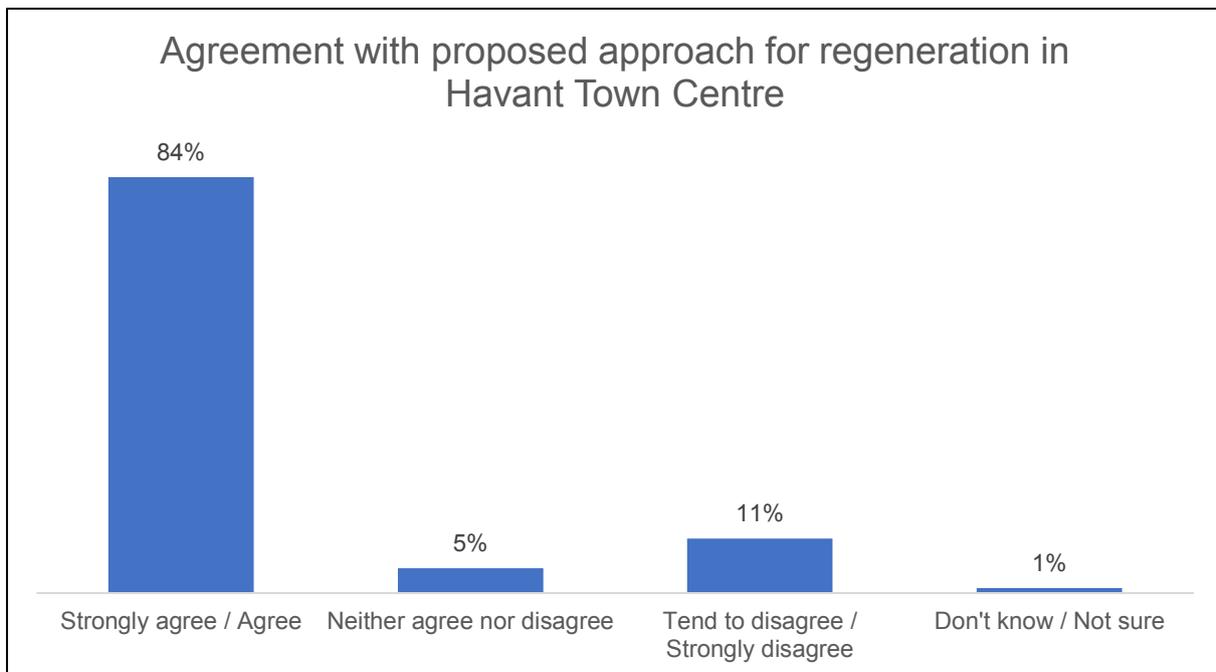


Figure 15: Responses to Q26 – To what extent do you agree or disagree with the proposed approach for regeneration in Havant Town Centre?

SAMPLE: 147

A majority of respondents (84%) agreed with the proposed approach for regeneration in Havant Town Centre, indicating strong support with the proposal. Only 11% of respondents stated that they disagreed with this approach.

Disagreed – elements to consider

In total, 14 respondents stated that they disagreed with the proposed approach for regeneration in Havant Town Centre.

Amongst these responses, the main themes raised were:

- Focus should be on enhancing specific parts of the town centre, namely the railway station / bridge area and Market Parade (3 responses)
- Regeneration should be sympathetic to the character of the area (2 responses)
- View that the area has been neglected in recent years (2 responses)
- Encourage more businesses into the area, and to focus on retaining the town centre as opposed to changing to housing / mixed use (2 responses)

A full breakdown of these themes can be found at Appendix P.

Citizenlab findings

2 respondents submitted posts and/or comments on the Citizenlab tool relating to the regeneration of Havant Town Centre theme.

One respondent indicated **support for the proposal for residential development in Havant Town Centre**, though put forward the view that the Plan should specify how it would incentivise development in town centres (particularly Havant) to encourage housing here instead of greenfield sites.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Most of the comments indicated support for the proposed approach to regeneration of key sites.

Comments on Havant Town Centre included:

- Support for the proposed regeneration of the town centre, though respondents highlighted the need to introduce mixed use of retail units and sympathy to the characteristics of the area.
- Suggestions include introducing residential units into the Meridian Centre.

Stakeholder written responses

Of the written responses received, 2 commented on the regeneration of Havant Town Centre theme.

HCC (as the Local Highways Authority) expressed support for the proposed approach, highlighting the reference of sustainable transport and improved active travel / public transport infrastructure. They stated a view that the policy should include reference to the Local Cycling and Walking Infrastructure Plan (LCWIP) walking zone and cycle network, a commitment to securing improvements in bus infrastructure and support on the need for a new shared use pedestrian and cycle bridge at Havant Station.

A submission from Historic England stated the view that it was important to acknowledge and incorporate the role of heritage in regenerating town centre locations (including Havant), with guidance produced (Resources for Levelling Up and Regeneration on the Historic England website) to support this ambition.

More information on stakeholder written responses can be found at Appendices D and E.

8.7 Regeneration: Waterlooville Town Centre

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
84 *	5 **	38 ***	2

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback on “regeneration” as a theme, so may not all be in relation to this site

Regeneration: Waterlooville Town Centre – Overall Conclusions

- **Addressing the visual appeal of Waterlooville Town Centre was chosen as the most preferred option to give an immediate boost to the area** – whether of vacant properties / shops (76% chose this) or of public spaces (56%).
- When asked for views on what the key challenges or problems are that need to be addressed in Waterlooville Town Centre, **improving the design and character of the area was the top-rated response (29%)**. It was particularly felt that the design and character were likely to have contributed towards the perceived decline in the town centre and **regeneration was broadly welcomed**.

Survey findings

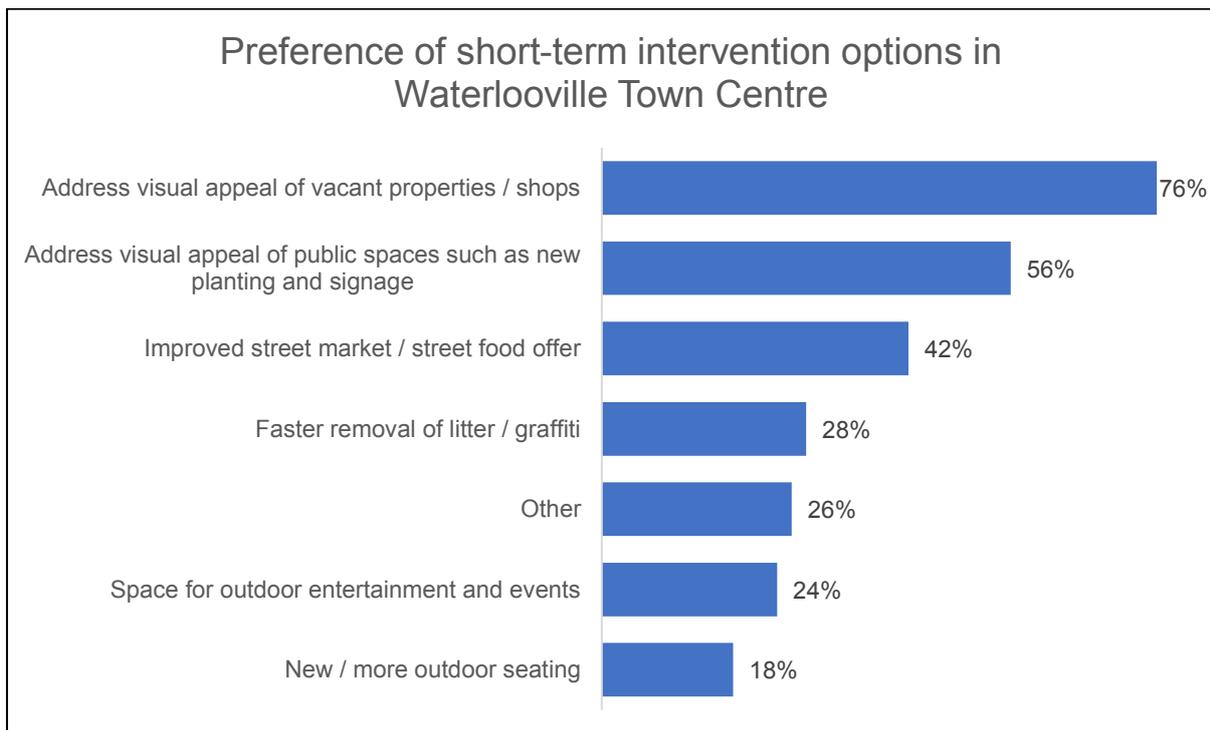


Figure 16: Responses to Q28 – When thinking about short term options to give the town centre an immediate boost, what do you think are the main interventions that the town centre would benefit from? - Note that respondents could provide up to three responses to this question and the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 78

The preferred short-term intervention options for Waterlooville Town Centre were addressing the visual appeal of vacant properties and shops (76%), addressing the visual appeal of public spaces (56%) and bringing in an improved street market / street food offer (42%).

'Other' Themes

The main themes raised under 'Other' for this question were:

- Reduction of shop rents / encourage landlords to reduce rents to encourage businesses to remain in retail units (5 responses)
- Better cycling / active travel links (e.g., new cycle lanes or pedestrianised highways) (3 responses)
- Encourage retail to fill empty units (3 responses)
- Encourage cultural activities to area (e.g., visiting museums, pop up cinema, entertainment and events) (3 responses)
- Introduce free / reduced fees for parking to encourage visitors to the area (3 responses).

Non-statutory stakeholder feedback via survey

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

Cycling UK stated that the current layout of the town centre was a barrier to cycling, which had the impact of considerably reducing numbers of cycle users in the location and increasing safety risks to those who do cycle there. They called for a better provision of cycling within the town centre, with particular focus on improving access from surrounding residential areas.

Horizon Leisure Trust suggested help and guidance to leisure facilities was needed in the area, similar to their unit in the Meridian Centre, Havant, which provides health check services for the public and information on how the Waterlooville Leisure Centre could help them. Additionally, leisure activities could be introduced to the town centre to attract visitors.

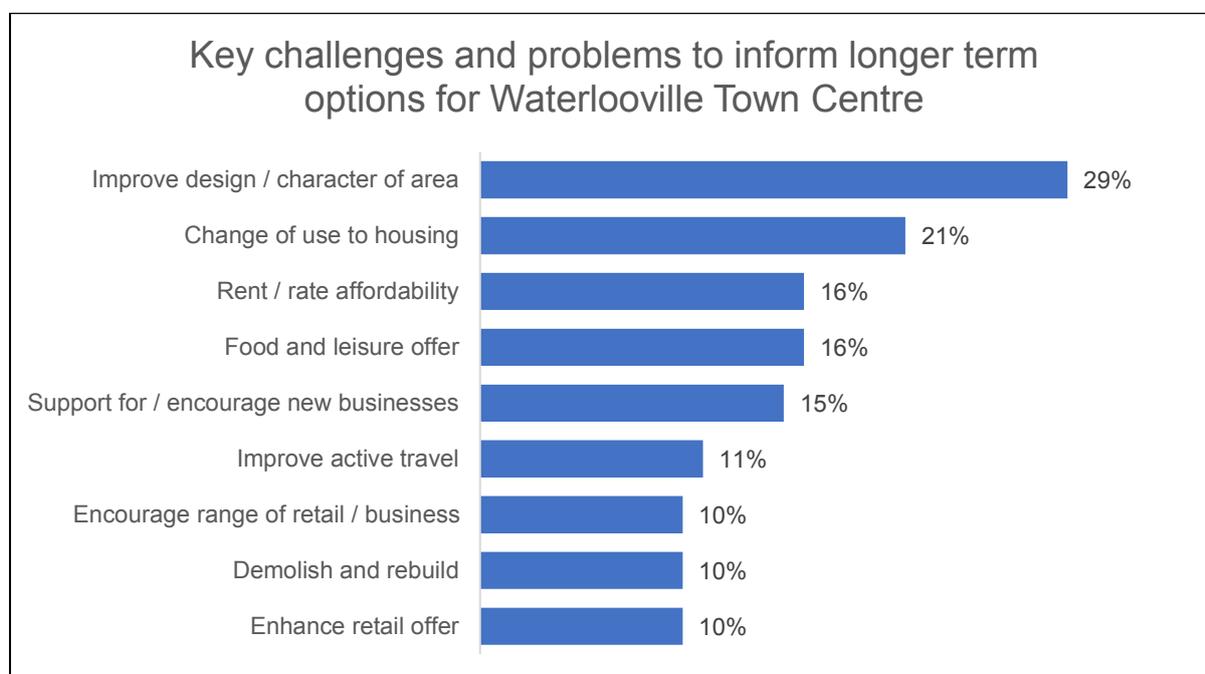


Figure 17: Responses to Q29 – When thinking about longer term options for Waterlooville Town Centre, what are the key challenges or problems that you think need to be addressed? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 62

When asked what the key challenges and problems were to be addressed in WaterlooVille Town Centre, the main five themes raised were:

Improve design / character of area

“Waterlooville Town Centre is too much a wide, disconnected open space which is not very inviting to visit. This leads to a lack of pride in the centre”

The main theme raised was around the design and character of the town centre, with views stating that the poor design of the town centre has contributed to the recent perceived decline of the location. Many respondents provided general comments around the poor design, highlighting a lack of connected access to the retail offer, a limited character to the site and an overabundance of similar retail units. Some specific sites were referenced, such as Wellington Way and the vacant shop that was previously Waitrose, with comments stating that these could be used more effectively.

Change of use to housing

“Need to get good quality high density homes in the centre”

A number of comments indicated the view that retail units should be converted to residential dwellings, with recognition that this was necessary to both meet housing need and also improve the town centre. Many respondents highlighted that with an improved housing offer, there would be more potential users of the location that could in turn encourage a wider retail and leisure offer.

Rent / rate affordability

“If rents/business rates were cheaper it could encourage people to set up business in the town”

Respondents stated that they felt reduced rent / business rates in retail units would encourage more retail and businesses to site themselves in vacant units in the town centre. Views here stated that this in turn would reduce the number of empty units and create a more attractive retail offer at the site.

Food and leisure offer

“The biggest problem with Waterlooville ... is there is nothing 'to do' - if we want to have a meal or evening out, meet friends or celebrate we have to travel”

When considering what future opportunities may be available in WaterlooVille Town Centre, comments indicated that they would like to see an improved food and leisure offer. With a perceived lack of current options in the location, an improved selection of places to eat and spend their leisure time was viewed by many to be an important improvement for the site.

Support for / encourage new businesses

“Encourage business owners to take over vacant shops”

Similar to the comments received concerning rent and rates, comments stated that there should be interventions to support and encourage businesses to take over units within WaterlooVille Town Centre.

Citizenlab findings

5 respondents submitted posts and comments on the Citizenlab tool in relation to the regeneration of Waterlooville Town Centre theme.

The main views raised by participants mirrored comments submitted via the survey, with posts raising the following topics:

- The view that **Waterlooville Town Centre had been in decline in recent years and was in need of regeneration.**
- Methods to achieve this included **converting empty shops into housing or restaurants, providing leisure activities for young people or improving public transport links.**
- There was also a view that Waterlooville had previously been neglected and regeneration focus had been elsewhere within the borough.

Of this number, one highlighted opportunities to extend the town centre location to surrounding sites and indicating a view that these sites should be retained for commercial use due to the value of employment, retail and leisure space for the borough.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Most of the comments indicated support for the proposed approach to regeneration of key sites.

Comments on Waterlooville Town Centre included:

- Support for the regeneration of the location, as some comments indicated a view that the town centre is rundown and in need of enhancements.
- While there was a positive view on regenerating the town centre, there were contrasting views on the inclusion of housing between those who supported this (e.g., good location to build housing, flats above shops) and those who felt that the town centre should provide other uses (e.g., retain town centre for social / entertainment / retail use, encourage variety of / independent shops).
- Comments also highlighted the need to protect open space within the town centre, suggested the implementation of a free parking scheme to attract visitors and making Waterlooville the priority for regeneration.

Stakeholder written responses

Of the written responses received, 2 commented on the regeneration of Waterlooville Town Centre theme.

HCC (as the Local Highways Authority) expressed support for the proposed approach, highlighting the reference of sustainable transport and improved active travel / public transport infrastructure. They stated a view that the policy should include reference to the Waterlooville walking zone and cycle network as well as potential SEHRT (South East Hampshire Rapid Transit) bus corridor extensions through Waterlooville.

A response from a developer (who also submitted a Call for Sites form for a site within this area) expressed support for the proposed approach to Waterlooville Town Centre, highlighting the need of regeneration in the area and support for retail / leisure use for the site with potential to extend the area classed as the town centre.

More information on stakeholder written responses can be found at Appendices D and E.

8.8 Regeneration: Hayling Island Seafront

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
97 *	48 **	38 ***	2

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback on “regeneration” as a theme, so may not all be in relation to this site

Regeneration: Hayling Island Seafront – Overall Conclusions

- When asked if there are any areas of importance or concern to inform the next stages of the regeneration programme/strategy of Hayling Island seafront, themes raised by respondents **strongly reflected the key points presented in previous engagement on the Ambition for Hayling Island²** including highways concerns, flood risk / coastal defences, sympathy to local characteristics and impact/protection of wildlife, nature, and the environment.
- Comments also reflected the view that Hayling Island is not able to support or accommodate future housing development (and therefore these respondents were generally against/oppose future development) due to reasons such as:
 - The highways network, particularly the one access road on and off the island. Comments across consultation methods highlighted previous experiences and issues with this road felt to be at or over capacity, and therefore the view that further development (and a rising population) would exacerbate this.
 - Like the above, local infrastructure (including health, education, sewage) on the Island was felt to be at or over capacity, and therefore the view that additional development would exacerbate this further (and a view that residents would not then have local services/infrastructure required to support them.)
 - Coastal erosion and flooding issues meant for some Hayling Island was not deemed a suitable location for future development due to the potential flood risk in the future.

² Further information on the previous engagement on the Ambition for Hayling Island can be found at www.havant.gov.uk/ambition-hayling-island-seafront.

Survey findings

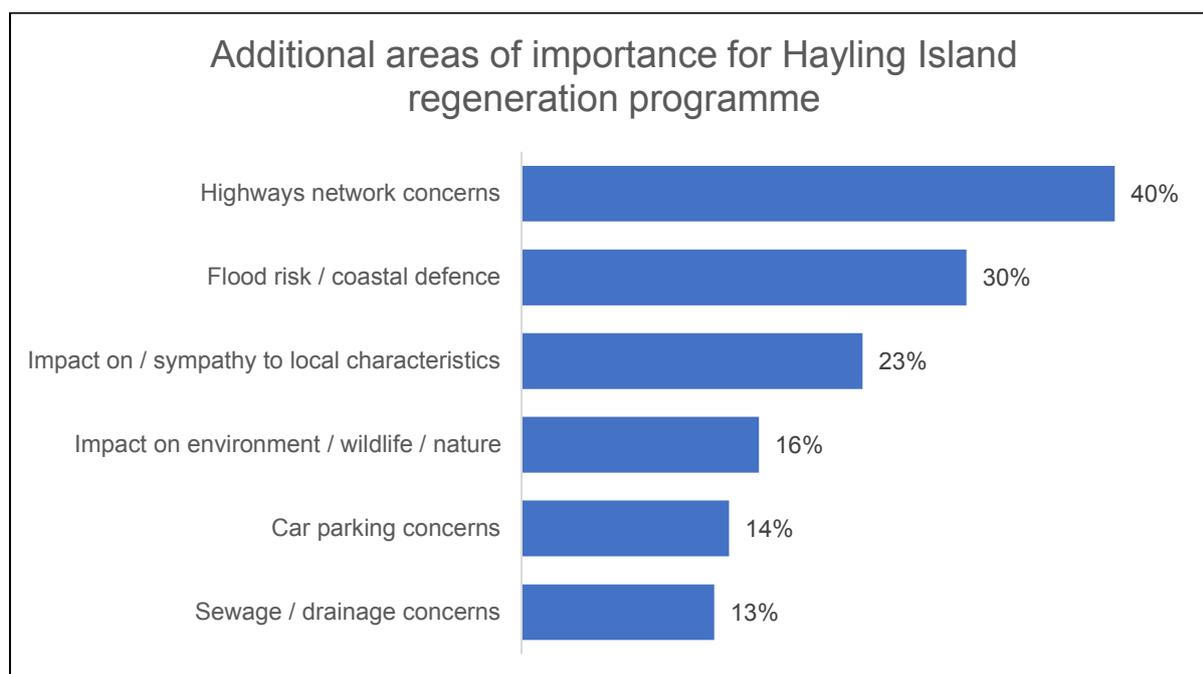


Figure 18: Responses to Q30 – Building on previous engagement that has been undertaken on the ambition for Hayling Island seafront, are there any further areas of importance or concern to inform the next stages of the programme and developing the regeneration strategy? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 70

The main five themes raised covered the following points, which often reiterated and reinforced concerns raised in the Ambition Hayling Island engagement exercise:

Highways network concerns

“I welcome the commitment to regenerate Hayling Island Seafront - as a Hayling resident, I also completely endorse the importance of all five key areas already identified through public engagement. The most pressing of these in my opinion is improving the road access on and off the island for all traffic”

The main topic raised was a reiteration of the road infrastructure concerns raised in previous consultations and in responses to other questions in this consultation. Respondents provided a view that further development (including both residential and upgrades for tourism) would lead to additional pressure on the singular access road on and off of Hayling Island. With the perception that this road is already at maximum capacity and with comments highlighting previous traffic gridlock at the location, comments emphasised the critical need to address the highways network prior to any development taking place.

Comments received in the Coastal Partners’ consultation on the draft Hayling Island Coastal Management Strategy also mentioned this theme, stating a view that proposed new development would place pressure on already stretched infrastructure (including the highways network).

Flood risk / coastal defence

“Hayling won’t be here in another 100 years if nothing is done about flooding”

Respondents highlighted their concerns regarding coastal erosion and flooding on Hayling Island. They felt that currently the Plan does not fully consider the impact of future development on Hayling's flood risk and coastal erosion situation, which they fear will further increase as areas that could be used to mitigate against this with coastal defences will be unavailable to use. There were also questions raised about development and regeneration plans in an area where it was felt that coastal erosion and flooding is likely to worsen due to the effects of climate change, and how sustainable these plans would be to safeguard the future of those that live there.

This issue was also raised by respondents in the Coastal Partners' consultation on the draft Hayling Island Coastal Management Strategy, where a number of comments highlighted a view that development plans did not fully consider the threat to this location from flooding.

Impact on / sympathy to local characteristics

"The attraction of Hayling is (always was) the unspoilt beach areas which families could enjoy, with beach huts and a few small cafes"

Linking to one of the key findings of the Ambition Hayling Island engagement, many reinforced the theme regarding the impact of development on the location's unique characteristics. Respondents highlighted that any regeneration or development should be sympathetic to the local area, namely that Hayling Island is valued as a natural coastal location that is not overcommercialised.

Impact on environment / wildlife / nature

"It's important for Hayling seafront to remain a special place to visit with as much of the adjoining land with the shrubs, small trees and grass areas preserved for wildlife to continue to thrive and for the public to enjoy the peaceful surroundings."

Similar to the previous theme, comments highlighted that regeneration should seek to protect and enhance the location's natural area, as this aspect is greatly valued by respondents. It was felt that the protection of the environment and local wildlife should factor highly in any regeneration plans.

Car parking concerns

"Living on the seafront I am concerned about the reduction of parking spaces for visitors"

Some comments concerning car parking on the seafront cover a few topics. Some highlight the perceived lack of parking provision or the prohibitive cost of parking, which they feel deters visitors to the location. Other views highlight the perceived view of poor siting of car parks, the poor state of repair that car parks are in and the view that car parks detract from or block views of the landscape.

Another theme that was raised by a number of respondents in the Coastal Partners' consultation on the draft Hayling Island Coastal Management Strategy was **the importance of active travel links to the location**, with a number of comments highlighting the value of the Hayling Billy Line as a route for walking, cycling and horse-riding to the location. These respondents highlighted the value of protecting and enhancing this access channel.

Citizenlab findings

48 respondents submitted posts and/or comments on the Citizenlab tool in relation to the regeneration on Hayling Island theme.

These comments broadly reflected the key issues raised within the survey responses – the main themes identified were:

Hayling highways network not adequate for more development

“Hayling Island is served by one road on and off. Traffic is a major problem which would be exacerbated by further development”

One of the main reasons put forward as to why Hayling Island was not suitable for further development was the perceived limitations of the local highways network, with a number of comments highlighting the singular access road. Some respondents detailed existing traffic issues in accessing Hayling Island, and there was a common view amongst respondents that further development would have the consequence of exacerbating these issues.

No further development on Hayling Island

“Hayling cannot accommodate more building”

A common view expressed by respondents was that Hayling Island was not able to accommodate any further development and that there should be no further proposals to build on this location.

Hayling Island infrastructure is not adequate to support more development

“Far from sufficient infrastructure to support more housing on Hayling”

Again, mirroring feedback from the survey, respondents highlighted challenges with infrastructure on Hayling Island as key reasons why there should not be further development in this area. Comments raised examples of current issues and concerns, with the view that additional development would exacerbate these to unacceptable or dangerous levels. When referring to infrastructure in this instance, respondents discussed concerns over health infrastructure (doctor’s surgeries, pharmacies), education facilities (schools) and sewage / drainage capacity.

Comments raised also highlighted **concerns around water quality in the area**, the perceived negative impact of development on **flood risk / coastal defences** and on **the impact on the natural environment and wildlife** of the location, again reflecting feedback received via the survey.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Most of the comments indicated support for the proposed approach to regeneration of key sites.

Comments on Hayling Island included:

- Though some support improving the seafront area, it was crucial for respondents that any regeneration here needed to be sympathetic to the characteristics of Hayling Island, with comments calling for the seafront to be enhanced but not overcommercialised or overdeveloped.
- Some comments also highlighted infrastructure (with roads referenced by a number of these) would also need to be improved to support regeneration of Hayling Island.

Stakeholder written responses

Of the written responses received, 2 commented on the regeneration of Hayling Island seafront theme.

HCC (as the Local Highways Authority) expressed support for the proposed approach, highlighting the reference of sustainable transport and improved active travel / public transport infrastructure. They also provided the following key points of feedback:

- In relation to access to the location, potential traffic generated from increased tourism to the seafront should be included within transport modelling.
- Support for the reinstatement of the Hayling Billy Line as an active travel corridor for use by pedestrians, cyclists and horse riders.

Another response expressed support for the regeneration of Hayling Island seafront, highlighting the potential for enhancement of the tourism offer at the location.

More information on stakeholder written responses can be found at Appendices D and E.

8.9 Regeneration: Leigh Park

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Written Feedback Responses
50 *	0 **	0 ***	1

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback on “regeneration” as a theme, so may not all be in relation to this site

Regeneration: Leigh Park – Overall Conclusions

- When asked what the most important thing was to consider/address for future regeneration in Leigh Park, **local employment opportunities were the most selected option**, with 60% indicating that this should be the top priority.
- This was followed by **addressing crime and anti-social behaviour (51%) and providing affordable housing (43%)**.

Survey findings

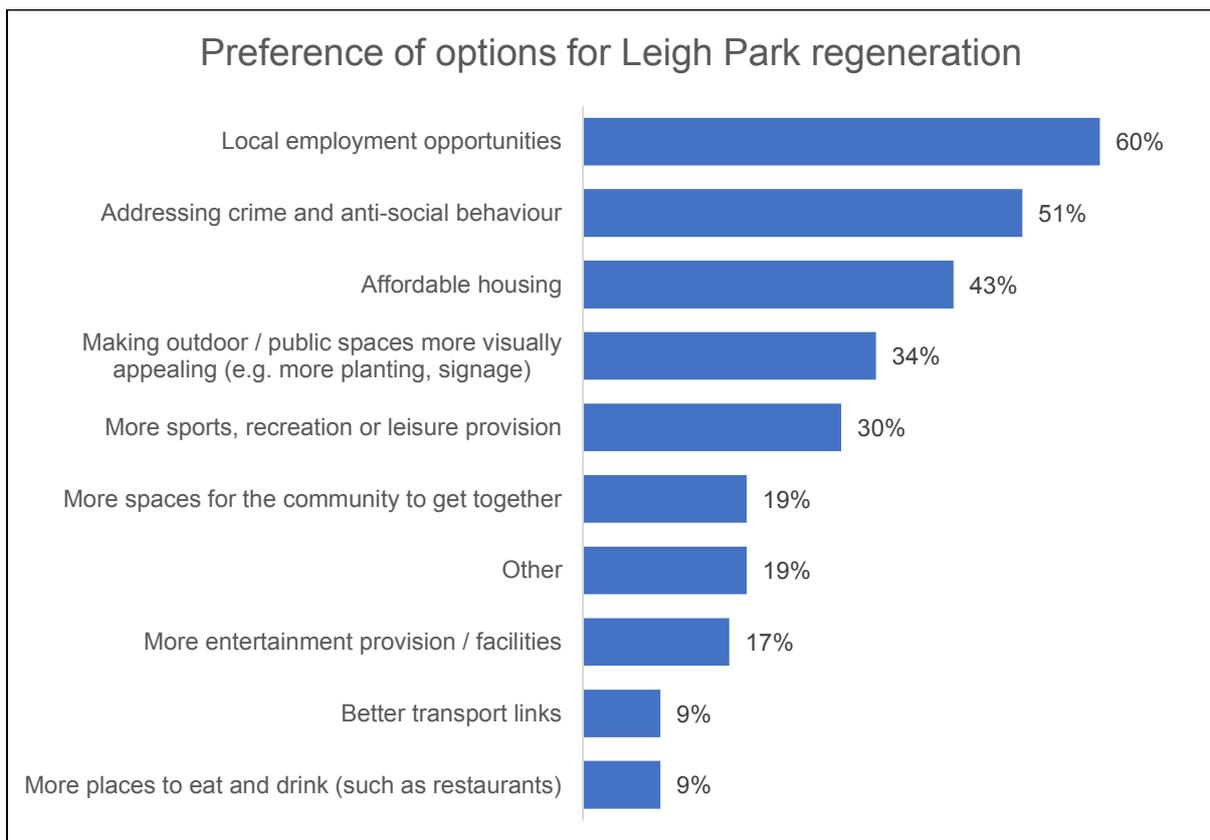


Figure 19: Responses to Q31 – When thinking about regeneration in Leigh Park in the future, what are the top three things that are most important to consider / address?

SAMPLE: 47

Noting the small sample size, respondents indicated that more local employment opportunities (60%), addressing crime and anti-social behaviour (51%) and providing more

affordable housing (51%) were the top three options to address when considering regeneration in Leigh Park.

Citizenlab findings

No respondents provided feedback relating to the regeneration of Leigh Park theme via the Citizenlab tool.

Exhibition feedback

No respondents provided feedback relating to the regeneration of Leigh Park at the exhibition events.

Stakeholder written responses

Of the written responses received, 1 commented on the regeneration of Leigh Park theme.

HCC (as the Local Highways Authority) expressed support for the proposed approach, highlighting the reference of sustainable transport and improved active travel / public transport infrastructure, including the LCWIP cycle network, priority cycle routes in Leigh Park and potential SEHRT (South East Hampshire Rapid Transport) bus corridors.

More information on stakeholder written responses can be found at Appendices D and E.

8.10 Land and Densities

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
208 *	10 **	0 ***	9

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Comments not specifically collected on this theme on comment cards available at exhibitions

Land and densities – Overall Conclusions

- **Just over half of survey respondents (54%) agreed with the proposed approach** to strike the right balance between making the most efficient use of land and the quality of development. Across consultation methods, of those who also agreed, there was support for high density housing on brownfield sites, particularly town centre locations.
- **Just over one-third (36%) disagreed with the proposed approach.**
- The key reasons for this were as follows:
 - Concerns over the impact high density housing would have on the local infrastructure (particularly highways), particularly as there was a view that current infrastructure was either at or exceeding capacity.
 - Views that high density development was often of a poor quality/design, and therefore sought reassurance from the Plan that high-quality design would be required from developers.
 - Views that a “blanket policy” for high density developments would not be appropriate, and instead needs to be considerate of the impact it would have on the local area when designing suitable density.
 - There were also some views opposing high density more generally.

Survey findings

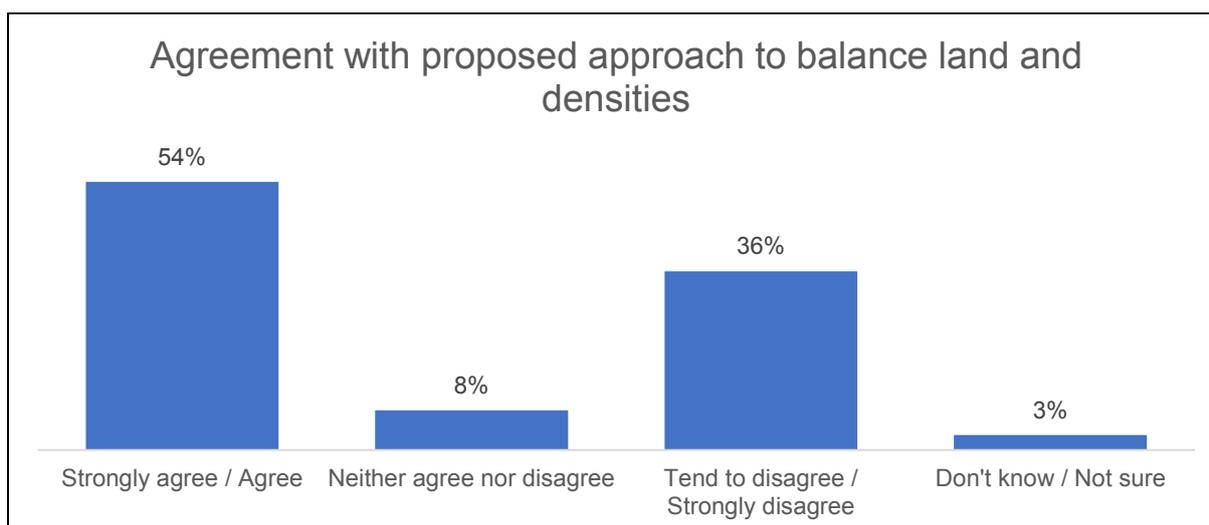


Figure 20: Responses to Q32 – To what extent do you agree or disagree that the proposed approach above strikes the right balance between making the most efficient use of land and the quality of development?

SAMPLE: 200

Just over half of respondents (54%) indicated that they agree with the proposed approach to balance land and densities, compared to 36% who disagreed with the proposal.

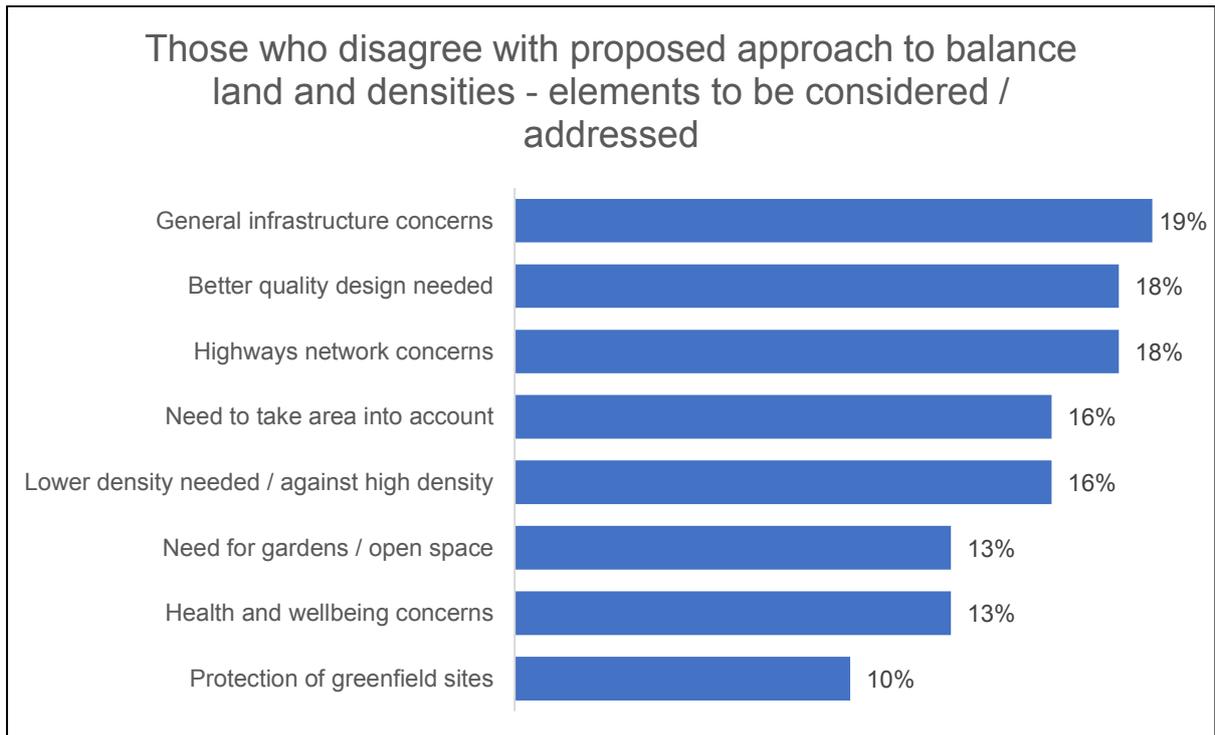


Figure 21: Responses to Q33 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 60

For those who disagreed with the proposed approach to balance land and densities, the following top reasons were:

General infrastructure concerns

“There is a real difficulty in providing a supporting infrastructure”

General infrastructure refers to comments received that do not specify which element of infrastructure (e.g., transport, health, sewage) they are discussing.

The main topic raised was the impact on infrastructure, with many respondents highlighting the view that high density housing would bring a notable impact upon local infrastructure and services. Views expressed here stated that without infrastructure upgrades being made to accommodate, existing infrastructure issues would only be exacerbated by high density development.

Better quality design needed

“In principle I think the idea is a good one that will provide housing, in actuality the quality of new house builds ... is absolutely shoddy”

Comments demonstrated a view that high density development is often of a poor quality and that reassurance of a better-quality design would be required for them to support this proposal. Many cited high-rise buildings and tower blocks as examples of perceived poor design that have had detrimental impacts upon those that live in them and upon the wider areas where they are situated.

Highways network concerns

“Traffic is already bad enough around the town centres without increasing the population density”

When considering infrastructure, some comments were more specific and highlighted a view that local road infrastructure would not be able to cope with additional high-density development without improvements. Comments here raised existing issues with traffic and stated that the proposed high-density housing – especially in areas such as town centres where traffic issues exist – would have a negative impact on this.

Need to take area into account

“Higher density housing needs to be proportionate to the area to be developed”

Comments here indicated that respondents felt that any ‘blanket policy’ on housing density would be inappropriate as it should take the local area into account when deciding on the suitable density. ‘One size does not fit all’ was the common sentiment of these views, particularly incorporating the differing characteristics of areas within the borough.

It should be noted that the proposed approach will use the council’s Housing Density Analysis to identify areas suitable for higher density development, relative to their access to services and public transport, ensuring that this would not be implemented as a ‘blanket policy’. These comments indicate that people may need further reassurance or guidance on this issue.

Lower density needed / against high density

“Just because there is space for a high rise flat doesn't mean that is the best thing to do!”

A number of respondents expressed a view against the proposal, stating that they did not feel that this was the optimum way to provide housing or that they felt that a lower level of density was appropriate.

Citizenlab findings

10 respondents submitted posts and/or comments on the Citizenlab tool in relation to the land and densities theme.

Comments received on Citizenlab broadly presented a supportive view of the proposal, with some views expressing **agreement with the approach to focus residential development in town centre areas** (with a number suggesting the use of empty retail units for high density housing).

Other main themes included an emphasis on **providing higher density housing on brownfield / already developed sites**, while similarly a number of comments stated that **existing buildings should be redeveloped to provide higher density accommodation** (i.e., turning larger houses into flats).

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Although feedback on land and densities was not specifically asked for at exhibitions, some comments did highlight a support for higher density housing on brownfield sites and within town centre locations, as these were viewed as preferable methods to meet housing need.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 9 commented on the land and densities theme.

A number of written responses were received from developers or agents, who stated a view that any policy relating to minimum densities should be flexible and considered on a site-by-site basis. They felt that this approach would allow for appropriate densities to be delivered in an efficient manner, with some stating there could be instances where a lower or higher density of development would be most appropriate.

Responses received from other local authorities expressed support for the policy to increase density in areas in the borough. HCC (as the Local Highway Authority) supported this approach for areas close to town and district centres, highlighting the linkages to existing sustainable travel access. They did however comment on the following aspects:

- They felt housing layouts should be of sufficient size to enable public transport network access.
- Reference should be made to Local Transport Note 1/20 (guidance for cycle infrastructure design)
- Impacts on non-urban landscapes and Public Right of Way (PRoW) networks should be considered.

Other comments received raised the following key themes:

- A view that any high-density developments should be sympathetic to their local area
- A suggestion that any proposed high-density development should be informed by a tall buildings study, which would identify areas that are more sensitive and those that are more suitable to taller buildings (including reference to impact on protected landscapes).

More information on stakeholder written responses can be found at Appendices D and E.

8.11 Retail and town centres

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
104 *	12 **	49 ***	3

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Retail and town centres – Overall Conclusions

- **Four-fifths (80%) of survey respondents agree with the proposed level of flexibility of uses in town centres.** This was broadly similar across consultation methods, welcoming the mixed use of town centres.
- There were **similar levels of agreement with proposals to seek control of the design and concentration of takeaways / fast food outlets and gambling establishments**, with 84% and 92% of survey respondents agreeing respectively.
- Furthermore, **just over three quarters of respondents (77%) agreed with the proposal which provides for small-scale shops and smaller employment premises**, where it was proposed that the sequential test in the NPPF would not apply.

Survey findings

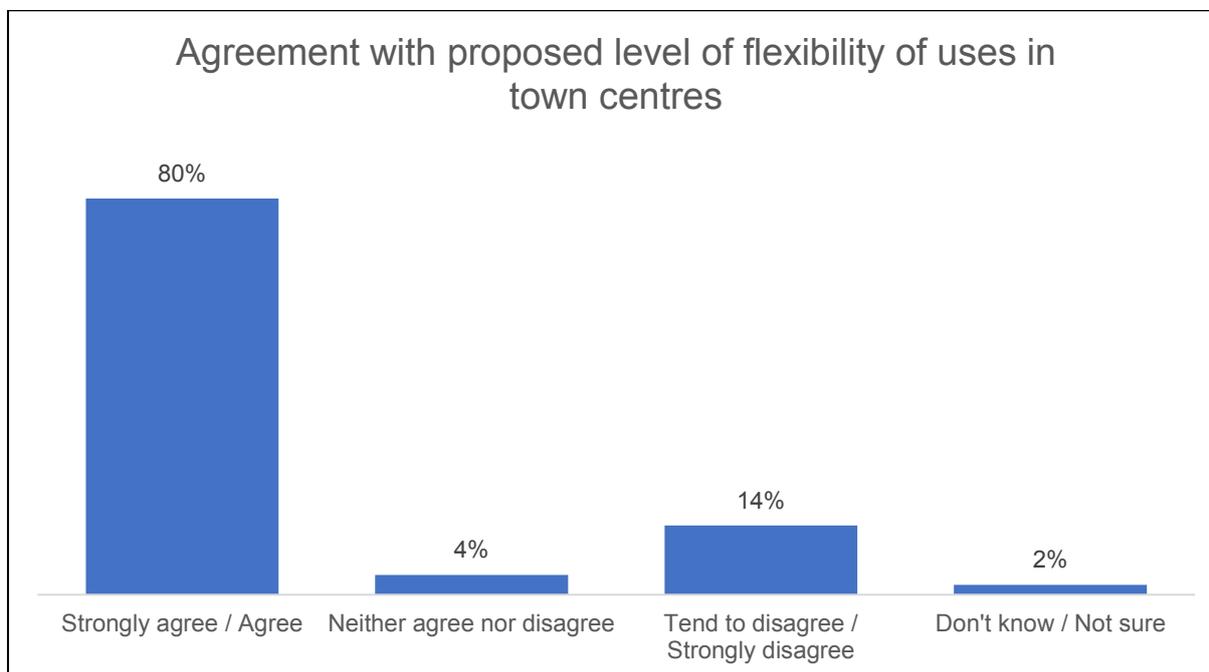


Figure 22: Responses to Q34 – To what extent do you agree or disagree with the proposed level of flexibility of uses in town centres?

SAMPLE: 100

A majority of respondents (80%) stated that they agree with the proposed level of flexibility in uses in town centres, indicating support for this approach. This compares to 14% who disagreed with this proposal.

Disagreed – elements to consider

In total, 14 respondents stated that they disagreed with the proposed level of flexibility of uses in town centres.

Amongst these responses, the main themes raised were:

- Changes in the roles of town centres mean that for some, **they were no longer sustainable** (e.g., shifts in retail to online), with comments here questioning the long-term viability of retaining these sites (4 responses)
- The **perceived poor visual look of town centres** is detrimental to these locations and views here feel that enhancement / improvements of these should be considered as part of the Plan (4 responses)

A full breakdown of these themes can be found at Appendix P.

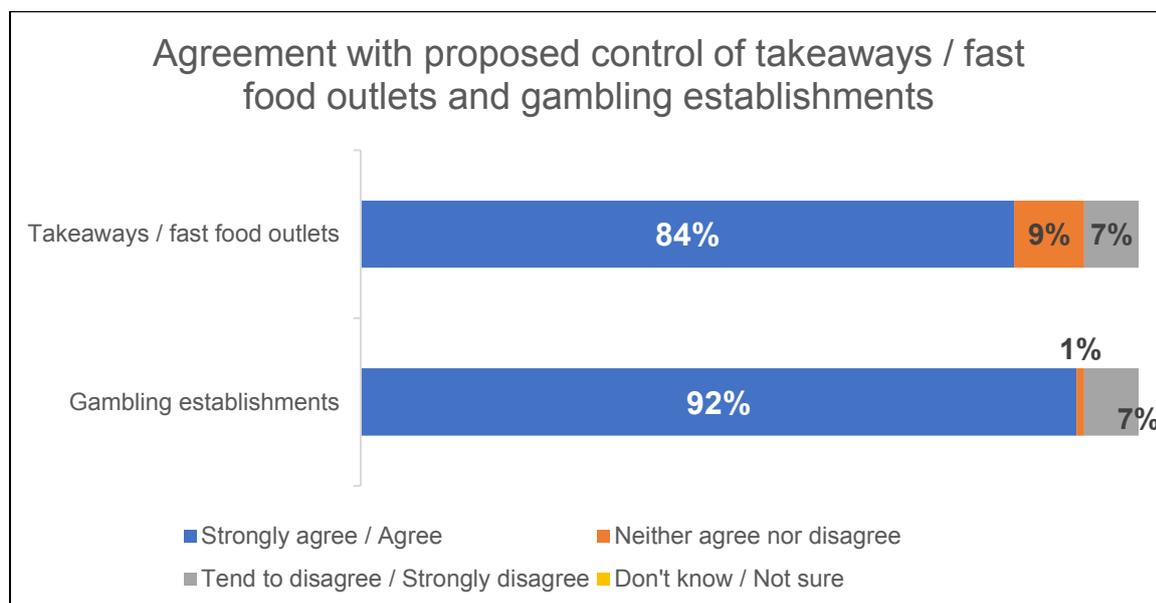


Figure 23: Responses to Q36 – To what extent do you agree or disagree that the Building a Better Future Plan should seek to control the design and concentration (number) of takeaways / fast food outlets and gambling establishments in the borough?

SAMPLE: 98

There was strong agreement to proposed controls to both takeaways / fast food outlets (84%) and gambling establishments (92%), with only 7% of respondents disagreeing with the proposed approach to these elements.

Takeaways / Fast foods outlets - Elements to consider from those who disagreed with proposed approach

In total, 10 respondents stated that they disagreed with the proposed approach to takeaways and fast food outlets.

Amongst these responses, the main theme raised was the view that a policy was not needed as demand from consumers would dictate how many of these establishments would be situated in the borough (3 responses)

Gambling establishments – Elements to consider from those who disagreed with proposed approach

In total, 6 respondents stated that they disagreed with the proposed approach to gambling establishments.

Amongst these responses, the main theme raised was that a policy was not needed, as demand from consumers would dictate how many of these establishments would be situated in the borough (4 responses).

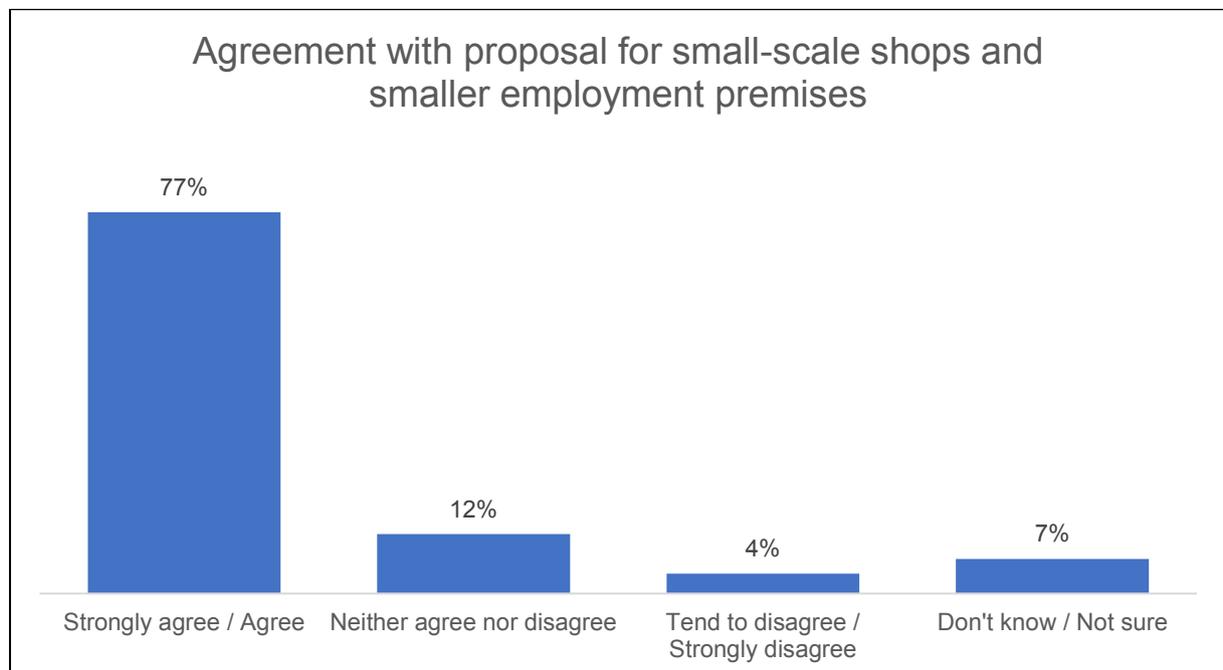


Figure 24: Responses to Q39 – To what extent do you agree or disagree with the above proposal which provides for small-scale shops and smaller employment premises?

SAMPLE: 98

Just over three quarters of respondents (77%) indicated that they agree with the proposal for small-scale shops and smaller employment premises to no longer be considered under the sequential test set out in the NPPF, showing a high level of support for this proposed approach. 4% of respondents disagreed with this approach, while 19% cited a neutral or don't know response.

Citizenlab findings

12 respondents submitted posts and/or comments on the Citizenlab tool in relation to the retail and town centres theme.

Views expressed here were **broadly supportive of the proposed approach to retail and town centres**, with some comments stating that they agree with the proposed introduction of housing in these areas in place of retail units.

In contrast to this view, some comments stated that they value town centres in the borough and that these **should be enhanced** (e.g., new shops built, cleaned and made more attractive, more trees planted) to retain these as areas that residents and visitors wish to go to, even if there is to be more residential housing within these locations.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Feedback largely reflected views received via other consultation methods, with the following topics raised:

- There was a supportive view on the proposal for the mixed use of town centres, though there were differences in opinion on how this should be split.
- Those in support of proposed residential housing in these locations feel that the use of high-density housing in town centres would contribute towards meeting housing need, minimise the impact on infrastructure (particularly road networks as housing will be centrally located and near accessible public/active transport), and contribute towards rejuvenating visual aspects of town centres.
- However, others feel that it was important to provide leisure / entertainment offering instead at these locations and ensure these remain locations for people to visit and use.
- In order to support the mixed use of town centres, views stated that considerations should be given to parking, further improvements to highways (to account for heavier car usage of more people using town centres), active travel routes, sympathy to the character of local areas, and the view that the council should support/encourage businesses to open units in these areas (e.g., lower business rates).
- Some comments expressed support for proposals to seek to control the concentration of takeaways / fast food outlets within the town centres.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 3 commented on the retail and town centres theme.

Responses from a neighbouring local authority expressed broad support for the proposed approach of regenerating town centres, and HCC (as the Local Highway Authority) highlighted that they felt this should be used to improve a sense of place and encourage local living. They also stated a view that the policy should include a Healthy Streets approach to town and district centres, to ensure local environments are safe and attractive for walking and cycling.

Other themes raised within these responses were:

- In specific relation to Waterlooville Town Centre, a view from a developer submitted that retail and leisure use was preferable to residential housing.
- Historic England encouraged the consideration and encouragement of the historic environment in the public realm as part of retail and town centres, with guidance provided (Streets for All: Advice for Highway and Public Realm Works in Historic Places) to meet this ambition.

More information on stakeholder written responses can be found at Appendices D and E.

8.12 Flood Risk

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
192 *	15**	58 ***	10

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Flood risk – Overall Conclusions

- **Just over two thirds of survey respondents (69%) agree with the proposed approach** to manage flood risk, compared to 25% who did not agree with the proposal.
- For those who disagreed, the main reason was due to **the view that no development should be permitted on flood plains, areas prone to flooding or areas predicted to be at risk of flooding in the future**. This was particularly felt for Hayling Island and Emsworth.
- For those who disagreed, and for some across other consultation methods, there was a view that the Plan should require further assurances or mitigations regarding flood risk from developers.

Survey findings

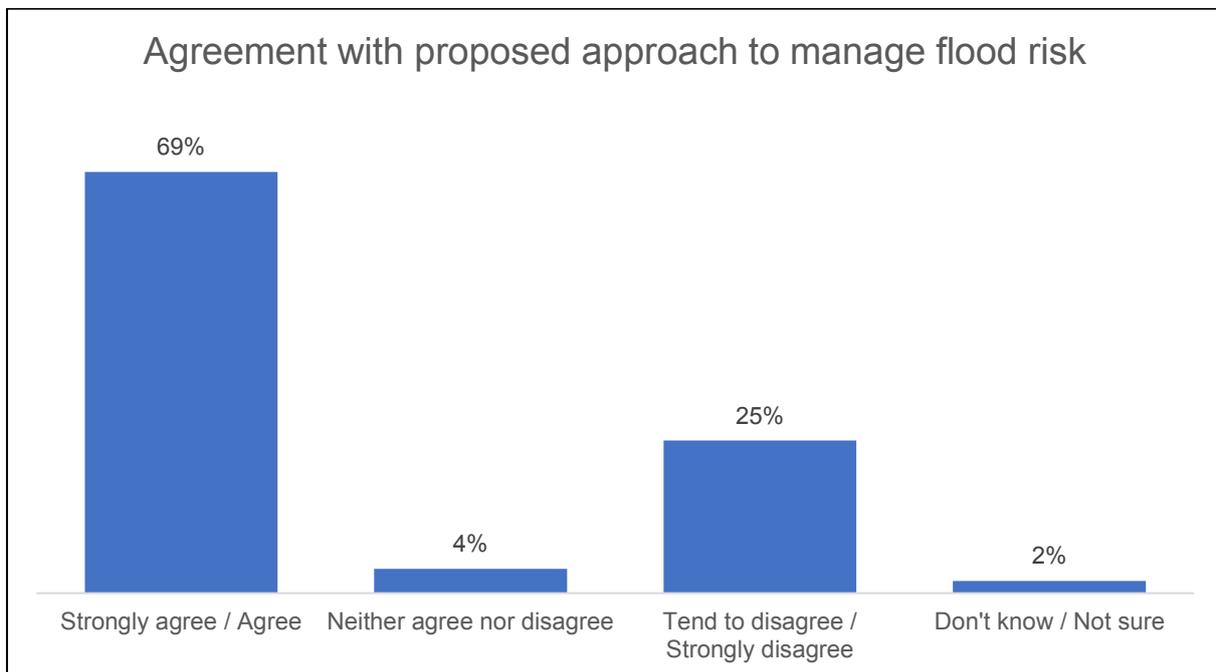


Figure 25: Responses to Q41 – To what extent do you agree or disagree with the above proposed approach to manage flood risk?

SAMPLE: 182

Just over two thirds of respondents (69%) indicated that they agreed with the proposed approach to manage flood risk, compared to a quarter (25%) who disagreed with the proposal.

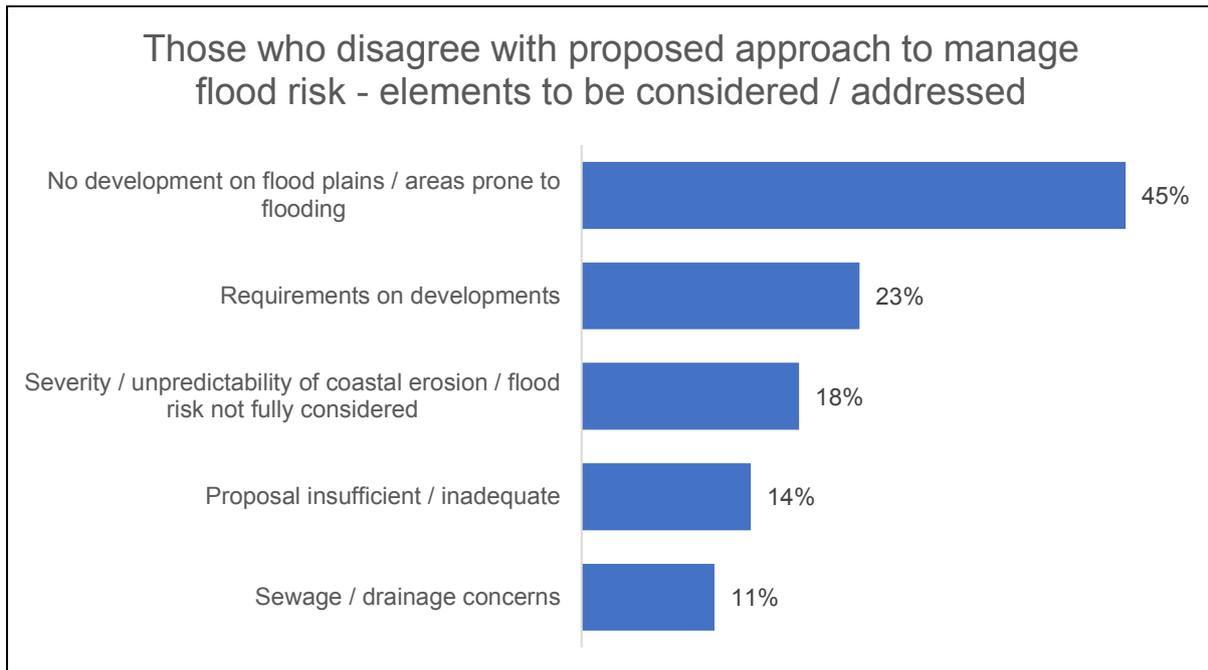


Figure 26: Responses to Q42 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 44

Noting the small sample size, those who disagreed with the proposed approach to manage flood risk raised the following reasons:

No development on flood plains / areas prone to flooding

“Although considerations of increased flood risk are acknowledged, this does not provide sufficient protection against building in flood risk areas”

These responses indicated that they felt that no development should be permitted on any site that is either on a flood plain or prone to flooding. Responses here stated that they felt that this should be a stop on any proposal for development. Hayling Island and Emsworth were referenced in a number of responses that relate to this theme.

Requirements on developers

“Expectations of more from developers is crucial”

These comments highlight the view that there should be an expectation on developers to provide more assurance/mitigation on flood risk when applying for development, and that the perceived current requirements from developers on flood risk information when submitting a planning application are insufficient.

Severe / unpredictability of coastal erosion / flood risk

“Cannot predict future coastal change or flood risk”

Views expressed by respondents felt that the proposal did not fully take into consideration both the perceived severity and unpredictability of flood risk. Many felt that the current and projected pace of coastal erosion had not been fully factored into the current proposal.

Hayling Island, with particular reference to the coastline, was referenced within comments on this theme.

Proposal insufficient / inadequate

“We really need to consider the risks of building in areas at risk of flooding like Hayling Island so I do not think the wording is strong enough”

Comments received also highlighted that they felt that in general, the proposal was insufficient or inadequate. Views here stated that the proposed policy did not go far enough, or that the language being used was not strong enough.

Sewage / drainage concerns

“The risk of flooding ... from overloaded sewers is not being taken seriously enough”

Comments linked issues with sewage and water drainage with flooding concerns, putting forward that these were felt to be connected concerns and the perception that flooding has a negative impact on local sewage infrastructure. This was considered as an issue that requires resolution before any development on areas prone to flooding.

Citizenlab findings

15 respondents submitted posts and/or comments on the Citizenlab tool in relation to the flood risk theme, and the themes raised by these were largely reflective of the views given in the survey.

The main consideration amongst these comments was the view that **no development should be permitted on flood plains or on areas that are at risk of flooding**, with particular reference to Hayling Island and Emsworth. Reflecting the themes raised in the survey, respondents here stated that they felt that this should act as a ‘showstopper’ for any proposed development on these areas.

Other comments highlighted **existing flooding issues**, that were seen as at risk of getting worse if the proposed level of development went ahead, and views that emphasised the importance of **maintaining sea defences to safeguard existing and future development**.

Exhibition feedback

Mirroring responses received via other consultation methods, respondents highlighted concerns developing in areas at risk of flooding / on flood plains and emphasised the need for coastal defences to protect existing buildings as well as any proposed development. These comments were particularly common on Hayling Island, with respondents highlighting this as a key reason for their view that development should not be considered in this area. Emsworth was another location often cited within comments.

Other suggestions and considerations were as follows:

- Robust assessment of flood risk should be required from proposals before development takes place
- Concern was raised regarding the increase of flood risk by blocking flow of water / drainage (such as tarmacking / concrete earth, not installing more drains). The Plan should consider use of non-absorbable materials and drainage (such as planting).

- In an alternative view, some comments expressed a view that due to rising sea levels, a certain level of flood risk was inevitable and, in some cases, it may not be prudent to commit resources to combat this.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 10 commented on the flood risk theme.

The Environment Agency supported the inclusion of the proposed approach, and highlighted a view that, in line with the flood risk sequential response, preference should be given to areas in flood zone 1 (i.e., areas at lower risk of flooding). In addition, they expressed an expectation that if any allocated sites are wholly or partially within flood zone 3 (i.e., areas with a high probability of flooding), the flood risk management hierarchy should be followed in managing flood risk for these sites. Furthermore, they highlighted the importance of using up-to-date evidence to inform decision-making on flood risk.

Natural England highlighted the following key points in their feedback:

- Expect the Plan to identify a Coastal Change Management Area and set out the type of policies and developments that would be appropriate in it
- Reference to relevant Shoreline Management Plans and taking forward of applicable actions, using this as a key evidence base for shaping policy in coastal areas
- Due to inevitability of sea level rise and coastal change, policies should seek to provide for and work with coastal adaptation processes, responding to changes over long timescales and adopting an integrated approach across boundaries to set sustainable levels of economic / social activity whilst protecting the environment.
- The Plan should help facilitate relocation of valued environmental assets away from risk.

HCC (as the Local Highway Authority) commented that they viewed the Hayling Billy Trail as an important transport route and this should therefore be protected from coastal erosion, indicating that they felt this was part of a wider consideration of protecting coastal and river margin areas from flood risk. Additionally, they highlighted the importance of acknowledging and protecting the PRow network, the England Coastal Path and National Trail routes from flood risk. This may include realigning sections inland to avoid coastal erosion.

Additional written responses broadly expressed support for the proposed approach, with the following topics raised within responses:

- A local environmental group expressed support for the proposed policies but questioned how this policy would allow development on Hayling Island due to the flooding challenges at this location.
- Portsmouth City Council welcomed the incorporation of the Strategic Flood Risk Assessment conducted by PFSH in understanding regional flood risk
- The Wildlife Trust stated a view that the Plan should include and prioritise nature-based solutions to flood risk, such as encouraging natural habitats at the coastline to absorb wave energy, storm surges and dissipate high-tides.

More information on stakeholder written responses can be found at Appendices D and E.

8.13 Gypsies, Travellers and Travelling Show People

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
85 *	0 **	0 ***	3

* Depending on their response, all respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Comments not specifically collected on this theme

Gypsies, travellers and travelling show people – Overall Conclusions

- Although a small sample size, **narrowly more survey respondents disagreed (37%) with the proposed approach** to safeguard the existing site and assess whether there is a need to identify further provision for gypsies, travellers and travelling show people, compared to 35% who agreed with the proposal.
- The main reasons why survey respondents disagreed with the proposed approach was **due to the view that the current provision is incorrectly sited and site allocation should take into consideration the impact it may have on wider communities and neighbourhoods.**

Survey findings

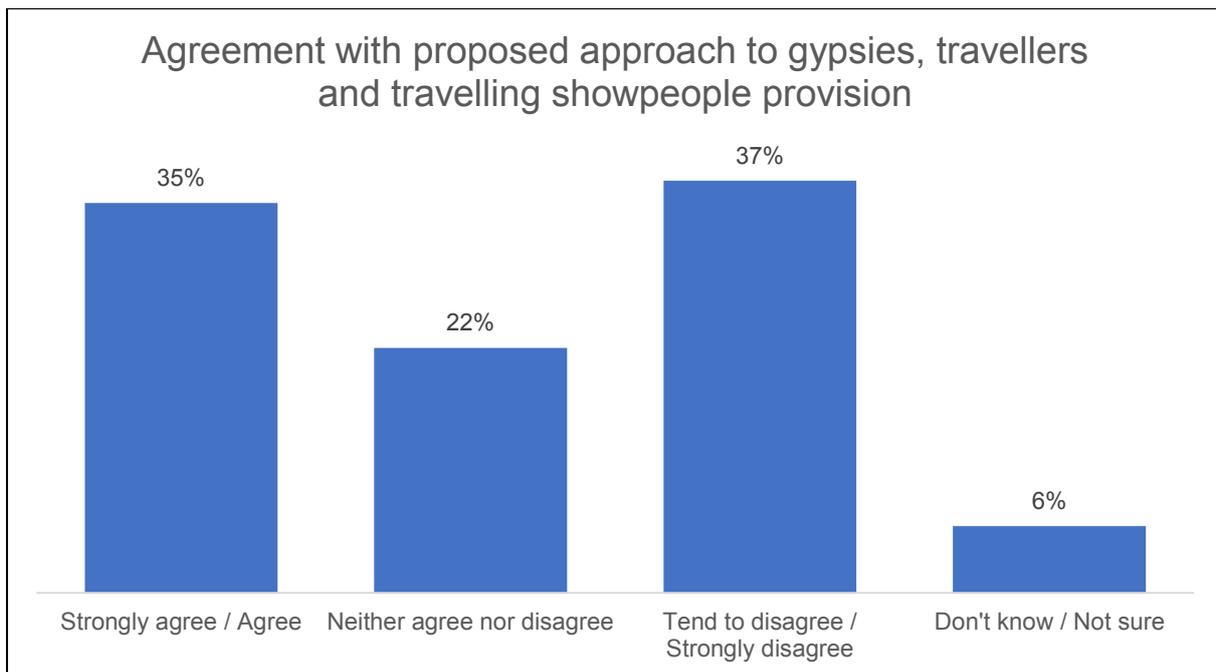


Figure 27: Responses to Q43 – To what extent do you agree or disagree with the proposed approach to safeguard the existing site and assess whether there is a need to identify further provision?

SAMPLE: 79

Narrowly more respondents disagreed (37%) with the proposed approach for gypsies, travellers and travelling show people provision than agreed (35%) with the proposal.

Disagreed – elements to consider

In total, 29 respondents stated that they disagreed with the proposed approach to the provision for gypsies, travellers and travelling show people.

Amongst these responses, the main themes raised were:

- Some comments presented perceptions and concerns with nomadic communities, particularly anti-social behaviour and activities undertaken. There was a view that this could have an impact on local communities and neighbourhoods, and therefore site allocation should take this into account. (15 responses)
- It was felt by some that the current provision is not sited in the correct area. This was due to the perceived rural nature of the Long Copse Lane site, and instead should be sited in an area that is less rural (the only suggested area was a site outside of the borough). (5 responses)

A full breakdown of these themes can be found at Appendix P.

Citizenlab findings

No respondents provided feedback relating to the Gypsies, Travellers and Travelling Show people theme via the Citizenlab tool.

Exhibition feedback

No respondents provided feedback relating to this theme at the exhibition events.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 3 commented on the provision for gypsies, travellers and travelling show people theme.

These responses were received from neighbouring authorities, who highlighted the following key points:

- Whilst welcoming the proposed update to the Gypsy, Traveller and Travelling Show people Accommodation Assessment (GTAA), neighbouring authorities highlighted their own unmet need for providing provision for these groups that may necessitate assistance from other authority areas.
- Another response raised a view that the current provision within the borough was low when compared to neighbouring authorities.

More information on stakeholder written responses can be found at Appendices D and E.

8.14 Quality of Development

For the 'Quality of Development' section of the survey, respondents were given the choice of themes that they wished to comment on, or to select 'none of the above' to bypass these topic areas.

The following chart provides a breakdown of the themes that respondents wished to comment upon in the 'Quality of Development' section.

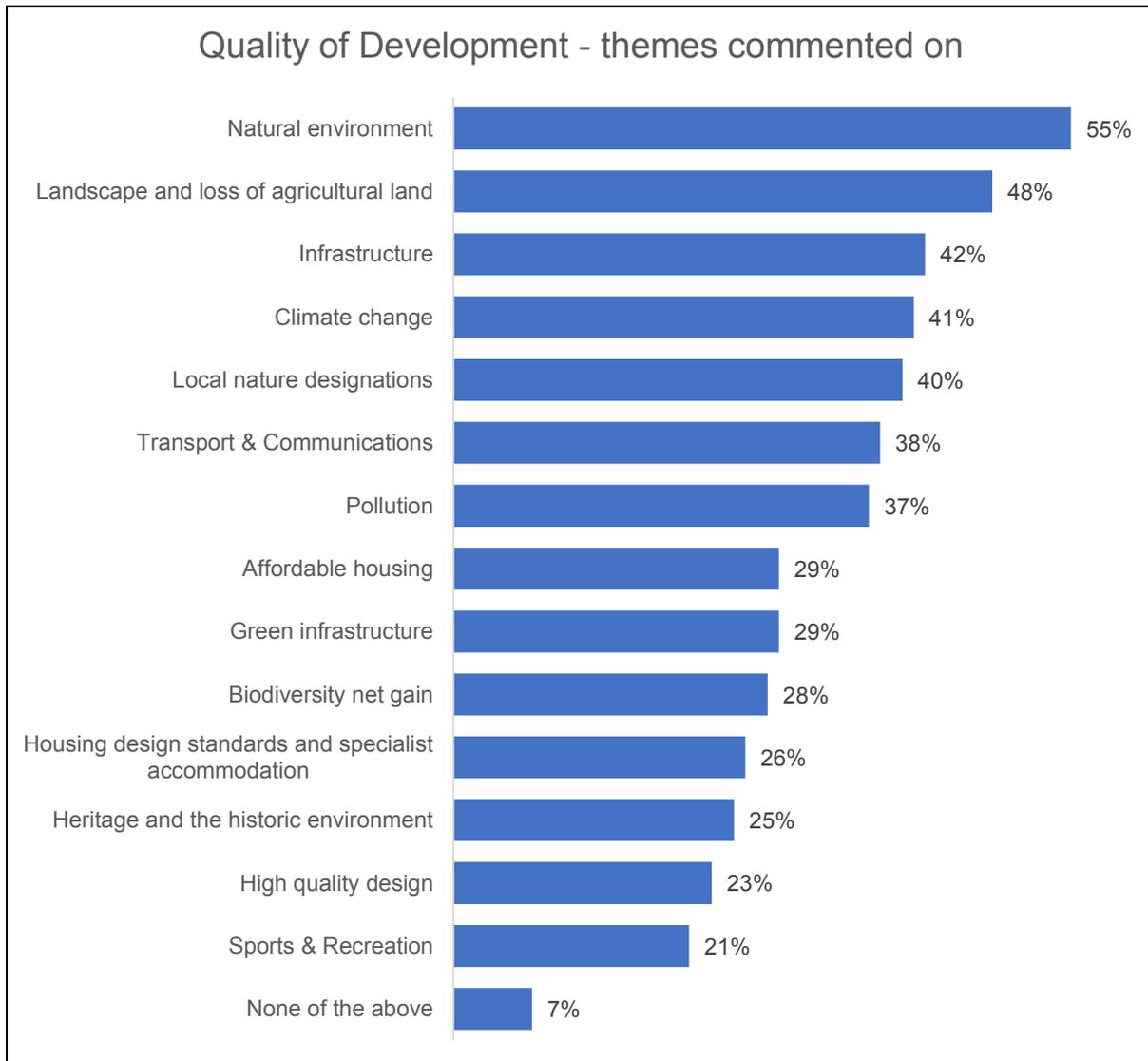


Figure 28: Responses to Q45 – This section of the survey asks questions about the following themes below. Please indicate which, if any, themes you wish to comment on?

SAMPLE: 411

8.15 Climate Change

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
169 *	14 **	51 ***	20

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Climate Change – Overall Conclusions

- **Three quarters of survey respondents (75%) agreed with the proposed approach** to reduce the impact of climate change.
- For those who disagreed with the approach (18%), the main theme reason raised was the view that **the proposed approach could do more, particularly as this was felt to be an important and urgent issue to address.**
- Suggestions across consultation methods were put forward of what the Plan could also require in relation to climate change measures. Most notably, it was felt that there should be **further requirements on developers to meet climate change targets.** This included, for example, the use of sustainable building materials, sustainable energy sources (such as solar power or heat pumps), sustainable or eco-design (such as electric vehicle charge points or high quality insulation) or green infrastructure (requirements for planting for example)

Survey findings

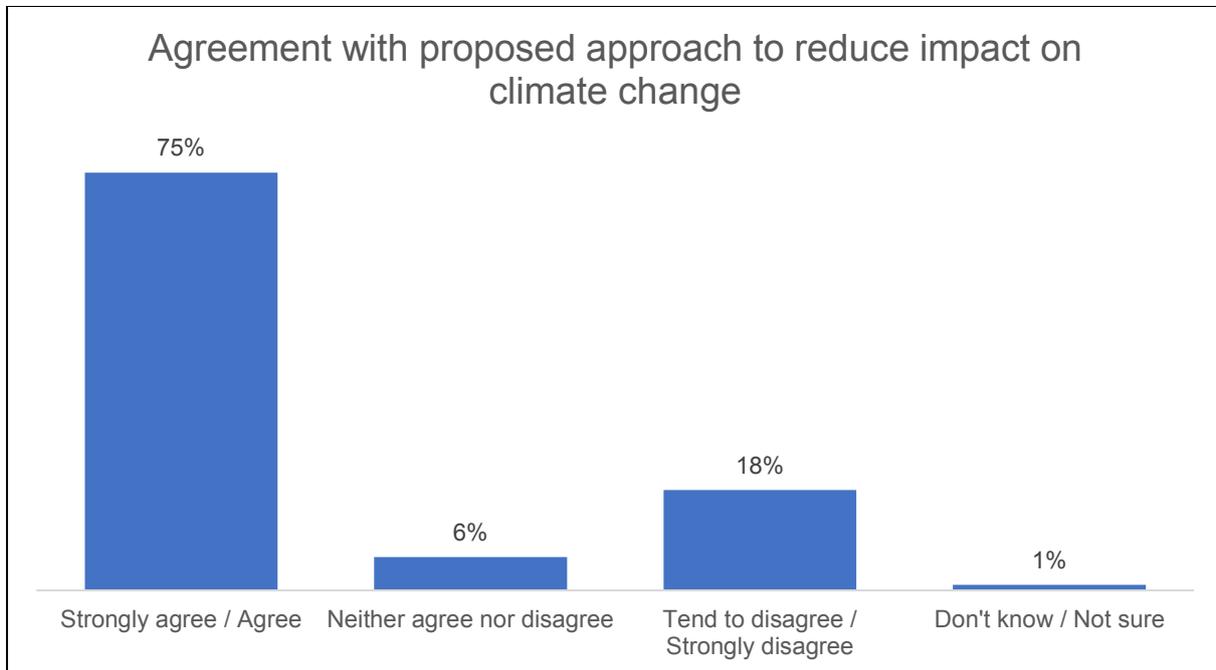


Figure 29: Responses to Q46 – To what extent do you agree or disagree with the above proposed approach to reduce the impact on climate change?

SAMPLE: 166

Three quarters of respondents (75%) indicated that they agreed with the proposed approach to reduce impact on climate change, showing a strong level of support for this proposal. 18% disagreed with this approach.

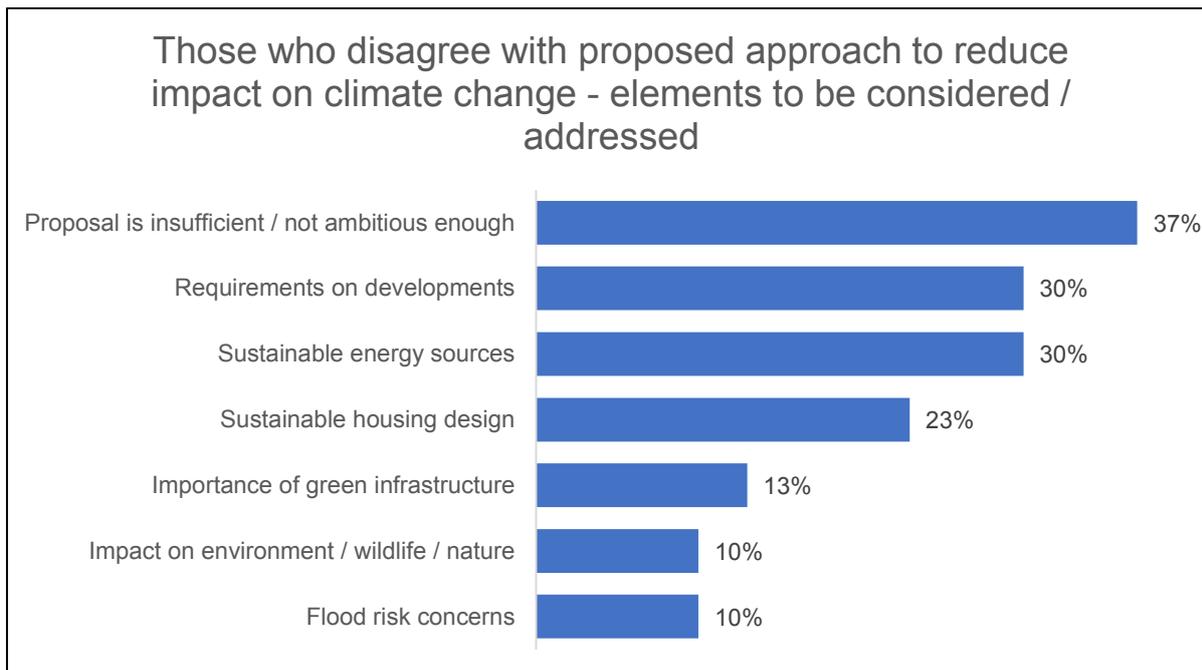


Figure 30: Responses to Q47 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 30

Noting the small sample size, those who disagreed with the proposal to reduce the impact on climate change raised the following reasons:

Proposal is felt to be insufficient or not ambitious enough

“It doesn’t go far enough to protect our valuable nature”

The main theme raised was that the proposed approach was felt to be insufficient or did not go far enough to reduce the impacts of climate change. Specific ways in which it could go further are explored below, but comments received under this theme felt that the Plan should seek to not only meet but exceed targets due to the perceived importance and urgency of the climate crisis.

Requirements on developments

“I agree in principle, but the plan should insist, instead of just recommending”

Respondents felt that there should be requirements on developments in meeting climate change targets. The view was that duties should be placed upon developers to include the policies suggested in the policies for new development (details can be found on page 41 on the Consultation Document – link at Appendix A), and that this would mark an important distinction in the design of new housing and commercial space in the borough.

Inclusion of sustainable energy sources

“No fossil fuel heating, but possible use of heat pumps, solar panels and batteries instead”

Comments stated that new development should prioritise or exclusively use sustainable energy sources. Suggestions included solar power, the use of batteries and heat pumps

being given to achieve the efficient use of energy. It was viewed as important to implement these at the outset to avoid expensive retrofitting.

Inclusion of sustainable housing design

“No new building should be given permission without top class insulation”

Similar to the previous theme, comments here stated that respondents felt new development should include consideration of sustainable housing design. The main suggestion provided here was for high quality insulation to be included in new developments at the design stage, and for it to be a requirement to include in all new housing. Sustainable design was viewed as crucial to ensure energy efficient developments.

Importance of green infrastructure

“Agree with the inclusion of the above policies, however need to strengthen point 5³ to include other valuable habitats for trees, hedgerows and woodland. Including high value meadows/floodplains/marsh”*

Another key point raised by respondents was the importance of green infrastructure, referring to trees, hedgerows, and bushes. Comments received here agreed and emphasised the need for a policy to clarify the official position on these aspects, with the perception of current development not having to meet requirements around green infrastructure.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

The RSPB provided comments which stated, though they agree with the proposed principles, there was the need for actions to be conducted in a co-ordinated fashion across policies to enable a coherent response to the climate crisis. The RSPB also state that it is critical that tree planting focuses on planting native species, connecting and enhancing existing treescapes under the Lawton principles, and that any planting also considers and avoids irreplaceable habitats. The RSPB summarises this need as the 'right tree, in the right place'.

Citizenlab findings

14 respondents submitted posts and/or comments on the Citizenlab tool in relation to the climate change theme, and the key themes raised by respondents broadly mirrored those raised in the main survey.

The main themes raised by respondents were:

- It was felt that there was a need to include **requirements on developments to meet climate change targets**, with comments stating a view that the proposed guidance was insufficient and duties on developers would be necessary to ensure targets were met.
- **Sustainable energy sources and sustainable housing design should be included as part of these requirements.** Comments suggested sustainable energy

³ Point 5 relates to the proposed policies in the Consultation Document which states ‘existing trees, hedgerows and woodland need to be protected and enhanced alongside new developments providing new trees and planting and increased green infrastructure’.

sources (such as solar panels, heat pumps or air pumps), insulation and eco-design should be included as part of sustainable housing design standards.

Comments received under this theme also demonstrated **the perceived urgency and importance of meeting climate change targets** amongst respondents, with views expressing the need for quick action by the council to ensure development does not contribute negatively towards climate change in future years.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Reflecting feedback received via other consultation methods, comments received under this theme highlighted the urgency of the issue of climate change and generally expressed support for the proposed approach.

Other themes raised by respondents were:

- Respondents supported the ambition for net zero carbon, though some felt that the proposals did not go far enough in aiming to achieve this.
- Support for proposals to provide charging points for electric vehicles and encourage green infrastructure, such as trees, plants, and open spaces.
- Respondents suggested sustainable energy sources – such as solar panels and heat pumps – should be included in new developments to ensure eco-friendly housing in the future. There was a common view that new housing should be energy and water efficient in design.
- Other suggested methods to meet climate change targets included the use of sustainable materials in construction of housing or increased recycling of housing waste.
- A small number of comments called for the council to declare a climate emergency in response to the urgency of the issue.

It should be noted that Havant Borough Council adopted a Climate Change and Environment Strategy in September 2021 to addressing climate change impacts.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 20 commented on the climate change theme.

The Environment Agency expressed support for the emphasis of climate change within the Plan but commented that they felt this should include a policy requiring higher water efficiency standards of 110 litres per person per day in order to meet the challenge around water resources in the area.

Similarly, Natural England commented that the Plan was strong in acknowledging the climate emergency, but highlighted the importance of nature-based solutions in meeting these targets and suggested the following actions to reduce the effects of climate change:

- Setting and monitoring of ambitious climate-specific targets within policy for reducing greenhouse gas emissions
- Identifying opportunities to increase tree and woodland cover (avoiding peatlands and other open priority habitats)
- Identifying areas where nature-based solutions can be sited
- Identifying habitats and protected sites that are vulnerable to the impacts of climate changes and considering how these can be reduced.

A number of written responses were received from environmental and local interest groups, who expressed support for the prominent position of climate change within the Plan. There was a view however that parts of the approach should be strengthened or enhanced, with the following potential actions or policies suggested:

- Bring forward target dates from 2050 as this was perceived as too late
- Measure all policies / decisions against objectives in Climate Change Act 2008 and use latest data for monitoring
- More emphasis should be given to wider resource efficiency, such as requiring grey water recycling at new developments.
- Implement nature-based solutions, such as increased levels of carbon sequestration, increased biodiversity and improving habitats and species resilience.
- Explore retrofitting of existing housing stock with insulation
- Include guidance on renewable / low carbon energy solutions within list of proposed policies
- Appoint a Climate Officer at HBC to lead on proposed policies

Comments from other local authorities asked for clarification on what net zero means for the council, and further evidence and detail within the Plan on what is included within this target.

HCC (as the Local Highway Authority) highlighted the importance of reducing carbon emissions through shifts in travel behaviour and reducing car traffic, stating that the policy should be clear on how transport policies will seek to meet these targets. Considering this, they indicated that updated guidance from the Department for Transport on carbon assessments would need to be included. They also felt the Plan should provide further detail on demonstrating how the Plan seeks to achieve carbon neutrality by 2050.

Views from developers or agents covered the following themes:

- Whilst recognising the importance of measures to combat climate change, the view was that these should be balanced against viability, feasibility and affordability concerns. This was due to the perception that extensive requirements would negatively impact the ability of developers to meet housing need.
- In some cases, comments suggested that adherence to national standards (reference was made to Building Regulations and the Future Homes Standard) was sufficient and there was no further need / it would be inappropriate to introduce local standards. If local standards were introduced, respondents felt that these should be flexible and responsive to ensure enduring viability of developments.
- Comments also stated that newer housing stock was more environmentally friendly than prior housing stock and therefore negated the need for stricter requirements.

Other comments highlighted the perceived importance of using sustainable materials in construction and a view from Heritage England that the Plan should specify how the council may seek to sensitively retrofit heritage assets.

More information on stakeholder written responses can be found at Appendices D and E.

8.16 Natural Environment

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
227 *	22 **	58 ***	14

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Natural Environment – Overall Conclusions

- **Just over two thirds of survey respondents (67%) stated that they agree with the proposed approach** to avoid or mitigate significant effect on the natural environment.
- For those who disagreed with the proposed approach (20%), the key reasons were **concerns regarding the impact of development on local wildlife, habitats, landscapes, and the environment**. For some, they felt **more could be included in the Plan to fully consider and implement further protections and restrictions** to safeguard against harm. Some would also welcome stronger enforcement if these were breached or not met.
- This was felt across consultation methods, particularly due to the high personal value of the natural environment to residents and protecting it against the impact of development was of the highest importance (particularly as this was chosen as the top priority, as discussed in section 8.1).

Survey findings

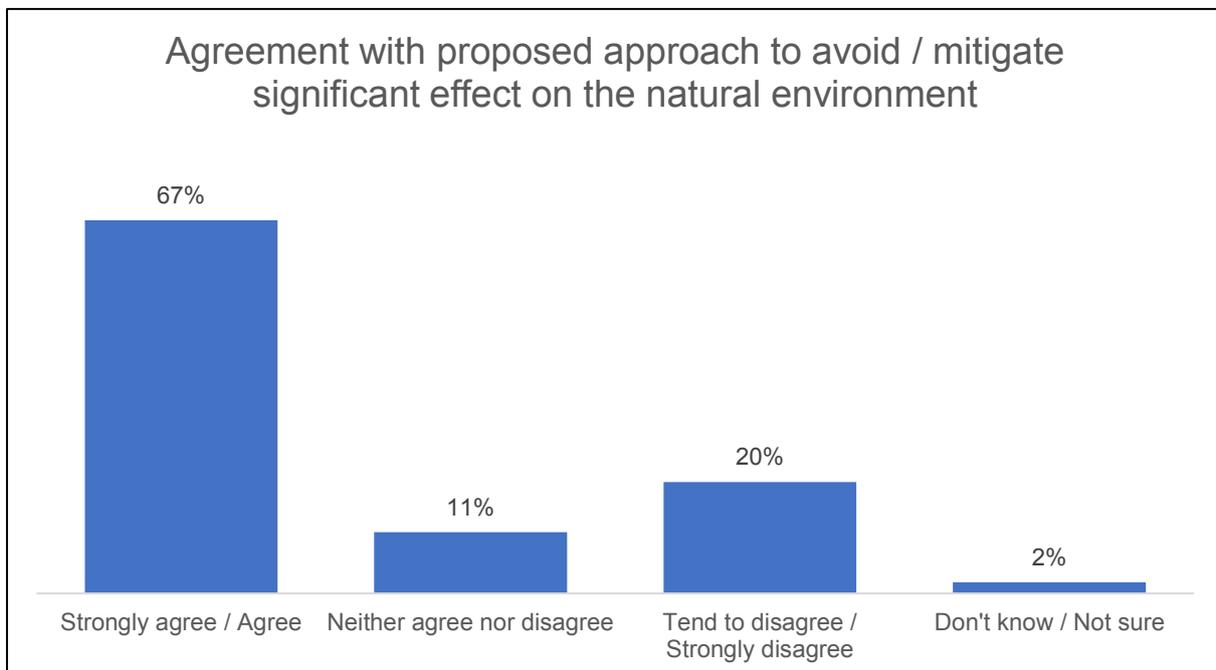


Figure 31: Responses to Q48 – To what extent do you agree or disagree with the above proposed approach to avoid or mitigate significant effect on the natural environment?

SAMPLE: 214

Just over two thirds of respondents (67%) stated that they agree with the proposed approach to avoid or mitigate significant effect on the natural environment. 20% stated that they disagree with this approach.

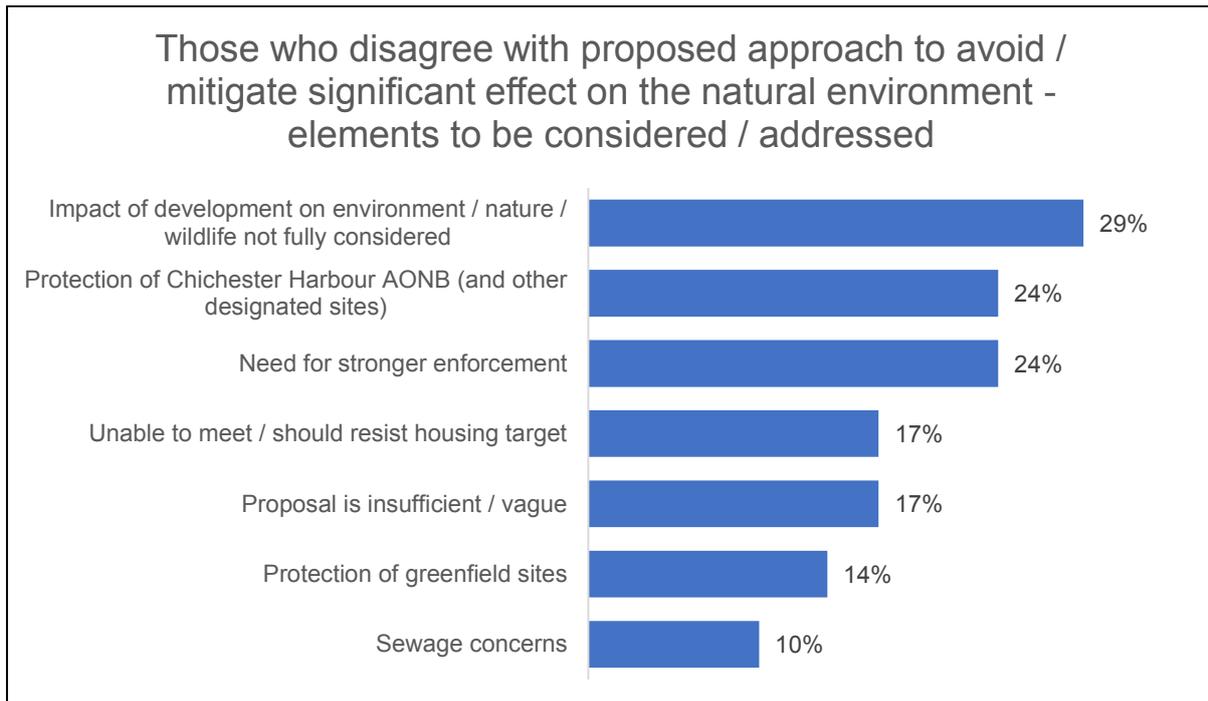


Figure 32: Responses to Q49 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 42

Noting the small sample size, those who disagreed with the proposed approach to avoid / mitigate significant effect on the natural environment raised the following reasons:

Impact of development on environment / nature / wildlife felt to be not fully considered

“If there is a chance that there will be a significant impact on the natural environment the application should be denied immediately”

The main theme raised by respondents was a view that the impact of development on environment, nature and wildlife had not been fully considered in the proposed approach and should be a more significant consideration when deciding on future development. Comments highlighted the valuable natural areas and local wildlife in the borough and the belief that development should not harm these locations.

Protection of Chichester Harbour AONB (and other designated sites)

“Need to protect not just AONBs and SSSIs but also SINC’s which have an important role in ecological networks”

Views highlighted that they felt protection of the Chichester Harbour AONB and other designated sites (no specific sites referenced) should be of the highest importance, and these areas should be protected from development. Their value to residents, as well as their importance to local nature and wildlife systems, was seen as paramount. This relates strongly to responses received as part of the housing theme at Section 8.3.

Need for strong enforcement

“I welcome the various environmental policies but strenuously doubt the political will of the council to uphold them in the face of potential development”

Respondents stated that there is a need for strong enforcement of any instances where environmental mitigations or requirements have not been met by developments. Comments raised previous examples where there was a perception that developments not adhering to these requirements have not had any action taken against them. This feeds into a view that while the proposals may be supported, there is a perception that without enforcement these will not be implemented.

Unable to meet / should resist housing targets

“Havant must protect the natural environment at all costs, rejecting government housing demands as necessary”

Similarly to themes raised in the housing theme at Section 8.3, there is a perception that the proposed level of development (due to the government housing target) would lead to a detrimental impact on the natural environment. This was particularly felt due to the view that the borough could not accommodate the housing target. In turn, some comments specified that the council should resist or reject these housing targets due to the impact they believe it would have on the natural environment.

Proposal is insufficient / vague

“Very vague - Policies need to clearly outline developer requirements and guidance on natural environment concerns”

A more general theme raised was the proposed policy was felt to be insufficient or vague, and the approach should be strengthened and made clearer. Respondents here viewed that more was needed to protect the natural environment.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

The RSPB expressed a view that a greater ambition to protect and restore Chichester and Langstone Harbour SPA/SSSIs and Solent Maritime SAC was needed, and the Plan should seek to work with key groups and neighbouring harbour areas to achieve this.

Citizenlab findings

22 respondents submitted posts and/or comments on the Citizenlab tool in relation to the natural environment theme, and the points raised by respondents were largely reflective of the key topics raised within the survey responses.

Some comments highlighted concerns regarding the **impact of development on local wildlife** and felt that more could be done in the Plan to fully consider and implement further restrictions building on areas in the borough with notable wildlife present (areas mentioned include Emsworth, Campdown and Hayling Island).

Comments also highlighted the importance of **good water quality supporting local wildlife populations** and the perception that water pollution has and will negatively impact the local natural environment.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Reflecting the views submitted via other consultation methods, respondents highlighted the personal value of the natural environment and indicated that protection of this was of the highest importance to them. Comments emphasised the desired need for the Plan to protect the natural environment from the negative impacts of development.

Key issues raised included:

- Protection of wildlife was referenced by some comments, with mention of local wading bird and Brent Geese populations by some respondents. Their view was that these areas should be protected from any development as this would harm these species.
- Natural areas such as fields and woodlands were seen as important to protect from development.

Some comments also highlighted the perceived impact of sewage and drainage issues on the natural environment, with respondents raising incidents of sewage discharges into the Chichester Harbour AONB area. These are discussed further in the pollution theme at section 8.28.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 14 commented on the natural environment theme.

A number of responses expressed support for the proposed approach, with respondents commenting on the importance of this issue and agreeing with its prominent position within the Plan.

The Wildlife Trust stated that the Plan should consider the following potential actions when addressing the impact on the natural environment:

- Embedding the upcoming Hampshire Local Nature Recovery Strategy as a foundational spatial layer of the Plan
- Protecting at least 30% of land for nature by mapping and appropriate policy mechanisms to drive wildlife recovery by 2030
- Creating and maintaining a functioning Nature Recovery Network, to protect and enhance local nature. This should include identification of areas within the borough that contribute (or could contribute) to the local ecological network, prioritise opportunities for ecological enhancement and identify sites / areas that should be avoided due to importance to local nature.
- Including within a water quality policy indication of a strong preference to nitrate mitigation schemes that will deliver wider environmental benefits.

The Environment Agency expressed support for the proposed approach but commented that they felt consideration should be given to water quality as well as nutrient neutrality and that reference should be made to the Water Framework Directive.

Natural England expressed support for the role of the natural environment in delivering measures that reduce the effects of climate change and enable natural recovery within the Plan but suggest that it should include a clear aim to significantly and demonstrably improve the natural environment to ensure housing needs are met in a sustainable manner. They also indicate their view that the Plan should link in with relevant policies and strategies such as the Solent Recreation Mitigation Partnership (SRMP), Solent Wader and Brent Goose Strategy (SWBGS) and Nature Recovery Networks / Local Nature Recovery Strategies.

Similar responses from environmental groups expressed concern over the impact of development on vulnerable or less resilient habitats locally and a preference for an integrated approach to environmental issues rather than stand-alone policies for different concerns (e.g., birds, protected species, water quality).

Hampshire County Council emphasised the importance and value of high quality outdoor spaces and felt that this provision should not just be protected but increased, with good active travel or public transport connectivity. They also commented that any development should include consideration of connectivity to areas of green and open spaces.

Responses from developers or agents presented the following key themes:

- A request for clarity on mitigation policies, with key queries such as detail on how impacts can be mitigated and who is responsible for the identification and delivery of mitigation sites.
- A view that costs for mitigation should be factored into viability assessments.

Other comments raised the following themes:

- A view that environmental policies should assess development and mitigation on a case-by-case basis to ensure flexibility and so as not to undermine delivery of housing / employment sites.
- Historic England emphasised the need for an integrated approach to environmental policies that included historic environments.
- A perception that development at the proposed levels would lead to a negative impact on local wildlife, such as a potential loss of habitat for bats.

More information on stakeholder written responses can be found at Appendices D and E.

8.17 Biodiversity Net Gain

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
115 *	9 **	34 ***	14

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Biodiversity net gain – Overall Conclusions

- **Just under two thirds of respondents (64%) agreed with the proposed approach to achieve biodiversity net gain.**
- Of those who disagreed (24%), it was felt that more could be done, namely increasing the minimum biodiversity net gain target, and stronger requirements / enforcement / monitoring on developments to support biodiversity further.
- **Two thirds of respondents (67%) felt that the requirement for biodiversity net gain on developments should be higher than the current 10% minimum.**
- This was mainly due to the perceived importance and value of strong local biodiversity, and therefore the target should be higher than 10% to protect local wildlife, nature, and the environment.

Survey findings

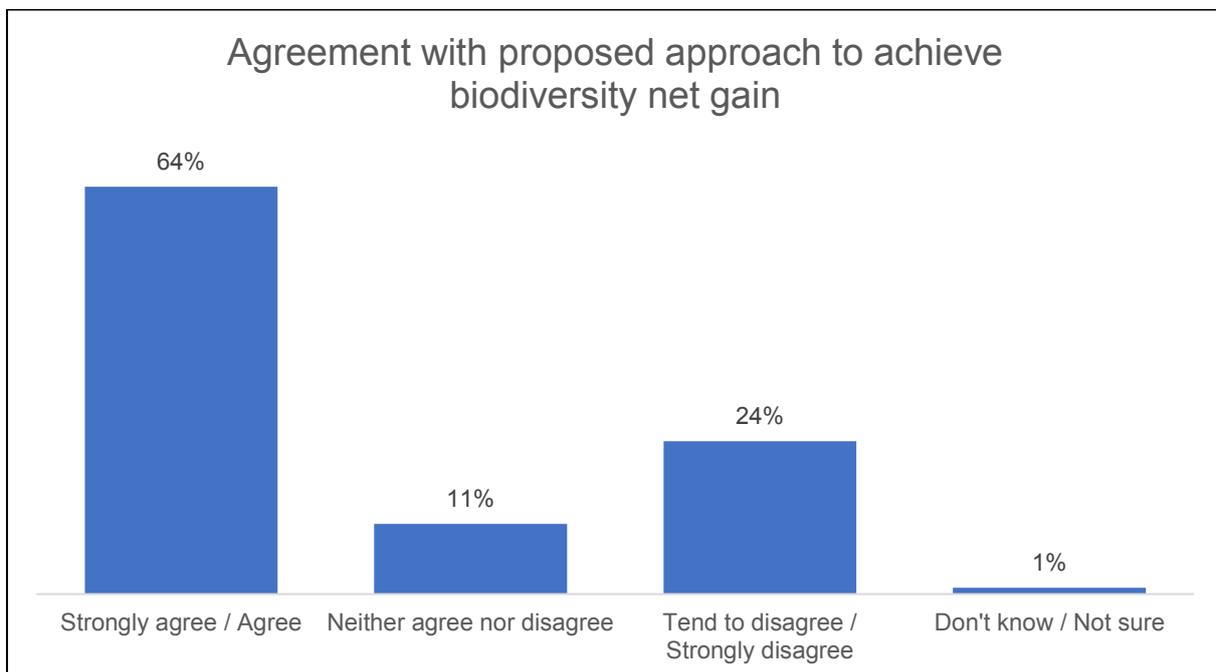


Figure 33: Responses to Q50 – To what extent do you agree or disagree with the above proposed approach to achieve biodiversity net gain?

SAMPLE: 107

Just under two thirds of respondents (64%) stated that they agree with the proposed approach to achieve biodiversity net gain, compared to just under a quarter (24%) who stated that they disagree with this approach.

Disagreed – elements to consider

In total, 26 respondents stated that they disagreed with the proposed approach to achieve biodiversity net gain.

Amongst these responses, the main themes raised were:

- The proposal was insufficient and should do more, mainly in raising the minimum biodiversity net gain target of 10% (6 responses)
- Impact on wildlife not being fully considered as part of the proposal (6 responses)
- Stronger enforcement needed to ensure developments meet these requirements (6 responses)

A full breakdown of these themes can be found at Appendix P.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

The RSPB agreed with the principles of the approach, stating that habitats should be delivered on-site, off-site or via statutory biodiversity credits purchasable by developers. The nearest (preferably on site) and most suitable habitat types appropriate to the local environment should be sought in the first instance.

However, the RSPB did not agree with the proposed minimum 10% requirement and further feedback was provided in response to the next question (Q53).

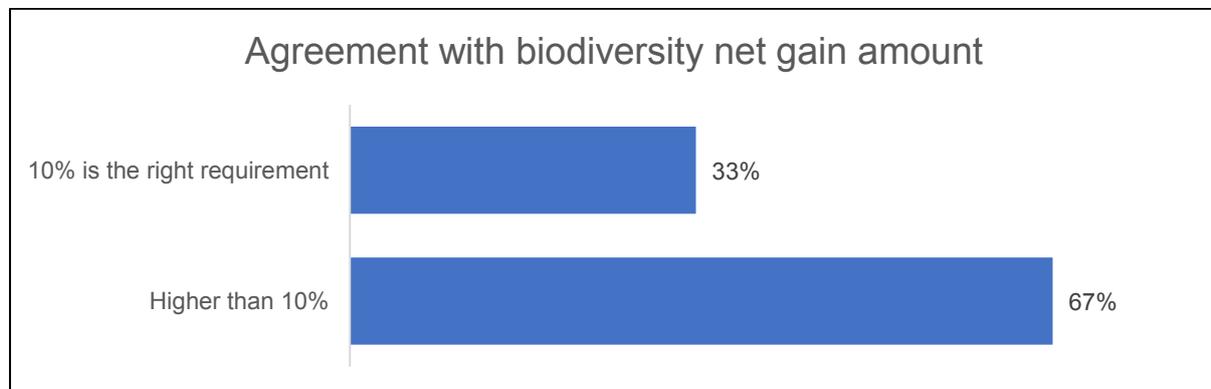


Figure 34: Responses to Q52 – Do you think a biodiversity net gain of 10% is the right amount for the borough, or should a higher amount be considered?

SAMPLE: 105

Two thirds of respondents (67%) felt that the amount of biodiversity net gain should be higher than 10%, compared to a third (33%) who indicated that 10% was the right requirement.

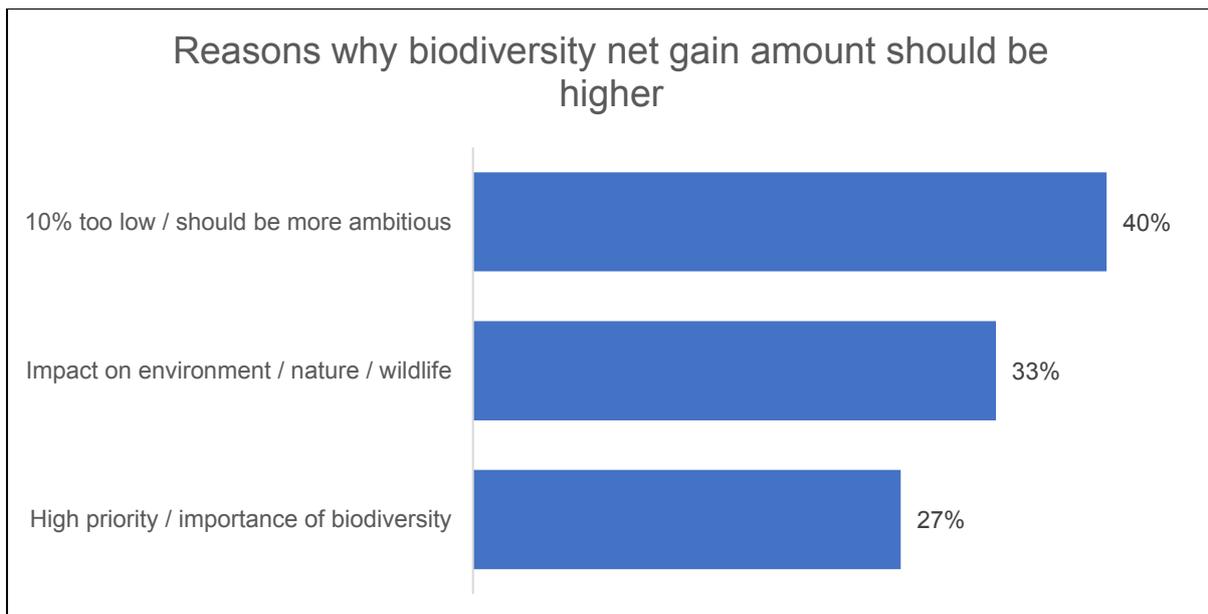


Figure 35: Responses to Q53 – Why do you think this should be higher than 10%? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 63

For those who indicated that the requirement for biodiversity net gain should be higher, the main themes raised were:

10% is too low / target should be more ambitious

“The Council should strive to exceed biodiversity targets, not just do the bare minimum”

The main topic raised was the view that the current target was too low and that the Plan should be more ambitious in setting requirements for biodiversity net gain. Some felt that the target was a cautious approach and that a higher requirement – with comments suggesting 15%, 20% or even higher – would lead to greater protection of the borough’s biodiversity.

Impact on environment / nature / wildlife

“Creating off-site mitigations cannot protect such wildlife as the borough’s sites are distinctive in their proximity to the harbours and well established over generations”

Respondents also raised the impact of biodiversity loss on the borough’s environment, nature and wildlife, and therefore argued that a higher target was needed to safeguard these valued aspects. Many raised that off-site mitigation may be unsuitable for a number of species of both plant and animal life. Emsworth was referenced in some responses under this theme.

High priority / importance of biodiversity

“The better and richer the bio-diversity the more benefits are accorded to the human population”

Other comments highlighted that as local biodiversity was felt to be a high priority and of high importance, a target of more than 10% was desired and necessary in order to protect and enhance these elements.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

The RSPB provided information within their response, which stated:

Advice to Defra from members of the Natural Capital Committee suggests that a level of net gain at or above 10% is necessary to give reasonable confidence in halting biodiversity losses. Therefore, 10% sits as an absolute minimum level of net gain to confidently expect to deliver genuine net gain, or at least no net loss, of biodiversity and thereby meet its policy objectives (Defra Biodiversity Net Gain Consultation Impact Assessment, 2018). Defra's Biodiversity Net Gain Consultation Impact Assessment also highlights examples of an increase in the required percentage of net gain: '

The RSPB therefore put forward that the requirement should be higher, using the planning authority for Lichfield District as an example as a body that requires a net gain of 20% on new development. They report that experience to date suggests that developers are able to meet this requirement and often achieve much greater levels of biodiversity net gain. Therefore, the RSPB considered that a 20% net gain requirement is needed to provide genuine net gain across Havant Borough.

The Woodlands Trust similarly supported an increased target, beyond the proposed 10% requirement, to be more ambitious in this goal. They also encouraged the development of a local metric for more urban / brownfield sites, such as the London Urban Greening Factor, as such sites may already have low levels of biodiversity and therefore a percentage increase may not deliver significant enhancements.

The Woodlands Trust also emphasised that when net gain is given off-site, this be part of a comprehensive Nature Recovery Network approach that includes conservation, enhancement and connection of existing habitats, including ancient woodland.

The Chichester Harbour Trust cited recently published condition assessments from Natural England, which indicated a decline in the status of the Chichester Harbour SSSI. This therefore, in their opinion, required urgent action and they advocated ambitious targets for this specific site.

The Havant Swifts Conservation Group indicated that more was needed to protect and enhance the natural world due to the depletion of nature in national and local areas, calling for a higher requirement to address huge problems faced by wildlife.

This view was reiterated by the Hampshire Swifts Conservation Group, who stated that 10% net gain was inadequate due to depleted nature locally and the threat of extinction for some species.

Citizenlab findings

9 respondents submitted posts and/or comments on the Citizenlab tool in relation to the Biodiversity Net Gain theme, and responses broadly raised similar themes to those raised within the main survey.

The main theme raised highlighted the **importance and value of strong local biodiversity** to residents and visitors, and that this should be protected in order to safeguard areas in the borough with strong biodiversity levels.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Mirroring responses received via other consultation methods; respondents indicated the following key themes:

- Biodiversity is seen as highly important to respondents, and some felt that this has been impacted negatively by developments to date. Hayling Island was referenced in some of these comments.
- The proposal for off-site mitigation of biodiversity was viewed as unsuitable or not achievable by some respondents, who felt that it would not be possible to replicate unique habitats elsewhere and that these unique sites should be protected from development. This was seen, by some, to be a 'showstopper' for development in these areas.
- Some respondents called for the biodiversity net gain target to be higher than 10%.
- Some felt that the Plan should have stronger and clearer requirements on developments to meet biodiversity targets, with sufficient monitoring to check these are being adhered to.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 14 commented on the biodiversity net gain theme.

Amongst these respondents, there were differing views given in relation to the minimum biodiversity net gain target of 10%.

Responses submitted by environmental groups expressed a support for a higher requirement, with suggestions of 15% or 20% given. This was seen as important to drive vital biodiversity improvements, with others stating that this has been shown in other cases (the example of a viability assessment of biodiversity net gain conducted by Kent County Council in June 2022 was given) that development is still viable with these higher requirements.

In contrast however, submissions from developers or agents were against any rise in this biodiversity net gain target, with concerns over the viability and feasibility of developments given. Comments stated any higher target was not appropriate or necessary, that it may act as a block on housing delivery and the current 10% target was more suitable.

Natural England provided a number of comments on this theme, including:

- They felt the Plan should set out a strategic approach that plans positively for the creation, protection, enhancement and management of networks of biodiversity
- Should be wider consideration of geodiversity conservation
- Net gain for biodiversity should be considered for all aspects of the Plan, including transport proposals, housing and community infrastructure
- Should recognise and reference support to the delivery of emerging Nature Recovery Networks (NRN) and Local Nature Recovery Strategies (LNRS).
- Should be underpinned by up-to-date environmental evidence, including assessments of existing and potential components of local ecological networks and identification of / support for priority habitats and species.

The Wildlife Trust provided comments on this theme, echoing submissions in other themes that called for the implementation of a Nature Recovery Network and the embedding of Local

Nature Recovery Strategies to inform biodiversity net gain. They also stated that they support an 'on-site mitigation first' approach, a request for the Plan to set local priorities to optimise and enhance specified locations and strengthen off-site mitigation by utilising Strategic Significance scoring. The Wildlife Trust were producing guidance on Biodiversity Net Gain Best Practice, which they felt should be used in requiring regular monitoring and reporting from developers on these issues.

The Environment Agency expressed support for the proposed approach.

Portsmouth City Council welcomed the recognition of the habitats shared by the authorities at Langstone Harbour and Portsdown Hill within the Plan. PCC welcomed discussion on the potential for cross-boundary net gain.

Other comments received within this theme included:

- A call for more robust monitoring of biodiversity net gain and enforcement when these duties are not adhered to.
- Historic England called for consideration of heritage assets when addressing biodiversity net gain.

More information on stakeholder written responses can be found at Appendices D and E.

8.18 Local Nature Designations

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
155 *	3 **	0 ***	6

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Comments not specifically collected on this theme via comment cards at exhibitions

Local nature designations – Overall Conclusions

- **Two thirds of survey respondents (66%) stated that they agree with the proposed approach** to protect, conserve, and enhance sites with local nature designations.
- Of those who disagreed with the proposed approach (25%), this was mainly due to the view that designated sites (such as Chichester Harbour AONB) should be protected against any development and mitigation or compensation for the impact of development is not suitable or acceptable.
- When asked for suggested sites for potential assessment for SINC status in the borough, **Emsworth was the most mentioned location for possible sites**, followed by Hayling Island.

Survey findings

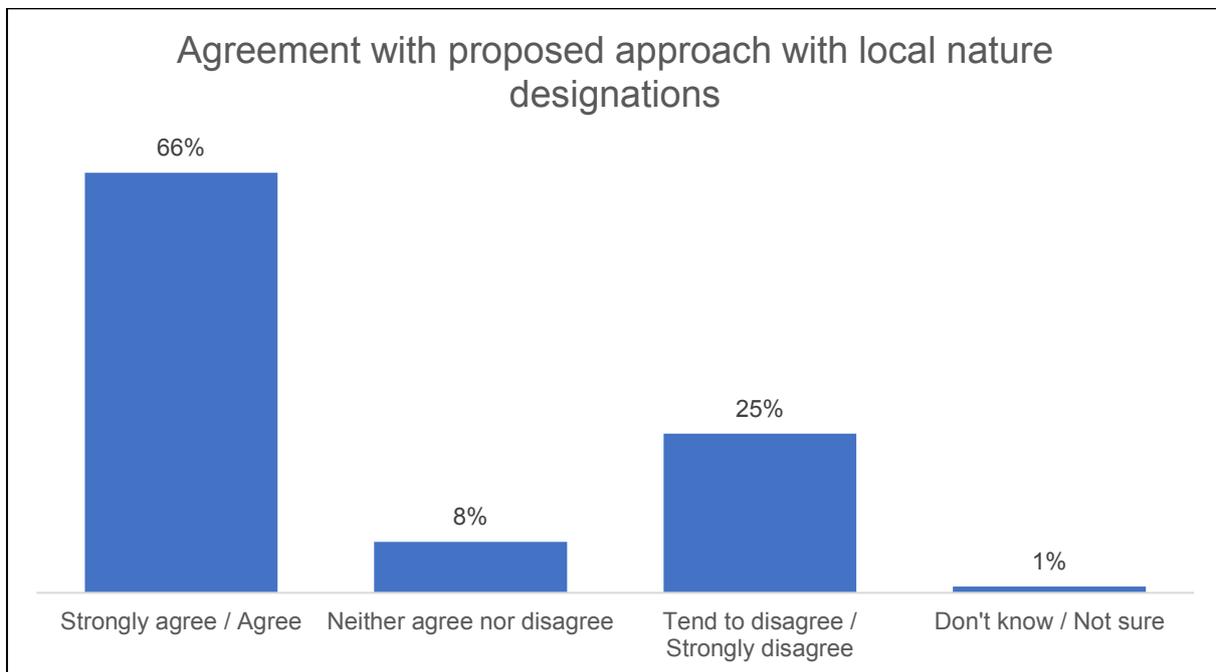


Figure 36: Responses to Q54 – To what extent do you agree or disagree with the above proposed approach to protect, conserve and enhance sites with local nature designations?

SAMPLE: 155

Around two thirds of respondents (66%) indicated that they agree with the proposed approach to protect, conserve and enhance sites with local nature designations, compared to a quarter (25%) of respondents who disagree with this proposal.

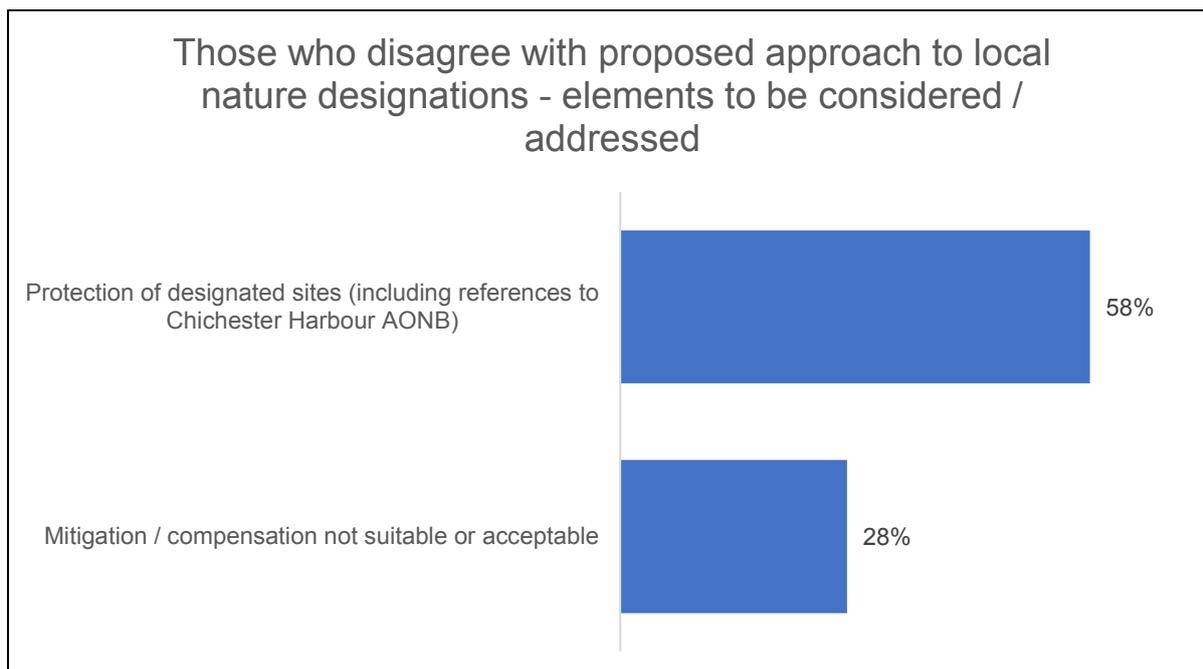


Figure 37: Responses to Q55 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 36

Noting the small sample size, those who disagreed with the proposed approach to protect, conserve and enhance sites with local nature designations raised the following main themes:

Protection of designated sites (including references to Chichester Harbour AONB)

“No development should be allowed where there is a negative impact on any local designated site”

Comments emphasised a view that local nature designations should be a ‘showstopper’ for any proposed development. It was perceived that if this wasn’t the case, this would lead to (what was often described as) a ‘watering down’ or weakening of protection of nature designations, that would in turn set a precedent for the future development of these areas. Views stated that submission of mitigation plans or other assurances were often seen as insufficient in justifying development in these areas.

Mitigation / compensation not suitable or acceptable

“How do you compensate for harm to local nature sites? Plants/birds/animals/insects cannot be compensated for”

Further to the above, comments here indicated a view that any proposed mitigation or compensation for the impact of development on designated sites was not suitable, possible or acceptable. In the view of some respondents, it was not possible or appropriate to recreate or compensate for the loss of nature or wildlife in one area by utilising an alternative site, with the initial impact to these sites by development seen as unacceptable. There was a perception that any mitigation would be difficult or insufficient to realise when providing offsite, and that financial compensation was not an acceptable substitute.

Potential SINC sites

The survey asked for respondents to propose any sites that they felt could be of ecological value and therefore could be assessed for SINC (Sites of Importance for Nature Conservation) status in the borough. This is separate to the environmental call for sites submission, which was conducted separately to the Plan consultation survey.

In total, 26 individual sites were put forward by respondents as proposed sites with ecological value that could be assessed for SINC status in the borough.

The suitability of these sites will now be considered as part of the preparation of the Plan.

Citizenlab findings

3 respondents submitted posts and/or comments on the Citizenlab tool in relation to the Local Nature Designations theme, and these views reflected the main responses to the survey – namely the view that **any designated site should be protected against development in any circumstance**, with the perception that any site designated as having natural value should therefore not be impacted in any way by development.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

There were no further comments raised on this theme at the exhibition events.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 6 commented on the Local Nature Designations (LND) theme.

Hampshire County Council highlighted the importance and value of these sites for the health and wellbeing of residents and visitors. They also encouraged the Plan to show regard to the HCC Countryside Access Plan.

The following key themes were raised:

- Some respondents felt that the impact of development and mitigation for LNDs should be assessed on a case-by-case basis, rather than as part of a 'blanket' policy. One comment stated that the positive impacts of development on LNDs (for instance, through funding of improved management) should be considered.
- Comments raised concern over the monitoring and enforcement of the impact of developments on these designated sites.
- One respondent submitted a request to include Hampshire Farm Meadows (42 acres of public open space on border of Emsworth and Chichester) as a LNR (Local Nature Reserve) and to consider the area between Westbourne and Emsworth along the River Ems as a designated local green space.

More information on stakeholder written responses can be found at Appendices D and E.

8.19 Affordable Housing

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
120 *	12 **	0 ***	11

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Comments not specifically collected on this theme via comment cards at exhibitions

Affordable Housing – Overall Conclusions

- **Just under two thirds of survey respondents (65%) stated that they agree with the proposed approach** to address the need for affordable housing. It was felt to be important to address due to the view that this is an acute local issue of rising values of homes, making them less affordable. This was reflected across other consultation methods.
- When asked what products would best address the borough’s needs for affordable housing, **over half of survey respondents (52%) stated all products** (rented products, products to help first time buyers and products to help households to get onto the housing ladder) offered would be the best option.
- This was preferred as respondents felt that **resident’s needs and circumstances may vary and therefore a variety of products on offer could cater to that.**

Survey findings

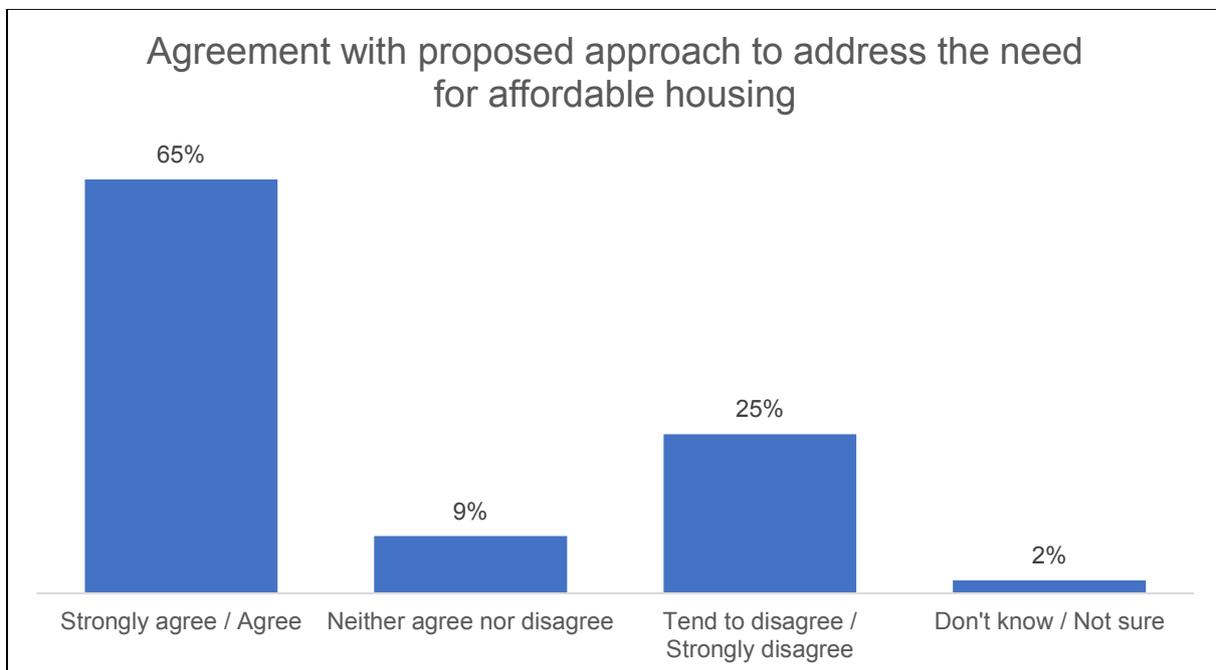


Figure 38: Responses to Q57 – To what extent do you agree or disagree with the above proposed approach to address the need for affordable housing?

SAMPLE: 113

Just under two thirds (65%) of respondents stated that they agree with the proposed approach to address the need for affordable housing, compared to a quarter (25%) who disagreed with the proposal.

Disagreed – elements to consider

In total, 28 respondents stated that they disagreed with the proposed approach to address the need for affordable housing.

Amongst these responses, the main themes raised were:

- The proposal should be stronger on enforcing requirements for affordable housing provision within developments, with alternatives (such as financial compensation in lieu of affordable housing provision) not accepted (7 responses)
- More social / council housing (6 responses)
- Affordable housing is still too expensive and unattainable for some (6 responses).

A full breakdown of these themes can be found at Appendix P.

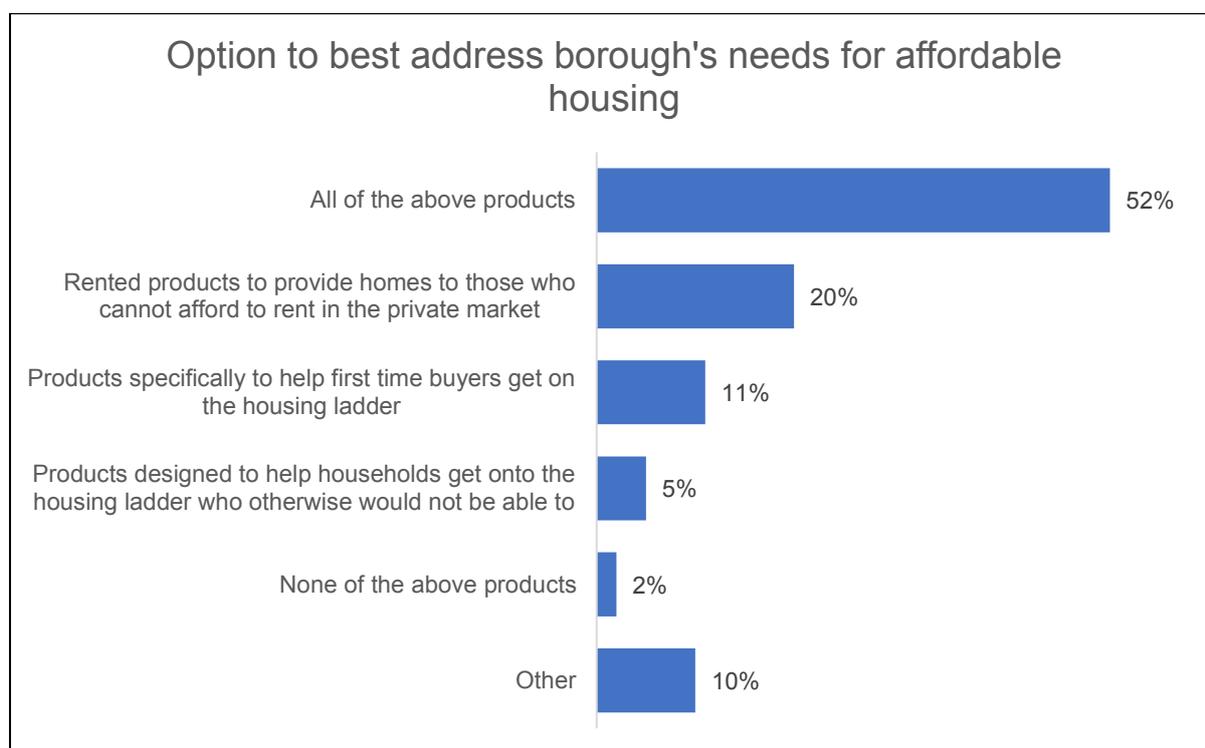


Figure 39: Responses to Q59 – Which type of affordable housing do you feel would best address the borough's needs?

SAMPLE: 111

When asked which option they feel would best address the borough's needs for affordable housing, over half of respondents stated that all of the proposed products as detailed in the above options would best address these needs.

Respondents were then asked why they selected their chosen option as the best for addressing the borough's affordable housing needs.

All of the options – why this is felt to be best to meet the borough's affordable housing needs

48 respondents provided reasons why they felt all of the options were preferred – the main themes raised were:

- Customer's needs and circumstances vary so there is a need to ensure a sensible mix of support to meet future local housing needs (23 responses)
- The need for affordable housing is acute so all support is welcomed (9 responses)

Rented products – why these are felt to be the best option to meet the borough’s affordable housing needs

21 respondents provided reasons why they felt this was the suitable option – comments highlighted the following themes:

- Perception that rented products are more likely to be affordable for those seeking this type of housing (10 responses)
- Perception that there is a current lack of private rental housing in the borough, especially affordable private renting (6 responses)
- Perception that it is not achievable for some to purchase a house on the open market, and therefore a rented product is most suitable (5 responses)

Products to help first time buyers – why these are felt to be the best option to meet the borough’s affordable housing needs

9 respondents provided reasons why they felt this was the most suitable option – comments highlighted the following key themes:

- Perception of a lack of affordable housing in the current market for first-time buyers (3 responses)
- Perception that property ownership is more likely to promote considerate owners who care for their home (2 responses)
- Perception that issues with buy-to-let landlords mean first-time buyers are unable to purchase a home (2 responses).

Products to help households to get onto the housing ladder – why these are felt to be the best option to meet the borough’s affordable housing needs

6 respondents provided reasons why they felt this was the most suitable option – comments highlighted the following:

- A perception that there is a preference for home ownership over renting (2 responses)
- Suggestions for products here included a focus on shared equity (where a lender gives a loan alongside a main mortgage in return for a share of any profits when sold) or shared ownership schemes (where households buy a share of a property and pay rent to a landlord for the rest) (2 responses).

Citizenlab findings

12 respondents submitted posts and/or comments on the Citizenlab tool in relation to the affordable housing theme.

The main themes raised were:

- Comments that emphasised the **importance of affordable housing for the local area**, with views also expressing this as a particularly acute issue due to the rising values of homes locally, adding to the perception that houses locally are less affordable.
- Views also highlighted that there may be **opportunities to provide affordable housing as part of town centre regeneration**, and that **existing buildings should be converted into higher density affordable housing**.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Some respondents emphasised the perceived need for affordable housing in the borough, and a concern that current house prices have proved to be too expensive/unaffordable for many people.

Key themes raised included:

- Some comments emphasised the need for council / social housing to address the current need.
- Suggestions that provision of retirement housing could allow for downsizing and therefore “free up” some housing.
- Support for a variety of options to address the need to provide affordable housing (examples included renting options, help to buy products and support for first-time buyers).
- A suggestion by some for a higher requirement on developments to provide affordable housing (suggestions included 30%) and enforcement to ensure these duties are being met.
- Other comments expressed the view that an assessment of local housing need was vital and welcome in informing the Plan.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 11 commented on the affordable housing theme.

Views from developers or agents highlighted a recognition that affordable housing was a key priority, but that this should be balanced to ensure continuing viability of development. These responses highlighted the following key considerations:

- A view that the Plan should keep affordable housing levels at an achievable rate as this will ensure continuing viability of these developments. This may be achieved by assessing sites on a case-by-case basis
- Concern was raised that a focus on higher density and local space standards may reduce the provision of affordable housing

Written responses received from environmental and local interest groups emphasised the importance of providing affordable housing, with support expressed for the formation of a housing company as well as plans to fully assess affordable housing need to inform ongoing policy.

Portsmouth City Council indicated their support for on-going dialogue on this issue, due to their status as a significant owner of housing stock within the borough.

More information on stakeholder written responses can be found at Appendices D and E.

8.20 Housing design standards and specialist accommodation

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
107 *	17 **	67 ***	10

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Housing design standards and specialist accommodation – Overall Conclusions

- **Just over three-quarters of survey respondents (77%) agreed with the proposed approach to set requirements for housing standards and specialist accommodation.**
- Of those who disagreed (16%), the key reason was the view that the proposed approach should also include requirements to support tackling climate change, namely including sustainable energy sources and sustainable housing design. This was raised for the climate change theme, particularly how the proposed approach should address these (as discussed in section 8.15.)
- **Outdoor amenity space (90%) and minimum internal space standards (86%) were viewed as the most important standards to be included on future housing developments,** though all standards received a positive view from over three quarters of survey respondents.
- When asked for areas or sites that should provide retirement housing, care homes / assisted living facilities or self / custom build housing, the common theme amongst responses was the view that this type of accommodation (particularly the former two) should **be sited in or near town centres, to allow residents to easily access services and not be isolated from the community.**

Survey findings

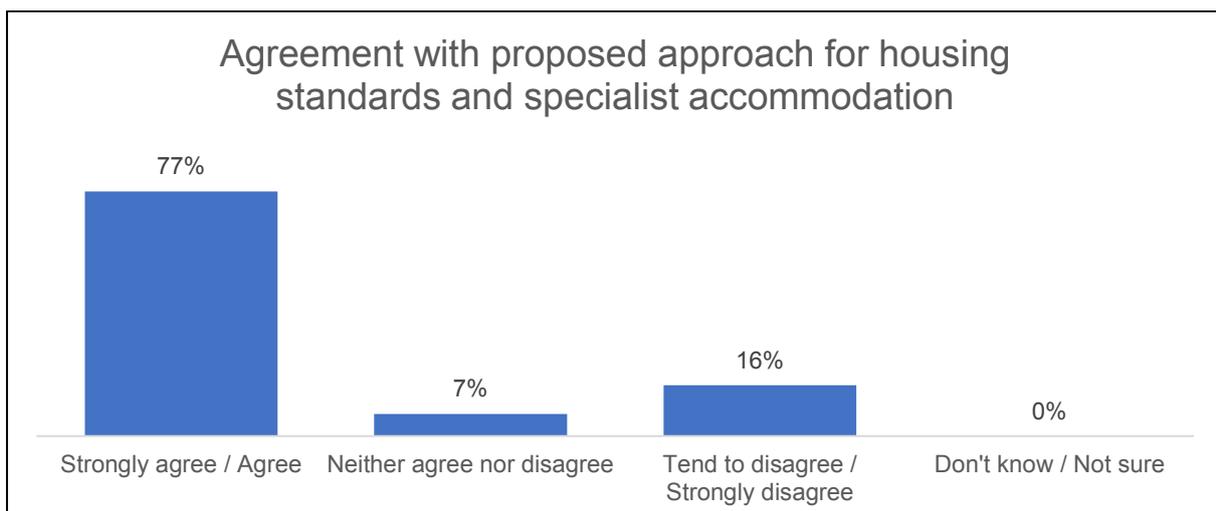


Figure 40: Responses to Q65 – To what extent do you agree or disagree with the above proposed approach to set requirements for housing standards and specialist accommodation?

SAMPLE: 101

Just over three quarters of respondents (77%) stated that they agree with the proposed approach to set requirements for housing standards and specialist accommodation, indicating strong support for this proposal. 16% stated that they disagree with this approach.

Disagreed – elements to consider

In total, 16 respondents stated that they disagreed with the proposed approach to set requirements for housing standards and specialist accommodation.

Amongst these responses, the main themes raised were that the proposed approach did not go far enough and should include elements such as sustainable energy sources as part of the design of new housing (5 responses) and adequate space provision (including both room size and outdoor space) (5 responses).

A full breakdown of these themes can be found at Appendix P.

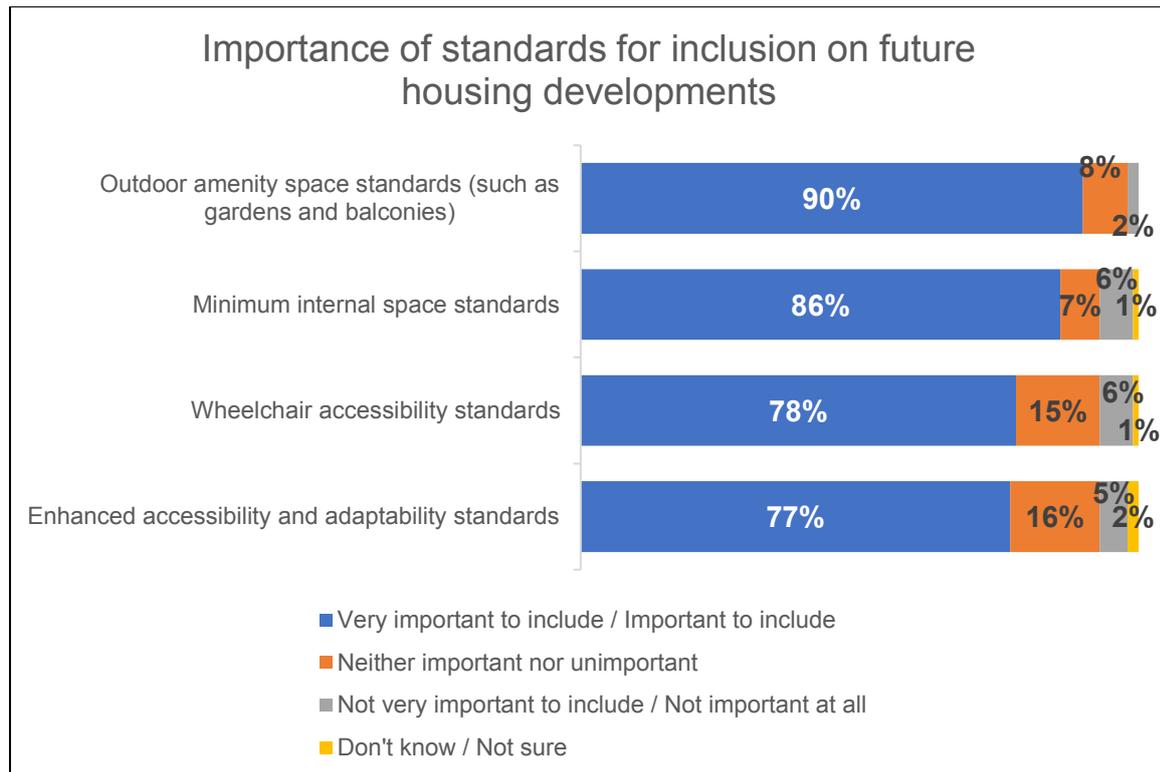


Figure 41: Responses to Q67 – When thinking about the following standards below, how important or unimportant are these for inclusion on future housing developments?

SAMPLE: Minimum internal space standards (101) / Outdoor amenity space standards (102) / Enhanced accessibility and adaptability standards (100) / Wheelchair accessibility standards (98)

Respondents were then asked the above four standards, and whether they were felt to be important or unimportant for inclusion on future housing developments.

All options were considered to be important by over three quarter of respondents, with outdoor amenity space standards being viewed as important by most respondents (90%).

Areas / sites to provide specialist accommodation

The survey asked for respondents to propose any particular areas or development sites in the borough that should provide retirement housing, Care Homes and Assisted Living, or self or custom build housing.

Particular areas or development sites in the borough that should provide retirement housing

38 responses were received, with the following themes or main areas highlighted amongst comments:

- A view that retirement housing should be sited in town centres or near amenities, as these locations are more likely to have good transport links and service accessibility to enable residents who are more likely to have mobility / health issues to access these facilities (17 responses)
- Within the community / spread throughout the borough to reduce isolation of those who live in retirement housing (6 responses)
- The most common location named for these sites was Emsworth (4 responses)

Particular areas or development sites in the borough that should provide care homes or assisted living.

30 responses were received, with the following themes or main areas highlighted amongst comments:

- Unsure / no preference (9 responses)
- Care homes or assisted living sites should be situated in town centres or near amenities, due to their access to services and lack of isolation and to therefore enable residents who are more likely to have mobility / health issues to access these facilities (8 responses)
- Within the community / spread throughout the borough to reduce isolation of those who live in care homes / assisted living (4 responses)

Particular areas or development sites in the borough that should provide custom or self build homes

13 responses were received, with the main themes being highlighted amongst these responses was an uncertain or neutral view (4 responses).

The suitability, availability and deliverability of these sites will now be considered as part of the preparation of the Plan.

Citizenlab findings

17 respondents submitted posts and/or comments on the Citizenlab tool in relation to the housing design standards and specialist accommodation theme, and these broadly mirrored responses received in the main survey.

Some comments reiterated the need for the **inclusion of sustainable housing design and sustainable energy source requirements on developments**, with examples such as solar panels, heat pumps and insulation referenced within comments.

Additionally, comments highlighted the importance of older person's accommodation in **allowing older people to move out of unsuitable housing into more appropriate facilities** and free these properties for other residents, therefore demonstrating a wider benefit to this type of accommodation.

McCarthy Stone (a provider of specialist housing for older people) provided feedback via the Citizenlab tool and highlighted the following points:

- Highlight the importance and priority of providing older person's accommodation due to an ageing population.
- The need to update the housing needs study to ensure a full understanding of local demand.
- The importance of siting older person's accommodation close to amenities to avoid the isolation of these communities.
- A view that it was not suitable to adapt existing housing stock for this use.
- Details on the positive social and economic impacts of older persons accommodation.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Mirroring responses received via other consultation methods, respondents indicated the following key themes regarding housing design standards:

- Environmental standards were raised by a number of comments including sustainable energy sources (e.g., solar panels, heat pumps) and sustainable housing design (e.g., insulation). These were seen by respondents as important to include as standard for new housing design.
- Support for minimum internal space standards (including the size of rooms), and a view that these should seek to ensure a decent living space for residents.
- Some comments emphasised the need for parking to be considered for new developments, with the potential for underground parking where appropriate.
- A general view was expressed that the Plan should be ambitious / aim high when setting housing design standards, with the outcome being a better-quality development to support high standards of living for residents.

Mirroring responses received via other consultation methods; respondents indicated the following key themes regarding specialist accommodation:

- Some respondents indicated that they felt there should be more older person's / retirement housing and care home sites within the borough. It was felt that these should incorporate user-focused design (e.g., easily accessible, communal garden space), with some suggesting high density older persons housing and others indicating smaller developments such as bungalows would be preferable.
- It was suggested that this type of specialist accommodation should be situated in town centres / near urban areas with safe and ready access to facilities.
- Some comments also stated that it was important to consider housing for those with disabilities and to accommodate sites for self-build housing.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 10 commented on the housing design standards and specialist accommodation theme.

Housing Design Standards

Written responses from developers or agents highlighted that any enhanced building standards should be appropriately justified, supported by evidence and flexible to future

requirements to ensure housing delivery remains viable. Comments also stated that any requirements on space standards may have a negative impact on the viability and affordability of new development, and there should be a transition period for any implementation of new space standards.

Responses received from environmental groups emphasised their view of the importance of the inclusion of sustainable energy sources (such as solar panels and heat pumps) and insulation to help meet climate change objectives. These comments argued that viability concerns were not justified as ongoing costs (such as energy costs) would be saved by more energy efficient housing and were of the view that developers should be encouraged to implement sustainable energy in housing design (with a strict enforcement of standards to follow).

Specialist Accommodation

Retirement home developers highlighted a few key considerations when discussing specialist housing for older people, with suggested actions including:

- Inclusion of a standalone policy on how best to meet diverse housing needs of older people. One comment stated that this policy should not be too prescriptive in order to allow development flexibility to provide different sizes, types and tenure of specialist housing for older people.
- Inclusion of a robust evidence-based target for older persons housing based on clear understanding of need
- Produce action plans and monitor delivery of older persons housing
- Consideration of siting of older persons housing, with focus on sites with good infrastructure and service links. Some comments however stated that this may be too restrictive, with some out-of-town sites providing suitable access for this type of accommodation.
- An emphasis on the importance of older persons housing, with a few responses citing data that demonstrates social, economic and health benefits to providing specialist accommodation for older people.

In relation to self-build housing, one written response stated that a robust understanding of demand for this type of accommodation was needed and suggested it may not be feasible for larger sites to provide self-build plots due to practical and health and safety concerns.

East Hampshire District Council commented that they felt updated evidence on the housing needs of different groups would need to be commissioned, as the PfSH Strategic Housing Market Assessment (2014) was outdated. They also felt a dedicated policy would be needed for self and custom-build housing, while the Plan should also explore the option of larger developments delivering a proportion of this type of housing.

More information on stakeholder written responses can be found at Appendices D and E.

8.21 Landscape and loss of agricultural land

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
196 *	36 **	56 ***	12

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Landscape and loss of agricultural land – Overall Conclusions

- **Just under half of respondents (47%) disagreed with the proposed approach** to recognise, protect, and enhance designated landscapes, compared to 40% who agreed with this proposal.
- Of those who disagreed, there was a view that designated sites (such as Chichester Harbour AONB, South Downs National Park and SINC)s), natural landscapes and agricultural / farmland should be protected against all future development. This was due to their perceived value to the local environment, wildlife, nature, local character of the area, and the positive impact it has for residents and tourists.
- Though many respondents interpreted the proposed approach as being a permissive policy (in that the approach would allow for unchecked development in areas such as the Chichester Harbour AONB or countryside fields), this was not the intention. This proposal seeks to allow development only in exceptional circumstances, in line with the NPPF. Responses highlight the need for clarification around these points.

Survey findings

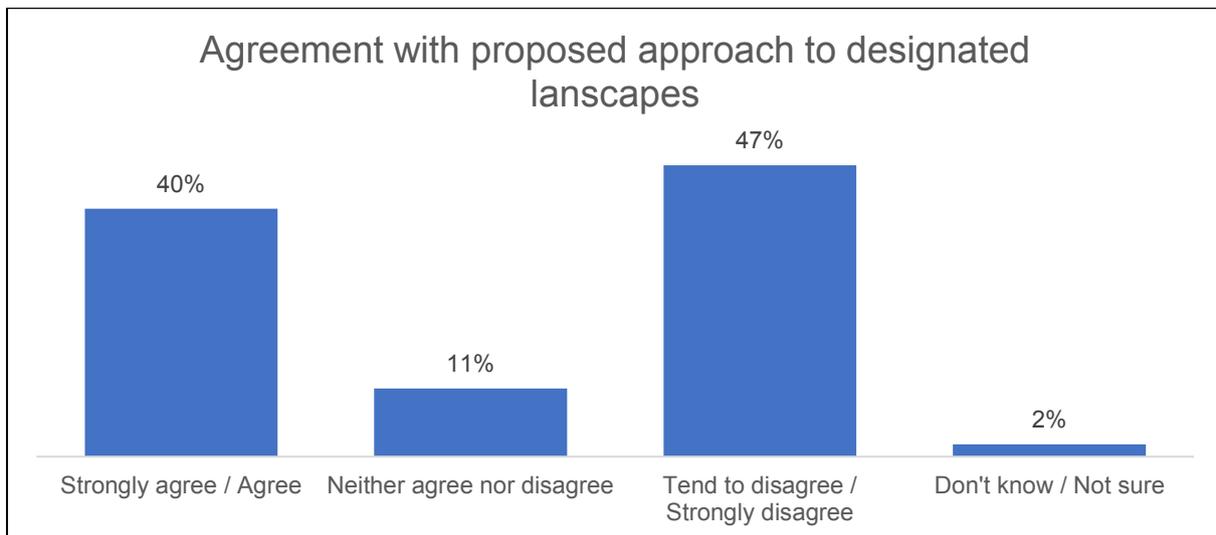


Figure 42: Responses to Q72 – To what extent do you agree or disagree with the above proposed approach to recognise, protect and enhance designated landscape?

SAMPLE: 186

Just under half of respondents (47%) stated that they disagree with the proposed approach to recognise, protect and enhance designated landscapes, compared to 40% indicating that they agree with the proposals and 13% citing a neutral or unsure opinion.

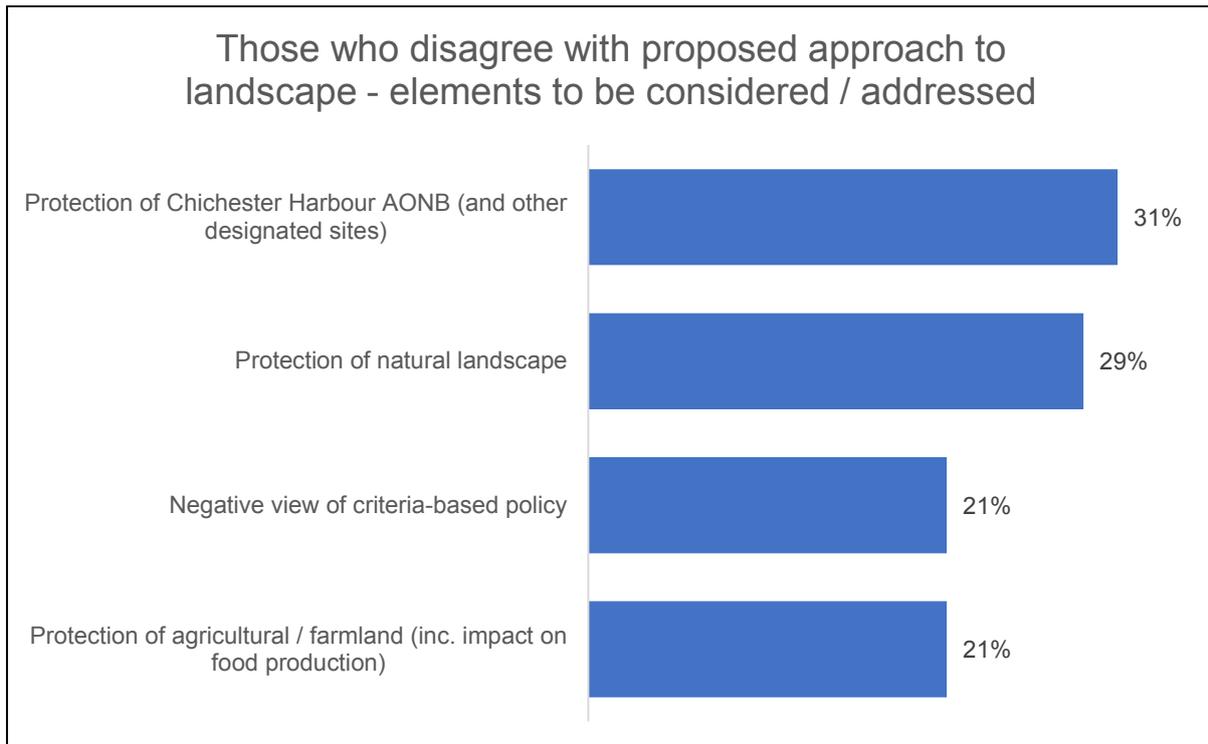


Figure 43: Responses to Q73 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 86

For those who disagreed with the proposed approach to designated landscapes, the following key themes were raised:

Protection of Chichester Harbour AONB (and other designated sites)

“The AONB should be protected at all costs. It is irreplaceable”

The main theme raised by respondents was a view that the Chichester Harbour AONB should not be considered for development. Comments highlighted that this was viewed as a ‘showstopper’, with the importance and value of these designated sites seen as paramount and therefore overriding the need for development. Though the AONB was referenced frequently, some comments also referred to the South Downs National Park and SINC’s, similarly stating that these should be protected.

Protection of natural landscape

“Impact on our rare and unique landscapes and natural environment must be avoided at all costs”

Natural landscape refers to any landscape referred to in comments that was not further defined as agricultural / farming, the Chichester Harbour AONB or as part of any other designated site.

Similarly, many viewed that the protection of the borough’s natural landscapes should be a ‘showstopper’ when it comes to considering development in these areas. These comments highlighted these landscapes are highly valued to residents and visitors, and there is a perception that this should be a constraint on development.

Negative view of criteria-based policy

“Over the years the council has held these as sacrosanct. Using a criteria-based policy will open the possibility for developers to challenge planning decisions, making it far more difficult for the council to protect these valuable areas.”

Respondents indicated a negative view on the criteria-based policy for assessing proposed development on natural landscapes, with the view that these should be protected as a policy without the potential for certain criteria to be met for development to be permitted.

It should be noted that the council currently has a criteria-based policy in relation to the assessment of the impact of development on landscapes and agricultural land – some comments indicated that respondents thought the council currently has a ‘no development’ policy, which is not the case. Similarly, paragraphs 176-177 of the NPPF make clear that development in statutory landscapes should be limited, though does not rule out development completely and indeed puts in place criteria to assess whether there are exceptional circumstances that would justify it.

Protection of agricultural / farmland (with reference to impact on food production)

“We need more agricultural land not less!”

Comments also held the view that agricultural and farmland should not be considered for development due to their importance locally and should therefore be protected from any potential development impacts. A particular aspect raised in relation to this was the impact of the loss of agricultural and farmland on local food production, with comments expressing concern over the status of local food security and championing the environmental benefits of producing food locally.

Citizenlab findings

36 respondents submitted posts and/or comments on the Citizenlab tool in relation to the landscape and loss of agricultural land theme, with the topics raised reflecting those that were raised in the survey.

The main themes raised were:

Protection of Chichester Harbour AONB

“The Area of Outstanding Natural Beauty (AONB) in its entirety must be protected from development”

Similar to the main theme raised by the survey, a number of comments put forward the view that the AONB should not be considered for development. This again was viewed by respondents as a ‘showstopper’, which should act as a halt on any development proposal.

Impact of development on wildlife / nature in these areas

“AONB shouldn’t even be considered - It’s full of wildflowers, insects, birds and other mammals”

Further to the above, respondents also highlighted the prevalence of wildlife and nature in these areas and felt that these should similarly act as a ‘showstopper’ for any proposal.

Comments highlighted the diverse character of local wildlife, with the view that this should be protected from the impacts of development.

Protect agricultural land / impact on food production

“It is imperative that agricultural land is not used for any of these developments as in order to reduce the carbon footprint of food the maximum production should be as local as possible.”

Another key theme raised was a view that agricultural land should be protected, with some comments highlighting the perception that this is in short supply and should therefore be exempt from consideration for development. This was due to its importance locally, notably as part of local food production, an important element for some respondents due to its environmental impact.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Reflecting the views raised via other consultation methods, the most common theme raised was a view that natural landscapes and agricultural land should be protected from development.

Some comments emphasised the view that no development should take place in or around the Chichester Harbour AONB, due to its importance to residents (with reference to its positive impact on health and wellbeing), for its value as a habitat for wildlife and nature and the impact of it on the local landscape and character of the surrounding areas.

Some comments referred to general areas – including SSSI's, greenfield sites, woodland, coastline, and fields as in need of / priority for protection from development.

The other key theme raised was the view that it is important to retain agricultural land for food production, the perception being that this increases local food security and supports the local economy.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 12 commented on the landscape and loss of agricultural land theme.

Written responses from developers or agents indicated support for the recognition that greenfield sites and agricultural land will be needed to address the need for housing, as well as expressing support for criteria-based policies when assessing the impact of development on sensitive landscapes such as the Chichester AONB.

Written responses received from neighbouring authorities noted designated landscapes – with reference to the Chichester AONB and South Downs National Park – similarly limited their ability to support with the delivery of Havant's housing need. Portsmouth City Council additionally welcomed the recognition of Portsdown Hill as a unique landscape.

Hampshire County Council emphasised the need to secure access – via walking and cycling routes - to natural landscapes for residents with the expected increase in local population. They also highlighted possible changes to land designation and management arising from the Agriculture Act and the Environmental Land Management Scheme (ELMS) that may impact upon farming practices.

Other comments put forward raised the following key topics:

- Comments from a local environmental group suggested that the proposed approach should seek to protect local agricultural land for food production, which would therefore increase food security and reduce the climate change impact of food delivery.
- The Wildlife Trust stated that they felt local agricultural land should form part of a Local Nature Recovery Strategy, as covered within other themes.
- Historic England felt that historic qualities of landscapes should be considered as part of any criteria-based policy.

More information on stakeholder written responses can be found at Appendices D and E.

8.22 Infrastructure

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
171 *	66 **	54 ***	14

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Infrastructure – Overall Conclusions

- **Just over half of survey respondents (55%) agreed with the proposed approach** to existing and new infrastructure provision, compared to 30% who disagreed with the proposal.
- For those who disagreed with the approach, the key reason for this was largely due to the view that **local infrastructure provision was not felt to be planned for or considered alongside new housing developments**, and therefore not meeting capacity needs or demand of the local population, namely:
 - Views that the **current highways network** is currently at or exceeding capacity, with many comments across consultation methods referencing issues with traffic congestion. It was felt that any new developments (and therefore an increase in population) would exacerbate these issues further. It led to some respondents opposing development generally due to this issue, or that expansion and upgrades to the highways network would need to take place first before further development.
 - Views that the **current sewage / wastewater infrastructure** was at or exceeding capacity. Again, it was felt that an increase in the local population (due to new developments) would exacerbate incidents and issues further, and therefore not be able to meet local demand.
 - Similarly, concerns that **health infrastructure** (such as GP surgeries) and **education infrastructure** (such as schools) were at or exceeding capacity, with comments highlighting current issues, and therefore contributing to views that those new developments would create further pressure and demand. It was felt that these would need to be addressed before further development took place.

Survey findings

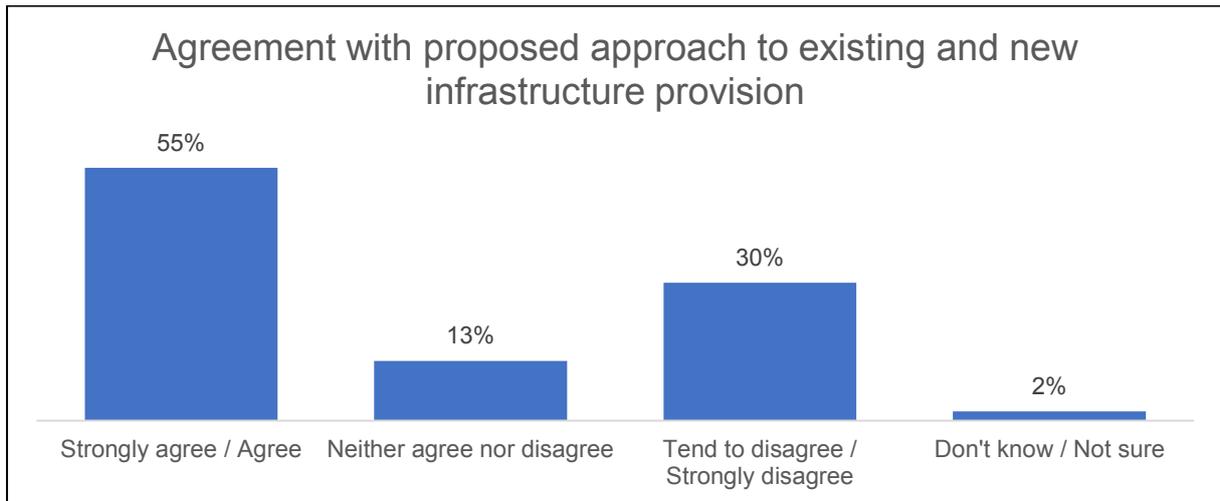


Figure 44: Responses to Q74 – To what extent do you agree or disagree with the above proposed approach to existing and new infrastructure provision?

SAMPLE: 164

Just over half of respondents (55%) stated that they agree with the proposed approach to existing and new infrastructure provision, compared to 30% who disagree with the proposal.

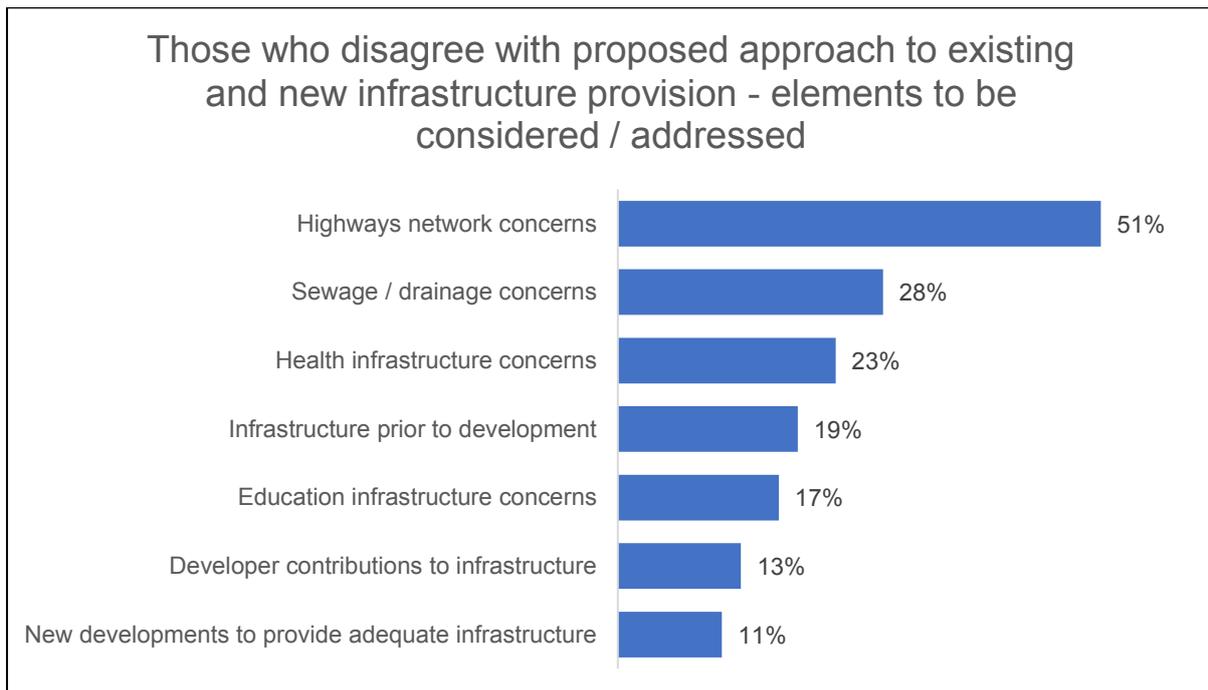


Figure 45: Responses to Q75 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 49

Noting the small sample size, those who disagreed with the proposed approach to existing and new infrastructure provision identified the following main themes:

Highways network concerns

“The roads around most of the towns are crammed already, what will it be like with even more vehicles on the roads?”

The main issue identified was concerns around the highways network, with respondents citing experiences of acute issues with current road capacity and traffic. This was viewed to be a serious problem that was felt would likely be exacerbated by new development. Comments highlighted the view that the proposal should seek to tackle these existing problems prior to development. Comments also stated experiences of Hayling Island, having issues with one access road on and off of the island, and existing road capacity concerns would again be exacerbated by new development in this location.

Sewage / drainage concerns

“Sewage disposal is a problem which is not going to go away”

Chief among respondent’s concerns was sewage and drainage capacity, with recent experiences leading to a view that the current capacity is insufficient and cannot meet current demand. It was felt that new development would exacerbate an already “at capacity” infrastructure, and therefore would not be able to meet the demand.

Health infrastructure concerns

“You are allowing hundreds of homes, but you cannot get a GP appointment”

Another key theme raised by respondents was the impact of new development on health infrastructure, namely local doctor’s surgeries, pharmacies and hospitals. Respondents highlighted current issues – mainly the difficulty of getting a GP appointment and a perception of overcapacity at local surgeries – and therefore the view was that new development would create an unacceptable pressure and demand on these services.

Infrastructure prior to development

“Infrastructure should be in place prior to any development taking place”

For some respondents, the view was that local infrastructure provision was not always planned or considered for alongside new housing developments. This contributed, in their view, to some of the infrastructure issues they have experienced, and that the underlying cause was largely due to infrastructure being at capacity and was in need of an upgrade to accommodate for more people. They felt that infrastructure provision for new housing developments should be considered and implemented alongside or prior to development, so this is addressed and provided for at the outset, rather than post-build.

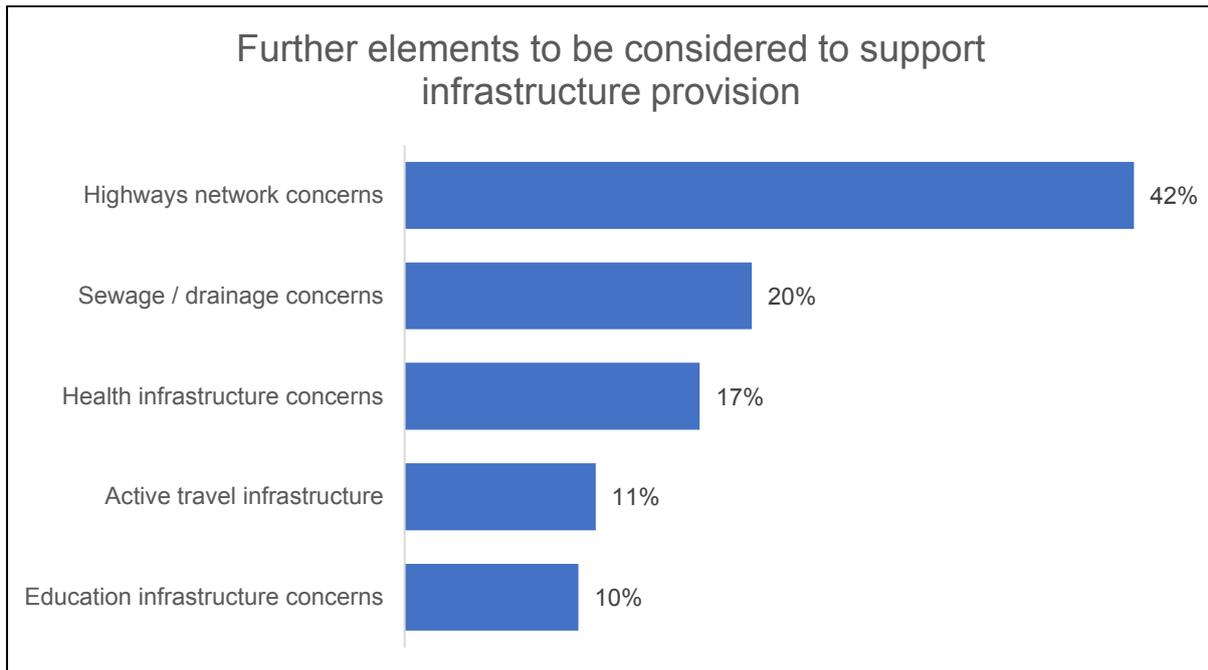


Figure 46: Responses to Q76 – Are there other ways in which you consider the Building a Better Future Plan can support infrastructure provision? Are there any infrastructure needs that have not yet been identified in the Plan or that have changed in recent years and therefore the Plan needs to account for? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 102

When asked for any other ways in which the Plan could support infrastructure provision or any infrastructure that the Plan needs to account for, the following key themes were raised:

Highways network concerns

“The transport infrastructure has to be addressed before more development can go ahead. The road ... routes cannot support more residents”

The main theme raised by respondents was the view that the current road infrastructure was not sufficient and there were acute road capacity issues in the borough. Mirroring views given in the previous question, respondents highlighted that there were a number of traffic issues being experienced and that there was the need for improvements to be made prior to any new development. Hayling Island was again a common location referenced by comments, as was Emsworth.

Sewage / drainage concerns

“The problem of sewage discharge and farm runoff has reached a catastrophic level. This needs to be urgently addressed”

Sewage and drainage concerns were a key theme amongst responses, with many highlighting the experience of this worsening in recent years. The capacity of the local sewage system was viewed by many to be insufficient and had led to recent incidents of untreated sewage being discharged into the harbour area. This should therefore be expanded and resolved prior to any new development.

Health infrastructure concerns

“The medical services, pharmacies are stretched beyond safe levels”

Another theme raised by respondents were concerns around health infrastructure, mainly doctor's surgeries, pharmacies and hospitals. Respondents reported difficulties in accessing these services and a view that any new development would exacerbate these issues.

Active travel infrastructure

"Provision for cycling should be prioritised including a far better network of cycle paths/cycle lanes"

Some respondents felt that the borough's active travel infrastructure should be accounted for in the Plan to allow more residents and visitors to walk and cycle in the local area. It was felt this would promote a more active lifestyle and meet the Plan's ambitions to promote sustainable travel. This would also have the effect of reducing car dependency.

Education infrastructure concerns

"An extra school is needed if building development carries on"

Respondents also highlighted concerns around education infrastructure, with some comments highlighting the view that local schools were already at capacity and that any new development would lead to an inevitable pressure on these services. Comments suggested a new school may be needed, and that an assessment of local education needs – factoring in the potential population rise brought by new development – should be conducted.

Citizenlab findings

66 respondents submitted posts and/or comments on the Citizenlab tool in relation to the infrastructure theme, with the key themes raised broadly reflecting the topics raised in the survey.

Health infrastructure

"The current health services cannot support an increase in population"

One of the key examples of perceived pressures on local infrastructure put forward by respondents was health infrastructure. Comments highlighted views that there are issues in accessing services at doctor's surgeries or pharmacies, and that the proposed level of development was perceived as likely to worsen these problems.

Sewage / drainage infrastructure

"We have seen development outpacing infrastructure to the detriment of health, safety and the environment. Typical examples include pumping of raw sewage into Chichester harbour, onto beaches, into rivers and waterways"

Another key theme raised by respondents was issues with sewage and drainage, with comments highlighting concerns of the impact of further development on sewage / drainage. Comments raise negative experiences, with particular focus on sewage discharges into the sea near Hayling Island and Emsworth, and in turn state a perception that new development would exacerbate these problems without infrastructure improvements.

Education infrastructure

“I feel it is important that development is kept to the very minimum as the infrastructure at present is not able to deal with the increased ... demand for school places”

Additionally, comments indicate a view that additional development would put pressure on local schools that are felt to already be at capacity. Views here state that without this important element of infrastructure in place, the area was felt to not to have sufficient facilities to support a larger population.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Like other consultation methods, respondents indicated that they felt there were issues with infrastructure in the borough and that improvements would be needed, in their view, to enable further development at the proposed levels (or that infrastructure concerns are perceived as a sizeable reason for no further development).

The key infrastructure concerns raised by respondents included:

- Sewage and wastewater capacity (including provision of water for developments)
- Healthcare infrastructure (doctor’s surgeries, dentists)
- Education infrastructure (schools)
- Leisure facilities

These topics were all seen as critical concerns by respondents, with a number of these comments asking for issues to be resolved prior to any further development.

Comments also raised concerns over highways networks, active travel and public transport and these are discussed further under the transport theme.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 14 commented on the infrastructure theme.

Written responses broadly expressed a view that adequate and timely infrastructure was vital for the success of proposed developments, with some stating that this should be implemented prior to any development.

Hampshire County Council stated a view in favour of an ‘infrastructure first’ approach, in that supporting infrastructure should be delivered prior to housing growth and development.

The Environment Agency expressed support for the proposed approach but emphasised the need to ensure contact with the relevant wastewater and water supply authorities to ensure these systems have the capacity to support development.

NHS Property Services stated a view that the Plan should support the principle of alternative uses for NHS land and property where required, and policies should support the delivery of public service improvements as quickly as possible to meet the changing needs of health demand. Further to this, their view was the Plan needed policies for health and wellbeing which reflected wider determinants of health and promote healthy / green lifestyle choices through well designed places.

Neighbouring authorities welcomed the reference to cross-boundary working due to the impacts of development on connecting infrastructure with their authority areas.

A view raised by a developer that increased costs of providing infrastructure could negatively impact upon development viability.

More information on stakeholder written responses can be found at Appendices D and E.

8.23 Transport and Communications

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
157 *	61 **	64 ***	13

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Transport and communications – Overall Conclusions

- **Just over half of survey respondents (55%) agreed with the proposed approach** to transport, with a focus on active travel and public transport, compared to 35% who disagreed with the proposal.
- Of those who disagreed, the key reasons given (which were consistent across consultation methods) were:
 - Concerns regarding the highways network being at or exceeding capacity. Many comments across consultation methods cited experiences and problems, particularly concerning road congestion. It meant for some respondents that they opposed all development as it was felt the infrastructure could not support increase in population, and for others, a view that highways would need to be upgraded or expanded first before any further development. This was also a key concern raised for the housing theme (discussed in section 8.1), Hayling Island Seafront theme (section 8.8), land and densities (8.10), infrastructure (8.22) and pollution (8.28).
 - There were concerns that the proposals for public transport and active travel may not be realistic or achievable for some residents. This included issues such as accessibility (where active travel routes and public transport links are based in the borough), availability (how often public transport runs) and cost (particularly public transport fares.) However, there was some support across consultation methods for this to be prioritised, recognising its health and environmental impact benefits, and the impact this may have on alleviating some of the issues regarding highways as outlined above.

Survey findings

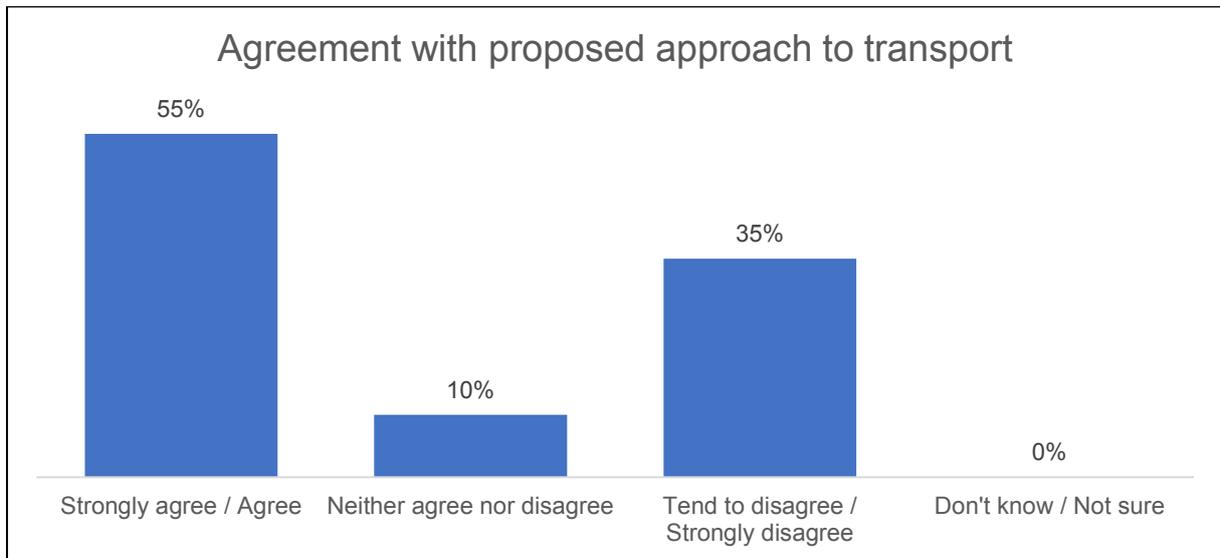


Figure 47: Responses to Q77 – To what extent do you agree or disagree with the above proposed approach to transport, with a focus on active travel and public transport?

SAMPLE: 147

Just over half of respondents (55%) state that they agree with the proposed approach to transport, compared to 35% indicating that they disagree with the proposal.

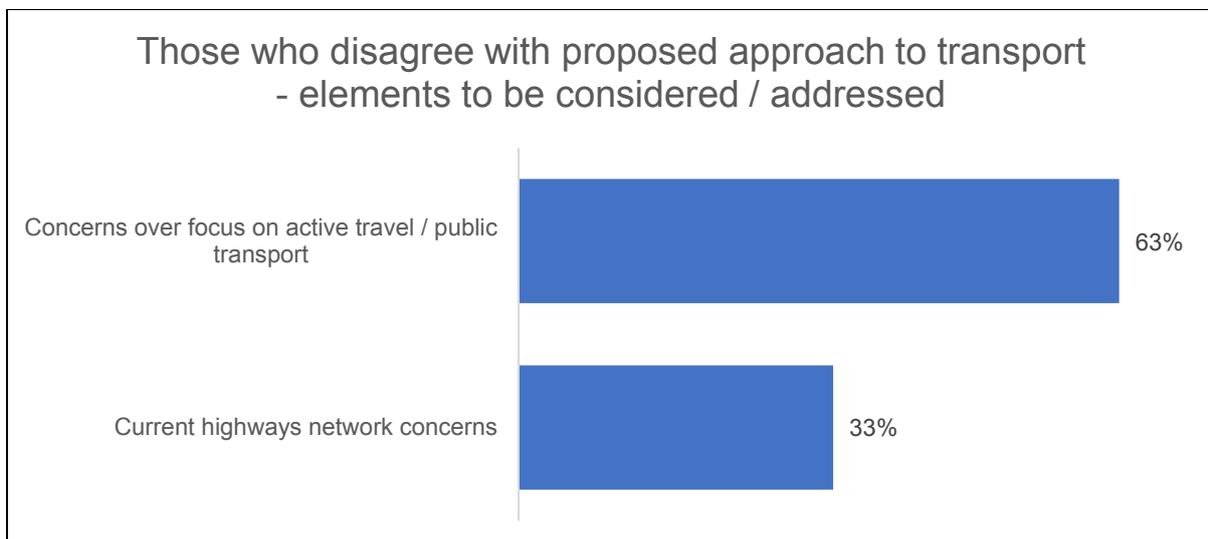


Figure 48: Responses to Q78 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 49

Noting the small sample size, those who disagreed with the proposed approach to transport raised the following key themes:

Concerns over focus on active travel and public transport

“Agree with your statement of the problem but an aging population will struggle to walk/cycle more”

The main theme raised by respondents were concerns regarding the proposals for active travel and public transport. Some felt that this was not a suitable alternative to private car usage, citing residents with health or mobility issues who would not be able to walk or cycle or the nature of residents' journeys meaning it was not suitable to walk / cycle (e.g., taking children to school, travelling out of the borough). Others also raised concern that the current public transport provision was insufficient, with views stating using public transport would not be possible for some due to issues of availability (where transport links are situated and how often services are provided) and cost (currently viewed as prohibitive by many), while others felt that it was not a suitable or preferred method of travel for their needs.

This fed into another element of this theme, with many comments stating that the Plan's ambition to reduce car usage was perceived not to be realistic or even possible for some residents, and therefore the Plan should be more practical when assessing future transport infrastructure needs.

Current highways network concerns

"The current road system is unable to cope with the amount of traffic demands at present"

Other comments raised concerns regarding road infrastructure, particularly existing road capacity issues (with frequent reference to Hayling Island and Emsworth). There was a view that these issues are not being fully considered and addressed within the proposal, with a sentiment that the Plan should provide detail in terms of improving this critical infrastructure element. Comments received here in turn stated that additional development would exacerbate these pressures.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

Cycling UK felt that while the LCWIP was a good first step, strategic walking routes across the borough should be designed to maximise use. Current routes – and the condition of these routes – was currently acting as a barrier, in their view, to the ambition to promote active travel.

Cycling UK also highlighted that there was felt to be a good basic cycle network in Havant, but that the condition of these routes, gaps between strategic routes and the safety of current routes were concerns they highlighted.

Citizenlab findings

61 respondents submitted posts and/or comments on the Citizenlab tool in relation to the transport and communications theme, which were consistent with the findings of the survey.

The main themes raised were:

Current highways network concerns

"Our roads are already full to capacity"

Comments raised issues with perceived current road capacity, emphasising issues in a number of locations, most notably Hayling Island (with particular reference to the singular

access road to the area) and Emsworth. Comments expressed a view that the Plan was not providing enough detail on the approach to help resolve these existing traffic issues.

Additional pressure of development on highways network

“The roads cannot cope with more housing”

Following on from the above theme, a number of comments felt that the proposed level of development would exacerbate these existing issues and add more pressure to the local highways network. Access to Hayling Island was again mentioned by respondents, who reiterated the view that any additional development in or around this location would lead to a level of additional traffic that the current road infrastructure would struggle to cope with.

Support for active travel / enhance active travel infrastructure

“Active travel - walking and cycling - can make a major contribution to reducing our carbon footprints”

Some comments also expressed support for the focus on active travel, recognising the importance and benefits of this approach (such as health benefits and positive environmental impacts). To achieve this however, comments put forward the view that the local active travel infrastructure would need to be enhanced, in the form of improvements such as more / better maintained cycle or walking routes.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Mirroring feedback received via other consultation methods, some respondents highlighted current issues or concerns with the highways network. This included current road capacity which was felt to be at or over its limit (with multiple references to traffic congestion, particularly on Hayling Island and in busy town centre locations) and concerns whether the current highway network was able to meet the needs of additional development (and therefore an increasing population) without investment in expansion or upgrades.

The singular access road on and off of Hayling Island was referenced in a number of responses as a key example of the above, with these respondents indicating that they viewed this limited access (which is felt to be at or over capacity at the moment) as a strong reason why further development should not take place on Hayling Island.

There was also some mention of parking availability, with some specifying parking should be accounted for at new residential developments.

Feedback was also received regarding active travel and public transport, particularly in how these could alleviate/address some issues and concerns regarding highways as outlined above. However, it was felt that improvement and expansion would be required first as follows.

Comments suggested that public transport needed improvement and expansion, in terms of accessibility (e.g., more routes, links between outlying communities and town centres), affordability (e.g., cheaper fares, special passes for certain groups) or environmental considerations (e.g., electric). There was recognition by some respondents that town centre locations had good public transport connections.

Respondents suggested that the active travel infrastructure was in need of improvements and expansion to support the Plan's proposals (e.g., more/better/safer cycle routes and pathway improvements, particularly as some are viewed as being in a poor condition).

Stakeholder written responses

Of the written responses received from stakeholder organisations, 13 commented on the transport and communications theme.

HCC (as the Local Highway Authority) expressed support for the proposed approach due to the linkage to the emerging Local Transport Plan (LTP4) and consistency with the LCWIP. Comments raised did state their view that the Plan should consider the following key points:

- A development strategy that locates housing allocations either near existing services / facilities for access to these sites via active or public transport links, or at a site with sufficient scale to provide this.
- Support for higher density development at sites with ready access as above.
- Apply the LTP4 road user utility framework to the design of new developments.
- Apply a 'people first' and 'place-based' approach to the design of new developments, including concepts such as 20-minute neighbourhoods, low traffic neighbourhoods and Healthy Streets.
- Master planning of development sites at an early stage to reduce the need to travel and dependency on car usage.
- Support sustainable transport modes through enabling delivery of the South East Hampshire Rapid Transit (SHERT) network and the Local Walking and Cycling Infrastructure Plan.
- Assess the cumulative impact of development sites on key routes of the Strategic Road Network, such as the A27 and A3(M).

Further comments from the Local Highway Authority highlighted the importance of maintaining and improving the Public Right of Way (PRoW) network.

Portsmouth City Council mirrored the Local Highway Authority response in calling for a commitment to the implementation and enabling of the Southeast Hampshire Rapid Transit Corridors.

As the strategic highway company, National Highways provided comments in relation to the strategic road network (SRN) which comprises of the A27 and A3(M) in Havant. They stated that a Transport Assessment is needed to ensure that any transport impacts of development are fully modelled and understood, and that once this was understood an Infrastructure Delivery Plan should set out any mitigation needed on Strategic Road Networks to deliver this development. Their view was that the Plan should ensure there is no material increase in traffic on the SRN or its junctions due to planned growth, without careful consideration of mitigation measures.

Written responses from developers or agents emphasised the view that it was important for new housing sites to be near sustainable transport hubs and expressed support for a focus on active travel.

Other respondents indicated support for the proposed approach to focus on active travel. Elements to consider covered the inclusion of equestrians when discussing active travel, links to wider Rights of Way networks and the potential to implement 15 or 20-minute / low traffic neighbourhoods. It was felt that future developments should be mindful of walking / cycling access, with one comment emphasising the need to avoid 'cul-de-sac' development.

More information on stakeholder written responses can be found at Appendices D and E.

8.24 Green Infrastructure

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
121 *	4 **	0 ***	7

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Comments not specifically collected on this theme via comment cards at exhibitions

Green infrastructure – Overall Conclusions

- The majority of survey respondents (85%) agreed with the proposed approach to cover the retention and enhancement of existing open spaces and the creation of new spaces in new developments.
- Green open space was viewed as important by a high majority of respondents, with 94% indicating this. This compares to 82% of respondents agreeing that grey open space was important.

Survey findings

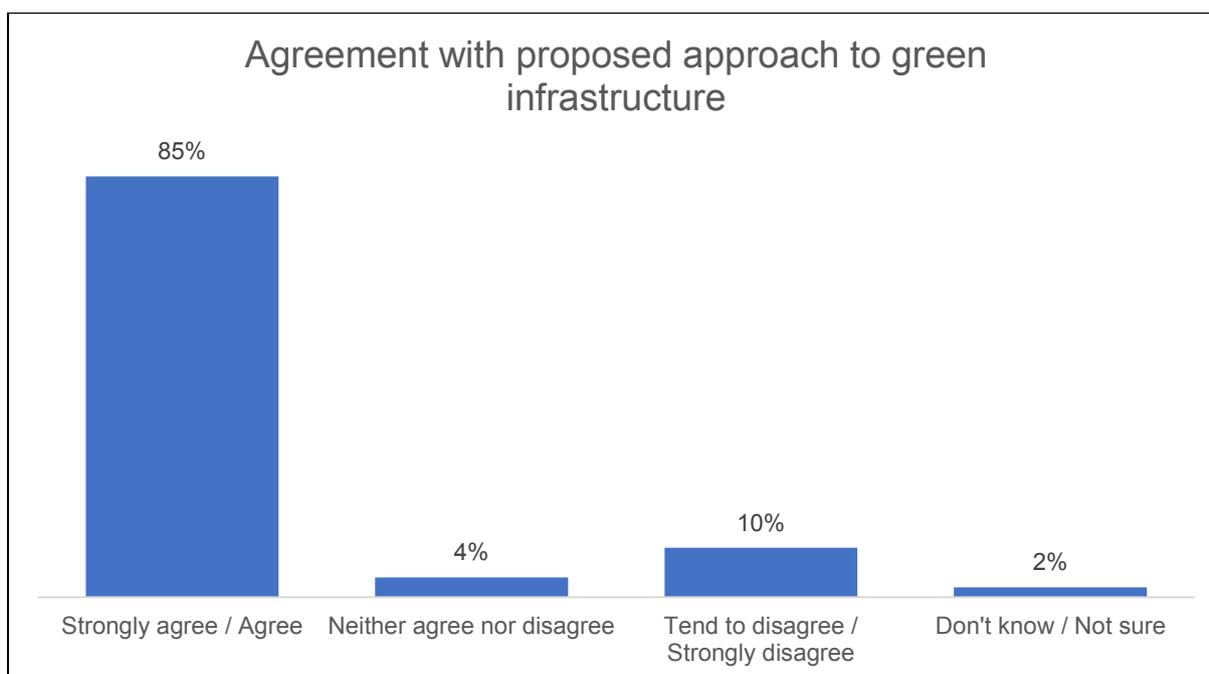


Figure 49: Responses to Q79 – To what extent do you agree or disagree with the above proposed approach to cover the retention and enhancement of existing open spaces and the creation of new spaces in new developments?

SAMPLE: 110

A majority of respondents (85%) stated that they agree with the proposed approach to cover the retention and enhancement of existing open spaces and the creation of new spaces in new developments, indicating a strong level of support for this proposal. 10% stated that they disagree with the proposed approach.

Disagreed – elements to consider

In total, 11 respondents stated that they disagreed with the proposed approach to green infrastructure.

Amongst these responses, the main theme raised was a perceived conflict between the proposal to retain and increase open space and a need to meet housing targets, with respondents stating that open spaces should take priority in these instances (3 responses)

A full breakdown of these themes can be found at Appendix P.

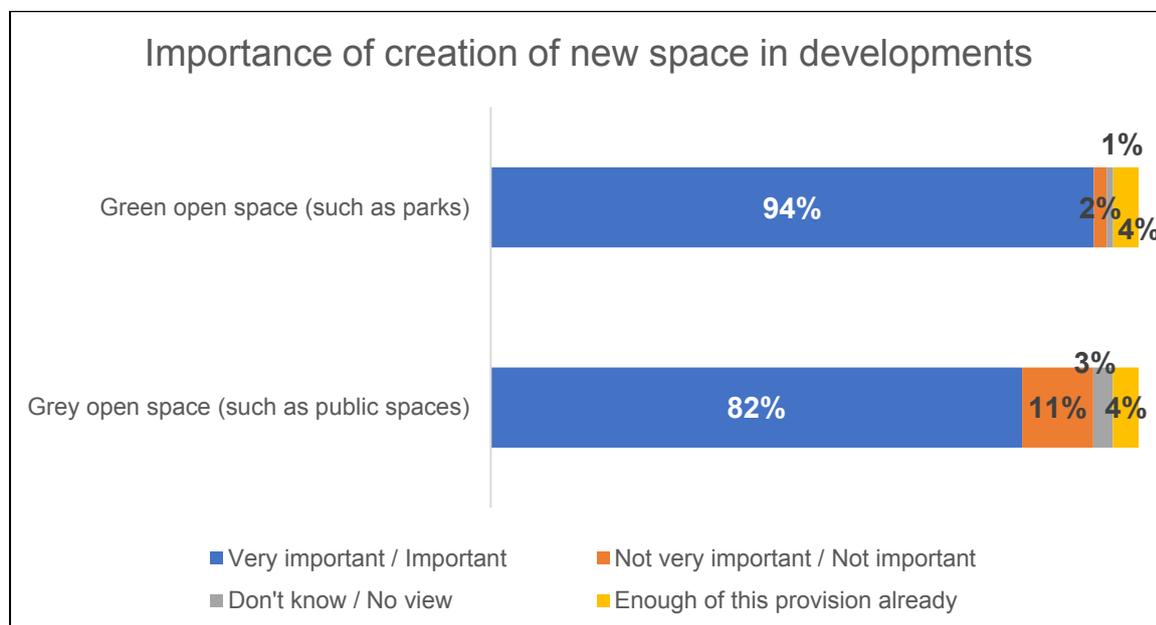


Figure 50: Responses to Q81 – The Building a Better Future Plan is also proposing to create new spaces in new development. How important or unimportant do you think it is to create these types of new spaces in new developments in the borough?

SAMPLE: Green open space (109) / Grey open space (106)

Though both were considered important by respondents, 94% felt that green open space was important to create in new developments in the borough and 82% felt grey open space was important.

Citizenlab findings

4 respondents submitted posts and/or comments on the Citizenlab tool in relation to the green infrastructure theme, and these broadly reflected the themes raised in the main survey.

Comments received emphasised the **importance of green infrastructure** in the borough with particular reference to green open space, and the benefits of these spaces to residents and visitors.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Although not specifically asked at exhibitions, some comments highlighted the importance and value of green open space to residents, with a view that existing open space should be protected from development and should be included within new developments.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 7 commented on the green infrastructure theme.

Hampshire County Council emphasised the importance and value of the Public Right of Way (PRoW) network and stated that this should be specifically recognised within the Plan.

Natural England indicated the importance of green infrastructure in a number of factors including contributing to nature recovery, delivering net zero targets and improving air quality. They stated that the Plan should set out a strategic approach to green infrastructure that is guided by Natural England's Green Infrastructure Standards Framework (as well as a number of other supporting policy standards), with green infrastructure integrated into other policy areas such as biodiversity, flood risk and climate change. They similarly felt that the Plan should seek to protect and enhance the PRoW / National Trails network.

The following key themes were raised:

- The British Horse Society stated a view that the Plan should support the function of a coherent Right of Way network to provide linear access to green space.
- One comment from a local environmental group placed emphasis on the importance of green infrastructure for elements such as recreation, carbon sinks and wildlife corridors.
- Heritage England highlighted the consideration of the heritage dimension of green infrastructure (e.g., historic interest in parks).
- The Wildlife Trust recommended strengthening the proposed approach with the setting of high quality (i.e., wildlife rich) green infrastructure principles, with potential use of Building with Nature Standard as produced by the Trust (or council equivalent standard).

More information on stakeholder written responses can be found at Appendices D and E.

8.25 Sports and Recreation

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
87 *	9 **	46 ***	3

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Sports and recreation – Overall Conclusions

- **Nearly 9 in 10 (87%) of survey respondents agreed with the proposed approach to protect all existing sports and recreation facilities.**
- Survey respondents felt that currently **there were not enough multi-use games areas (45%), children’s play equipment (44%) and sports pitches (36%) in the borough at the moment.**
- When asked how provision could be improved, common themes raised were building more facilities in the borough (as it was felt by some that the Plan should go beyond protecting existing facilities and should be considered as part of new developments), improving maintenance of existing facilities or better availability at existing facilities (such as more timeslots, cheaper access or longer opening hours.)
- These findings were consistent across consultation methods.

Survey findings

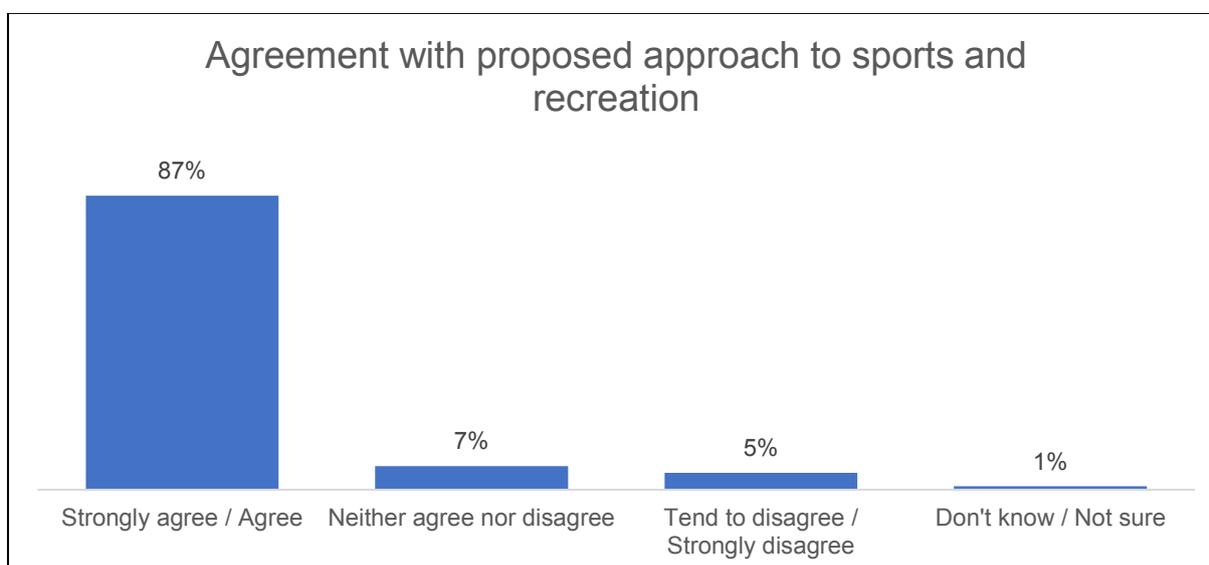


Figure 51: Responses to Q82 – To what extent do you agree or disagree with the above proposed approach to protect all existing sports and recreation facilities in Havant?

SAMPLE: 76

Nearly 9 in 10 (87%) respondents indicated that they agree with the proposed approach to protect all existing sports and recreation facilities in Havant. This compares to 5% of respondents who disagreed with the proposal.

Disagreed – elements to consider

In total, 4 respondents stated that they disagreed with the proposed approach to sports and recreation.

Amongst these responses, the main theme raised was the Plan should seek to increase local provision of sports facilities, not just protect existing facilities (2 responses).

A full breakdown of these themes can be found at Appendix P.

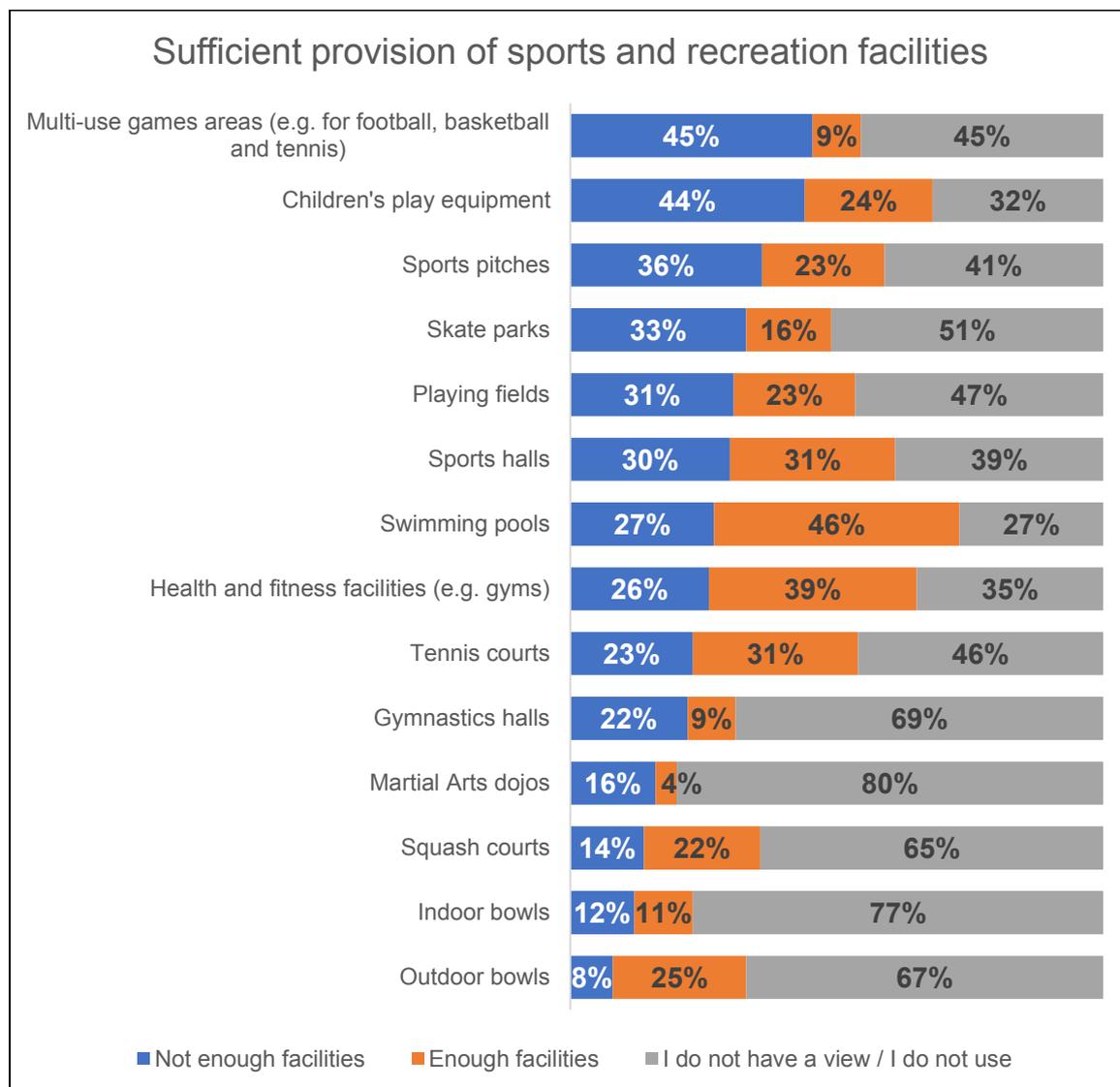


Figure 52: Responses to Q84 – When thinking about sports and recreation in Havant, to what extent do you think there is currently enough of the following facilities?

SAMPLE: Swimming pools (74) / Sports halls (74) / Indoor bowls (74) / Health and fitness facilities (74) / Squash courts (74) / Martials Arts dojos (74) / Gymnastic halls (74) / Tennis courts (74) / Outdoor bowls (75) / Multi-use games areas (75) / Sports pitches (75) / Skate parks (75) / Playing fields (75) / Children's play equipment (75)

Respondents were then asked to think about sports and recreation facilities in Havant and whether they think there is currently enough of each type of provision.

Noting the small sample size, respondents felt that multi-use games areas (45%), children's play equipment (44%) and sports pitches (36%) were the main sports and recreation facilities that currently did not have enough provision for in the borough.

Those who answered "not enough facilities" – how could the provision be improved?

For those who answered 'not enough facilities' for a particular sport or activity, the most consistent themes raised when asked for each facility what could be improved were:

- To build more facilities in the borough – each sport received comments stating that more should be built. In some cases, this was to enable easy access to recreation facilities for communities within the borough, with a desire from some respondents that a variety of readily available sporting activities be situated near to them. Reference to a perceived lack of facilities was made for Hayling Island and Waterlooville, for ‘densely populated’ parts of the borough or for where new developments were proposed to be sited.
- Improved maintenance of existing facilities.
- Better availability at existing facilities (e.g., more timeslots to visit sports halls, cheaper access to health and fitness facilities or longer opening hours at local swimming pools).

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

Havant Hockey Club highlighted that the previous playing pitch strategy (Havant Borough Council Playing Pitch Strategy 2017-2036) identified a shortage of hockey capable all weather pitches in the borough. Havant Hockey Club was working with Havant and South Downs College (HSDC) to address this and also provides additional community and education multi-sport capacity.

Citizenlab findings

9 respondents submitted posts and/or comments on the Citizenlab tool in relation to the sports and recreation theme, and these views broadly reflected the themes raised in the main survey.

The main theme raised was **the need for more facilities**, with views stating that the Plan should go beyond protecting existing facilities and look to provide further provision to support local communities.

Sport England provided a response via the Citizenlab tool, which raised the following themes:

- Emphasised the consideration of sport and recreation provision as a key element of social and community infrastructure.
- A view that the Playing Pitch Strategy should be refreshed and updated as part of the Plan due to its importance in assessing current and future needs of sports pitches.
- In conjunction with Public Health England, Active Design Guidance had been produced which sets out their recommended principles for planning and designed places and spaces to encourage communities to lead healthy and active lifestyles.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Mirroring views submitted via other consultation methods, the general view expressed was that more sport and recreation areas and facilities are needed and should form part of any new development.

Play areas were the most commonly cited areas by respondents as in need of further provision, with other comments mentioning swimming pools, football pitches, hockey pitches and skate parks.

In addition, some comments emphasised the need for better availability, accessibility (i.e., situated near public transport options) and affordability of sporting activities in the borough.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 3 commented on the sports and recreation theme.

Hampshire County Council highlighted the importance and value of the PRow network as a recreational asset to residents and visitors, and therefore felt that this should be included within the Plan.

The British Horse Society suggested the Plan should include policies to protect the wider Right of Way network due to its recreational value (e.g., walking / running / cycling / horse-riding routes), while a response from a local sporting club commented that the Plan should incorporate enhancements for existing sporting facilities (reference to the view of insufficient parking at local bowls facilities on Hayling Island).

More information on stakeholder written responses can be found at Appendices D and E.

8.26 High quality design

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
93 *	5 **	0 ***	8

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

High quality design – Overall Conclusions

- **Nearly 9 in 10 (88%) of survey respondents agree with the proposed approach to ensure high quality design.**
- This was consistent across consultation methods, with views emphasising the importance for the Plan to require high quality design standards to uphold high standards of living in the borough. This is covered further under the housing design standards and specialist accommodation theme (section 8.20.)

Survey findings

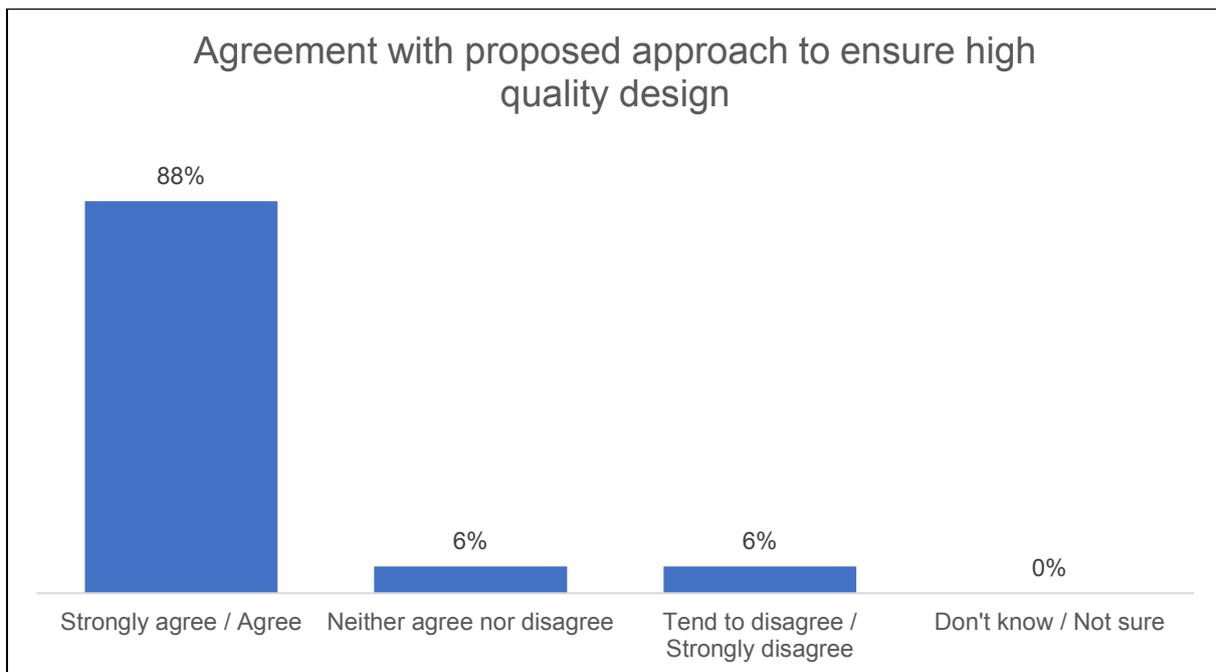


Figure 53: Responses to Q99 – To what extent do you agree or disagree with the above proposed approach to ensure high quality design?

SAMPLE: 83

Nearly 9 in 10 (88%) of respondents stated that they agree with the proposed approach to ensure high quality design. This compares to 6% who disagree with the proposal.

Disagreed – elements to consider

In total, 5 respondents stated that they disagreed with the proposed approach to high quality design.

The main themes raised were:

- Current housing design was perceived to be of a poor quality, and therefore the perception was that the Plan should demand a higher standard of design going forward (2 responses)
- There should be enforcement to ensure developments are designed at a high quality as set out in any adopted policies (2 responses)
- High quality design standards should incorporate the usage of sustainable energy sources, such as solar panels or heat pumps (2 responses).

A full breakdown of these themes can be found at Appendix P.

Citizenlab findings

5 respondents submitted a post and/or comments on the Citizenlab tool in relation to the high-quality design theme.

The main themes raised within comments were around **the importance of high-quality design**, with views expressing that recent development was perceived not to have been of the highest quality and support for the Plan's aims for better design. Comments stated that this should incorporate the character of the local area, while utilising better quality materials that are environmentally friendly.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Although not specifically asked at exhibitions, comments from respondents highlighted a view that it was important for the Plan to require a high standard of quality on new housing. This was due to the view held by some that some previous developments were of a lower quality.

Some comments expressed a view that the Plan should be ambitious / bold when requiring high quality design. Others felt that the design of development should be sympathetic and in keeping with the character of the area (e.g., painting houses in sea-side colours, development accounts for local architectural style).

Stakeholder written responses

Of the written responses received from stakeholder organisations, 8 commented on the high-quality design theme.

The Hampshire Constabulary emphasised the importance of development design in reducing opportunities for crime and disorder as well as contributing to improving community safety and stated that the Plan should include a policy which addresses this aim. The policy could include elements such as good natural surveillance in the public realm, defensible space about buildings, appropriate levels of safe connectivity / permeability and lighting to the relevant British Standard.

Hampshire County Council indicated their support for the inclusion of best practice principles for accessibility and environmental benefits in designing future communities to a high standard.

HCC (as the Local Highway Authority) stated that the Plan should include the PRow network when considering the high quality design of new developments.

The National Grid expressed support for the proposed approach to high quality design but requested the inclusion of a policy strand to require the approach to development to include respecting existing site constraints including utilities situated within sites.

Written responses from developers or agents stated that the view that any standards or requirements in relation to design should be flexible and consider building costs to ensure continuing viability of housing delivery.

Other responses from local interest groups stated a preference for local design to be sympathetic to the character of the area, with reference to the semi-rural nature of some communities and a sentiment that these communities should be involved in the design of Local Design Codes. Further to this, there was a view submitted by Historic England that local design should 'draw inspiration' from the historic environment due to its contribution to local character.

More information on stakeholder written responses can be found at Appendices D and E.

8.27 Heritage and the historic environment

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
102 *	1 **	37 ***	3

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Number of respondents who provided feedback to this theme on the comment cards available at exhibitions

Heritage and the historic environment – Overall Conclusions

- **Nearly 9 in 10 (85%) of survey respondents agreed with the proposed approach to protect, conserve, and enhance heritage.**
- This was largely reflected across consultation methods.

Survey findings

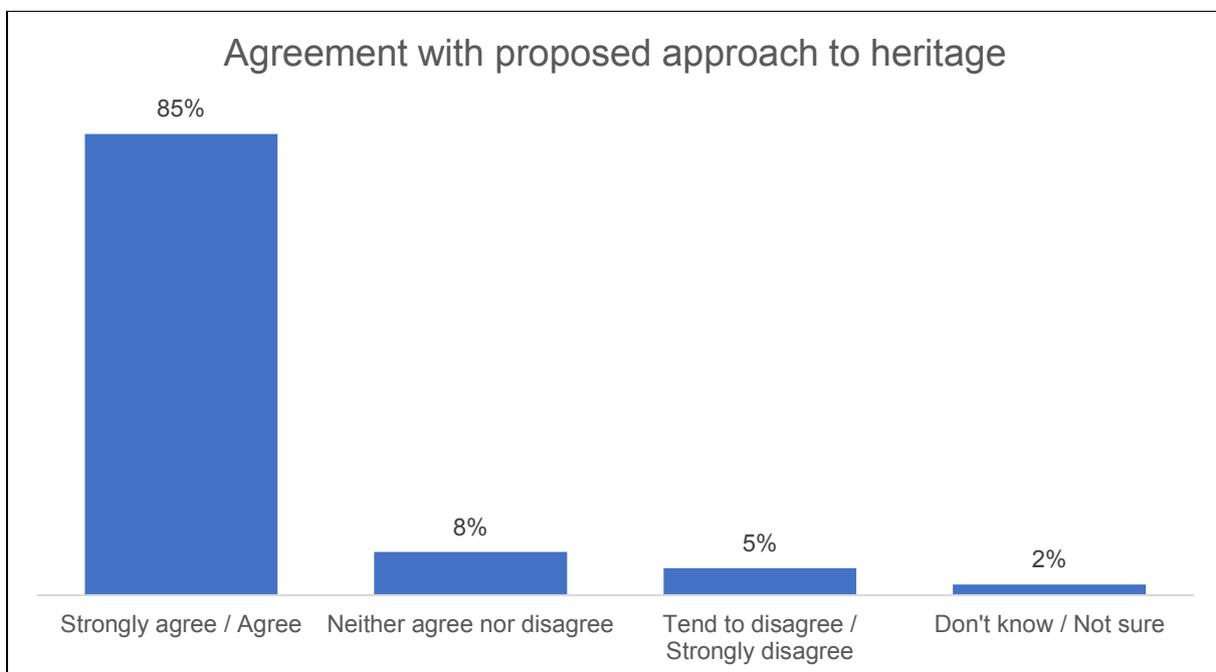


Figure 54: Responses to Q101 – To what extent do you agree or disagree with the above proposed approach to protect, conserve and enhance heritage?

SAMPLE: 93

Nearly 9 in 10 (85%) of respondents indicated that they agree with the proposed approach to heritage, compared to 5% who disagreed with the proposal.

Disagreed – elements to consider

In total, 5 respondents stated that they disagreed with the proposed approach to heritage and the historic environment.

Amongst these responses, the main theme raised was the view that all development on any historic or heritage site should not be allowed in any circumstance and the proposed approach should not permit development on these sites (2 responses).

A full breakdown of these themes can be found at Appendix P.

Citizenlab findings

1 respondent submitted a post on the Citizenlab tool in relation to the heritage and the historic environment theme, which stated that there should be **more publicity** of the borough's history and heritage as this would be a draw for tourists.

Exhibition feedback

Reflecting views given via other consultation methods, respondents supported the proposed approach to protect and conserve the borough's heritage assets, with recognition that these are important and valued by residents and visitors. Some comments stated that this protection should be stronger, and more areas should be designated as heritage assets (e.g., Hayling Billy Trail, Tournurbury Woods).

A small number indicated that they felt heritage areas should be updated to remain functional in modern times, with examples given of retrofitting these sites with renewable technologies, adding additional parking and introducing electric vehicle charging points at these sites.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 3 commented on the heritage and historic environment theme.

Historic England provided feedback on the proposed approach, raising the following key considerations:

- The Plan needed a strategic heritage policy followed by more specific policies that focus on different types and grades of historic asset.
- Emphasis should be placed on a positive strategy for conservation and enjoyment of historic environment, with a recognition that heritage can be an opportunity for development rather than a 'constraint'.
- Support for the use local distinctiveness to inform development
- Support for the proposed update to Conservation Area Appraisals and Management Plans (CAAMPs)
- As per comments raised within other themes, comments indicated an encouragement of consideration of heritage assets throughout the Plan.

One written response from a developer or agent highlighted the need to balance the need for development against an approach limiting development within historic areas.

A local environmental group expressed support for the proposed approach.

More information on stakeholder written responses can be found at Appendices D and E.

8.28 Pollution

Survey Responses	Citizenlab Comments	Exhibition Feedback Comments	Stakeholder Written Responses
154 *	13 **	0 ***	4

* Depending on their responses, respondents may not have answered all questions in this section

** Number of respondents who submitted posts and/or comments on the Citizenlab tool relating to this theme

*** Comments not specifically collected on this theme via comment cards at exhibitions

Pollution – Overall Conclusions

- **Nearly 6 in 10 respondents (59%) agreed with the proposed approach to tackle pollution**, compared to just over a third (34%) who disagreed with the proposal.
- For those who disagreed, the key reasons (across consultation methods) were as follows:
 - A view that the proposed approach does not fully address water pollution and how this will be mitigated against. This was of particular concern for many, with reference to experiences or recent local incidents given.
 - A view that the proposed approach does not fully address noise and air pollution (particularly from vehicles) and how this will be mitigated against. This links with previously referenced issues regarding highways earlier in this report.

Survey findings

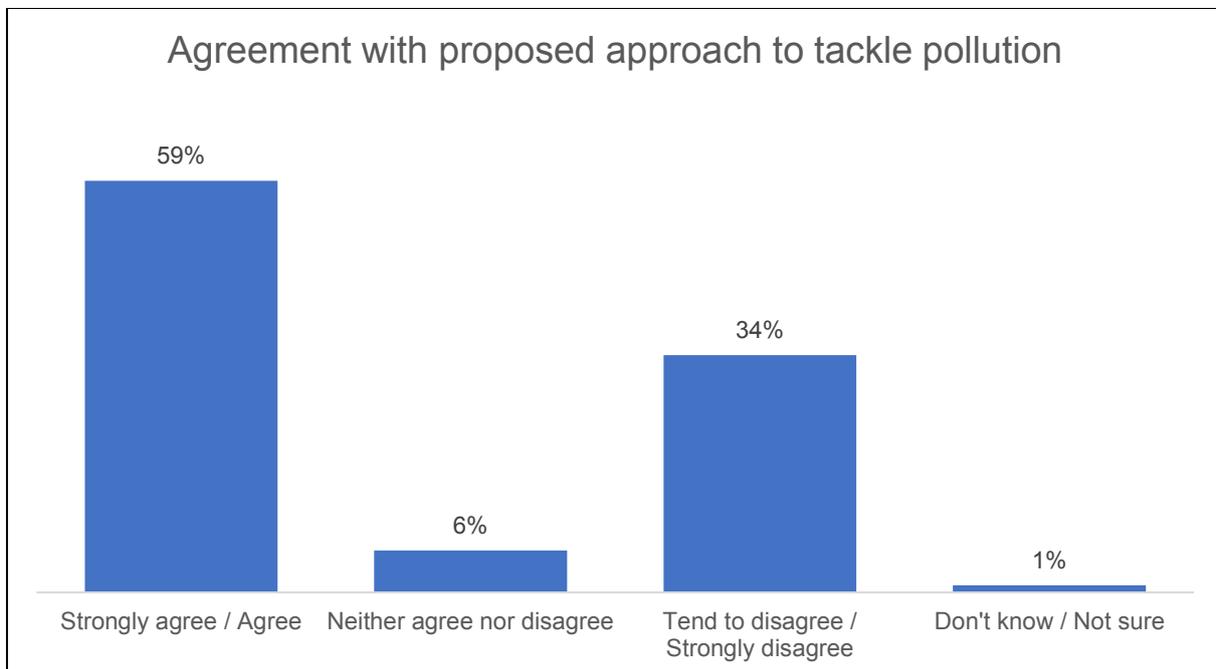


Figure 55: Responses to Q103 – To what extent do you agree or disagree with the above proposed approach to tackle pollution?

SAMPLE: 143

Nearly 6 in 10 respondents (59%) stated that they agree with the proposed approach to tackle pollution, compared to just over a third (34%) indicating that they disagree with this approach.

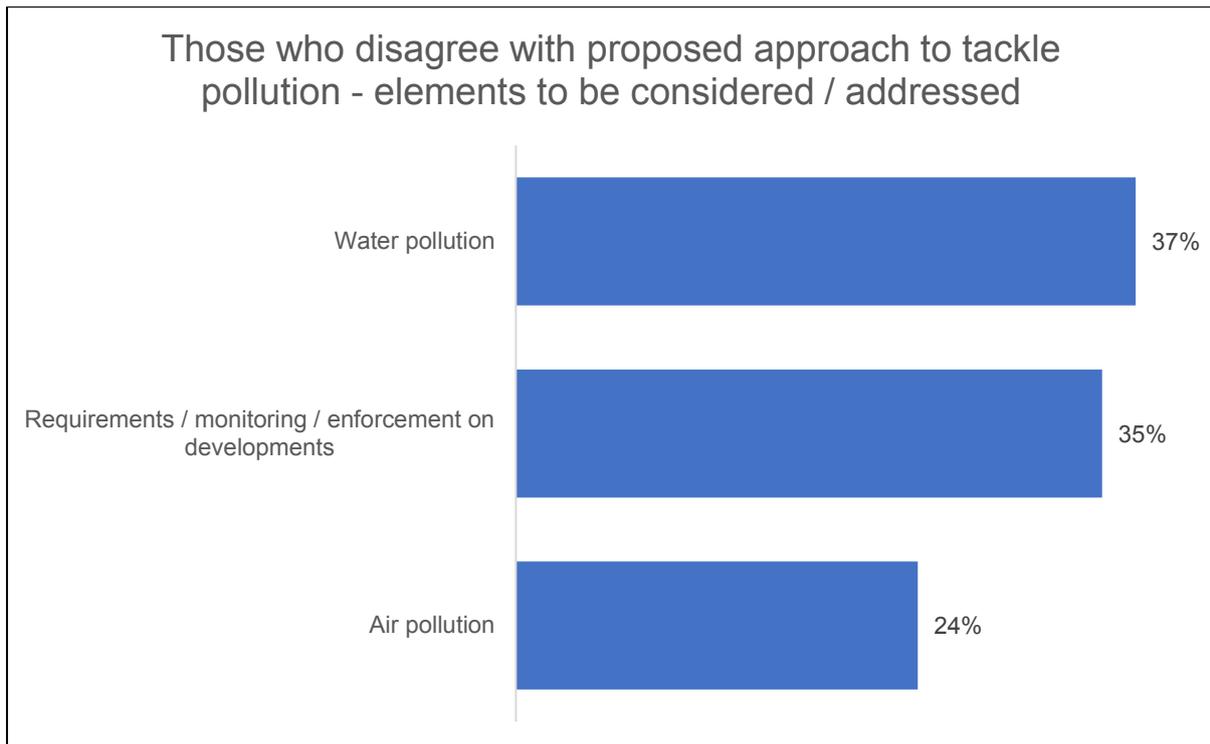


Figure 56: Responses to Q104 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 46

Noting the small sample size, those who disagreed with the proposed approach to tackle pollution raised the following main themes:

Water pollution

“The strategy does not mention sewage effluence discharge into Langstone Harbour”

The main theme raised by these respondents was regarding water pollution, particularly as respondents felt that the proposed approach does not address this issue. This was of particular concern due to respondents’ experiences or incidents, particularly regarding sewage discharges in locations such as Hayling Island and Emsworth. In turn, some felt that the proposed approach would not resolve the issue as the Plan states it would not address any issues aside from site specific matters, and that significant negative effects (namely the continued discharge of sewage into natural or residential areas) are currently experiencing without resolution.

Requirement / monitoring / enforcement on developments

“Needs a much more robust system to ensure that the effect of pollution is carefully assessed”

Views submitted also provided a view that there should be stricter requirements on development in relation to pollution. Respondents here expressed an expectation that these requirements should also be closely monitored going forward (whether by the council or an independent body) and enforced when not being met. This was seen as crucial by some respondents to ensure that at the proposal stage, developments have a duty to provide a high level of assurance around pollution that will be monitored and enforced if necessary.

Air pollution

“Doesn’t take into account of vehicle pollution”

Some comments felt that the proposed approach does not address air pollution (particularly from vehicles) as the stated approach is to only address any issues relating to site specific matters. For some respondents, these issues link to previously referenced issues with current road infrastructure, as the perception of a highways network that is over-capacity is that it is similarly contributing a significant amount of air pollution through idling and general vehicle emissions. This was another aspect that some respondents felt would be exacerbated by new development due to the perceived likelihood of more road traffic, and this element was not felt to be fully considered within the proposed approach.

Citizenlab findings

13 respondents submitted posts and/or comments on the Citizenlab tool in relation to pollution, and the key themes raised largely mirrored the topics raised in the main survey.

The main concern raised was relating to **water pollution**, particularly regarding concerns with sewage discharge into the sea. Comments highlighted instances where this has occurred recently in the area (particularly on Hayling Island and Emsworth). Views stated that they felt the Plan should include detail on how sewage and drainage issues would be addressed and planned for if new development were to be permitted in these areas.

These comments also highlighted a more general view that **increased development will lead to increased pollution**, and that this was felt to be a reason to reduce or reject the proposed levels of development.

A full breakdown of these themes can be found at Appendix Q.

Exhibition feedback

Although not specifically asked at exhibitions, respondents raised the following points relating to pollution, that mirror the key themes raised via other consultation methods:

- Sewage / drainage issues and their impact on water quality were referenced by some comments, particularly those at the Hayling Island and Emsworth events. Respondents highlighted that perceived existing capacity issues would likely be exacerbated by additional development.
- Some comments also expressed concern regarding noise and air pollution produced by traffic congestion in the borough, with these stating that additional vehicle usage (likely due to further development and therefore increase in population) would impact upon noise and air pollution further.

Stakeholder written responses

Of the written responses received from stakeholder organisations, 4 commented on the pollution theme.

Hampshire County Council highlighted the impact of traffic pollution (including air quality and noise pollution) on health and wellbeing and stated that they felt that the Plan (and supporting Transport Assessment) should give regard to this issue, with potential mitigation measures to reduce the exacerbation of pollution. They also felt that the Plan should recognise potential pollution of public access routes and open space, while also recommended effective monitoring of pollution once planning permission had been granted.

Natural England provided feedback on both air and water pollution within their response, which provided the following key points:

Air quality

- The Plan should address impacts on air quality, particularly those caused by traffic impacts associated with new developments and on Local Nature Designations and include consideration of additional nitrogen emissions caused by increased traffic.
- The impact of traffic on natural habitats should be assessed on a site specific basis in line with Natural England guidance.

Water quality

- Support for a separate policy relating to water quality.
- The Plan, in meeting its duty to consider the strategic impacts on water resources in the NPPF, should be based on an up-to-date evidence base on the water environment and seek to protect habitats from water-related impacts. Where appropriate, it should seek enhancement of these environments.
- In relation to the issue of nutrients in the Solent, it is advised a nitrogen budget be calculated for the Plan and a strategy be devised for delivering nutrient neutral mitigation for all sites.

The Environment Agency expressed support for the proposed approach to pollution.

A response from a local environmental group felt that the Plan should set a policy on how pollution issues will be dealt with and called for stricter requirements on developers to establish pollution assessments.

The response also expressed support for the proposed actions discussed at the Planning Policy Committee on 9 November 2022, which suggested the use of consultancy services to review data and information provided by the statutory water provider for planning purposes.

More information on stakeholder written responses can be found at Appendices D and E.

8.29 Your priorities for 'Building a Better Future'

Priorities for 'Building a Better Future' – Overall Conclusions

- Survey respondents were asked to prioritise potential areas for focus within the future Plan and ranking these five options from 1 to 5 (where 1 is most important and 5 is least important).
- **Infrastructure was chosen as the top priority by the highest proportion of respondents** (29% ranked this as 1 and 53% ranked this as 1 or 2), highlighting the importance of this issue that reflects feedback given throughout the survey.
- Although **biodiversity net gain ranked second highest** (22%) of those who selected it as most important, it ranks as the third highest when considering top two choices (37%).
- One-fifth (20%) of survey respondents selected **low carbon design as the most important (1), ranking third. However, 47% of respondents chose 1 or 2, making this combined score rank second.**
- For **affordable housing**, 16% of survey respondents selected this as the most important (1) and 28% selected this as 1 or 2 most important.
- For **housing design standards**, 13% of survey respondents selected this as the most important (1) and 34% selected this as 1 or 2 most important.

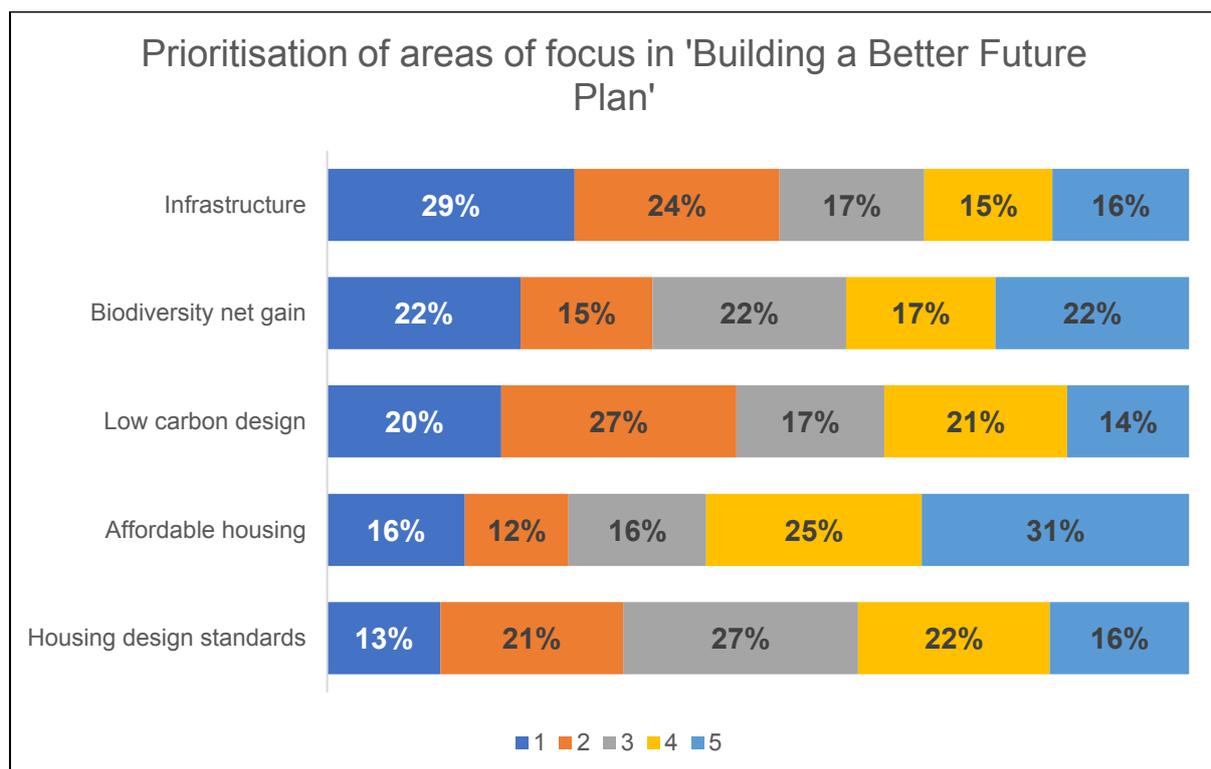


Figure 57: Responses to Q105 – Thinking about the potential areas for focus within the 'Building a Better Future Plan', please rank the following in order of importance to you.
SAMPLE: Affordable housing (392) / Biodiversity net gain (392) / Housing design standards (391) / Infrastructure (392) / Low carbon design (393)

Respondents were asked to think about potential areas for focus within the future Plan, and rank from 1 to 5 (where 1 is most important and 5 is least unimportant) in order of importance to them.

The five options presented (this was shown as part of the survey to explain what each of these themes incorporated) were:

- Affordable housing - The Building a Better Future Plan could include a higher proportion of affordable housing or a higher proportion of hard to source properties.
- Biodiversity net gain - a net gain of more than the statutory 10% would further boost biodiversity, alternatively the plan could explore whether certain types of sites contribute more than others.
- Housing design standards - design features of new housing developments that would improve their overall sustainability. This includes enhanced standards of accessibility, minimum size standards for new housing and provision of private outdoor space as part of every new home.
- Infrastructure - this is primarily through the setting of a new Community Infrastructure Levy (CIL) charging schedule which will happen alongside the development of the Building a Better Future Plan.
- Low carbon design - enhanced energy efficiency and provision of electric vehicle charging points mean that new development minimises its contribution to climate.

Infrastructure was the theme that had the highest proportion of respondents indicate that this was of the highest importance to them (29% ranked this as 1). This was followed by biodiversity net gain (22% stated this was top priority) and low carbon design (20% stated this was top priority).

Interestingly, when combining responses by those given 1 or 2 ranking, low carbon design ranks as the second highest priority (48%) after infrastructure (53%)

Respondents were then asked why their number 1 choice was the most important for them, and for any additional elements that should be included or considered within this topic area.

Infrastructure

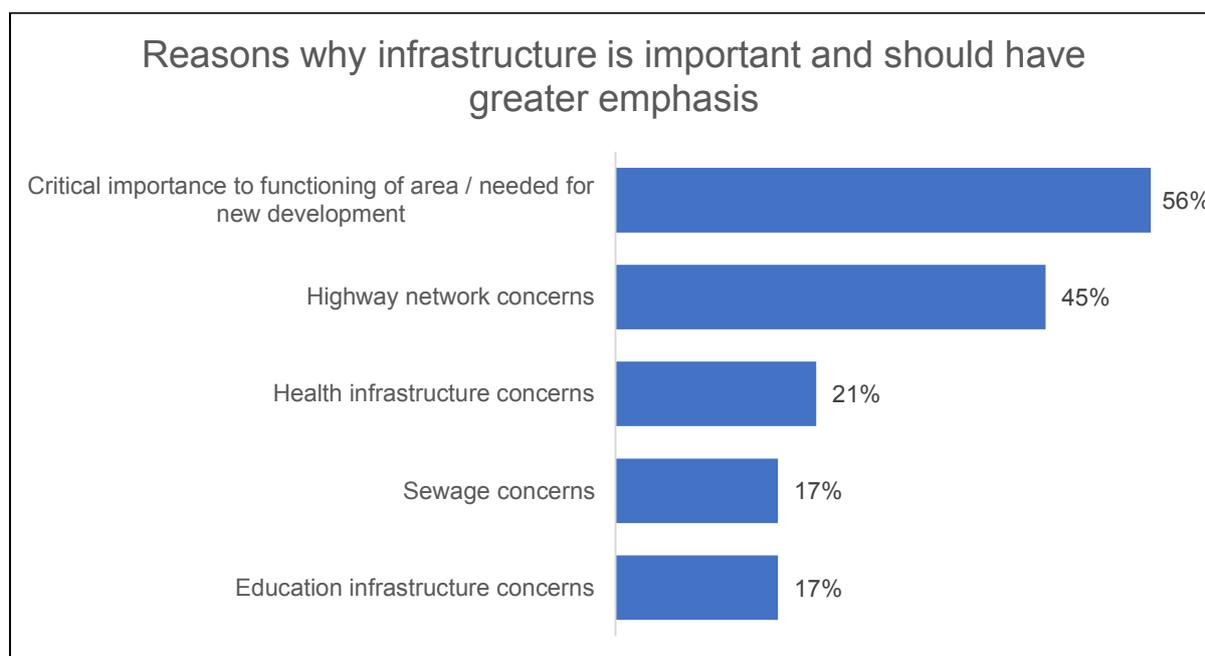


Figure 58: Responses to Q109 – Please tell us why you have selected infrastructure as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 94

For those who indicated that infrastructure was their top priority, the main themes raised were:

Critical importance to functioning of area / needed for new development

“Any 'building' without the necessary infrastructure is by definition flawed”

The main theme raised by respondents was a view that infrastructure was critical to the functioning of an area and therefore it was essential to have in place prior to further development. These respondents cited the importance of functioning infrastructure as the main driver for their choice of this as their top priority, using experiences of current infrastructure issues (further details below) to highlight their point. In turn, infrastructure was seen as even more important in supporting new development and continuing to meet the needs of a growing population, hence the need for this to be a top priority in their view.

Highways network concerns

“If we do not have the road infrastructure to support the developments it is going to cause more problems in Havant”

Reflecting previous survey responses, the main theme raised by respondents was road infrastructure, particularly the view that improvements or enhancements to the road network were felt to be given the highest priority. This was particularly due to experiences or incidents respondents cited with road capacity, traffic problems and road accessibility issues (particularly on and off Hayling Island) and the view that new housing developments, and therefore more residents using cars, would cause further issues unless these were addressed and catered for.

Health / sewage / education infrastructure concerns

“The infrastructure ... cannot cope with additional housing. Sewers are already overloaded. There is pressure on finding doctors. The Primary School has already had to be extended”

Summing up the key examples given as to why infrastructure was a top priority, respondents also cited issues with health, sewage and education infrastructure to illustrate their points. These concerns link strongly to issues raised in earlier questions for the survey and other feedback received. Comments highlighted pressures on these facilities are currently being experienced and in order to effectively support new development, these need to be considered as a top priority for the Plan.

Additional elements to consider

Suggested additional elements to be included or highlighted for the infrastructure priority from respondents mirrored comments received above - the key suggested elements included:

- Further consideration of key infrastructure elements within the Plan (most notably roads and sewage networks) as these are already perceived as being at capacity or overcapacity.
- The view that infrastructure should be provided prior to or alongside development to ensure that additional housing would not exacerbate existing pressures on these key infrastructure elements.

Biodiversity net gain

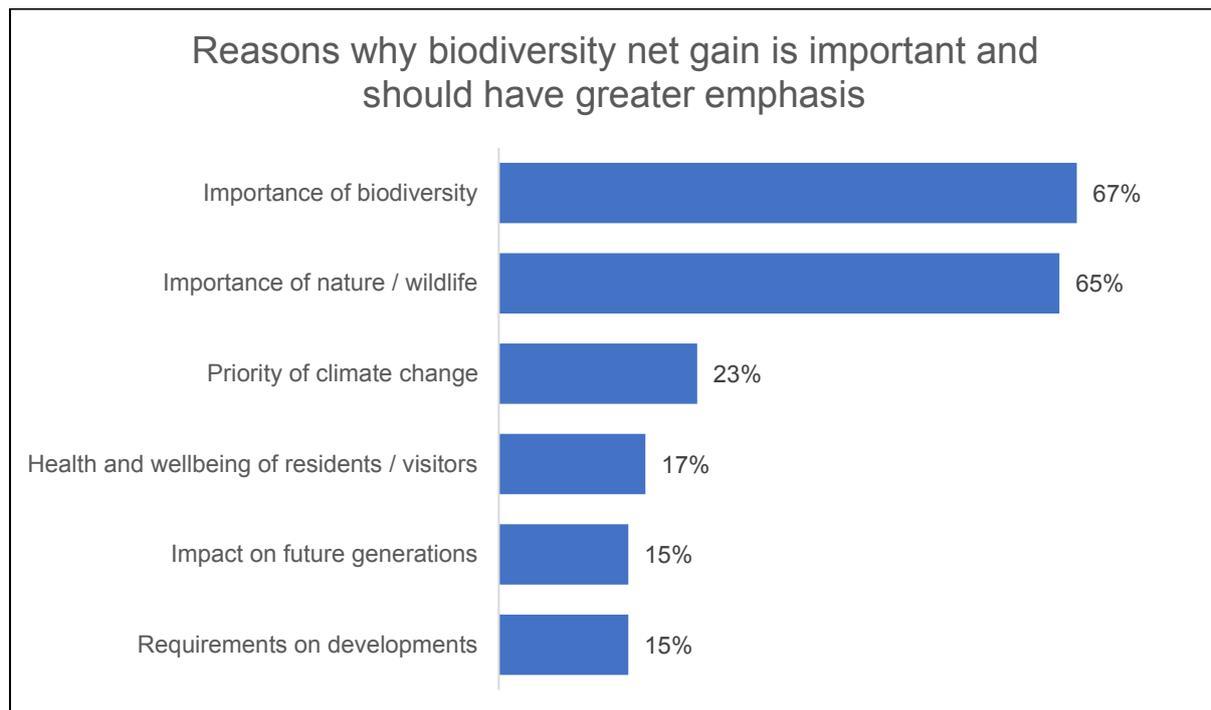


Figure 59: Responses to Q107 – Please tell us why you have selected biodiversity net gain as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 48

Noting the small sample size, the main reasons why respondents indicated biodiversity net gain was their top priority were as follows:

Importance of biodiversity

“Green is good”

The main reason respondents gave as to why biodiversity was important to them was to confirm their view that biodiversity had the greatest importance of the five options provided at this question. This linked to wider concerns around the environment and nature, with respondents reiterating views seeking a higher requirement for net gain.

Importance of nature / wildlife

“Because I believe that protecting the natural environment is essential”

Similar to the above theme, respondents highlighted the importance of nature and wildlife in the local area in influencing their view on biodiversity net gain being the top priority. Responses here reflected the high importance given to local nature and natural spaces throughout the survey response. Similarly, many felt that an increased requirement for net gain would have a positive impact on local wildlife and therefore the Plan should seek to prioritise this aspect.

Priority of climate change

“Climate change is the greatest threat to our future on the planet - not putting this first is as the UN secretary general put it is the highway to hell”

Some comments indicated that the reason that they prioritised biodiversity net gain was due to the importance of addressing climate change and the current climate crisis. Therefore, this should be prioritised in the Plan due to the urgency to address this.

Health and wellbeing of residents / visitors

“Biodiversity is valued by people; this became clear during the pandemic when people flocked to natural areas to restore their mental well-being”

Another point raised by respondents was the perceived positive impact that biodiversity has upon health and wellbeing. It is clear from responses here that local biodiversity has a great value for residents and visitors in maintaining good physical (places to walk around, breath fresh air etc.) and mental (‘escape’ from congestion or urban area) wellbeing, with comments also highlighting the benefits of this in recent years, particularly during lockdown months.

Additional elements to consider

Suggested additional elements to be included or highlighted for the biodiversity net gain priority from respondents mirrored comments received above - the key suggested elements included:

- Support / the protection of wildlife was seen as a key element in need of a higher profile within the Plan, with suggested actions including the continuing protection of known wildlife sites and ensuring that new development would be sympathetic to wildlife (e.g., installation of bird brick houses, bee bricks or hedgehog fencing).
- There was concern raised over how the housing targets would impact on biodiversity. This is largely due to the view that if greenfield or natural land is used to meet the housing need, it was considered by these respondents to be likely that local biodiversity would be negatively impacted. Due to this reason (and linking to responses considered in the housing theme at Section 8.3), it was considered that the housing targets should be challenged on this basis.
- Comments also emphasised a desire for the council to work with other organisations to co-ordinate biodiversity net gain actions - suggestions here included recognising local Nature Recovery Plans (such as the Plan being worked on by the Chichester Harbour Conservancy) / Local Nature Recovery Strategies, and greater co-operation with neighbouring authorities to meet biodiversity needs.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

The Woodlands Trust stated that before seeking net gain, planning policies must ensure that development avoids damage to valuable habitats. It was felt that ‘irreplaceable’ habitats, such as ancient woodland, should never be included in net gain calculations. They also indicated that net gain can be delivered through allowing natural regeneration and woodland restoration, as well as recommending setting a target for tree canopy cover to be pursued through the retention of important trees, appropriate replacement of trees lost through development, ageing or disease and by new planting to support green infrastructure.

The Havant Swifts Conservation Group called for universal swift / bird bricks and bat boxes to be added to the biodiversity net gain score methodology, due to the importance of these modifications for cavity-dwelling species. Alternatively, this could be a condition for planning approvals.

The RSPB indicated that they view biodiversity net gain as an opportunity to reverse declines being seen across the UK, with reports of agricultural intensification and increased urbanisation being drivers of change. This net gain is required to be delivered appropriately and genuinely to be effective.

They also expressed the need to think holistically with this approach, working with wider area authorities and groups to achieve. This should come in the form of Local Nature Recovery Strategies, which advocate biodiversity protection and enhancement at a landscape scale.

Low carbon design

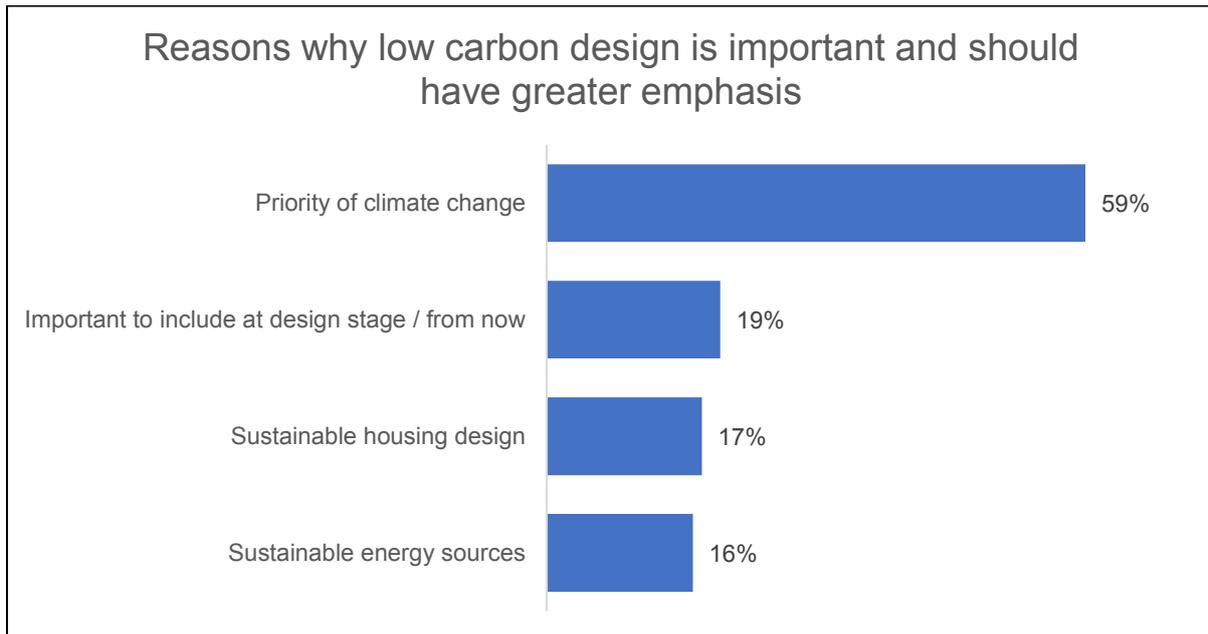


Figure 60: Responses to Q110 – Please tell us why you have selected low carbon design as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 69

For those who selected low carbon design as their top priority, the main reasons were:

Priority of climate change

“Because the primary issue is climate change and housing is such a large contributor”

The urgency of the climate crisis and the importance of addressing climate change was the main theme raised by these respondents. The value of low carbon design developments and the perceived positive contribution this would make to reducing the effects of climate change was raised.

Important to include at design stage / from now

“From my own professional career in construction, I know that low carbon design is not just possible but it can also be more cost effective if considered at design stage. Bolting on extra stuff doesn’t work”

Some comments highlighted that the reason they indicated this as a top priority was the importance of factoring in low carbon improvements at the design stage. This was seen as being vitally important in reducing the contribution to climate change, through a reduction in the negative impacts from a more carbon-heavy housing design. In addition, it was perceived that it was important to include from the outset due to the perceived high costs of retrofitting such measures.

Sustainable housing design / energy sources

“Net zero housing should be built with good insulation”

Respondents also indicated that sustainable housing design (namely the inclusion of high quality insulation and energy efficiency measures) and sustainable energy sources (such as

solar panels or heat pumps) were reasons for their selection of low carbon design as a priority. This was viewed as important and an element that could be strengthened or more prominent within the Plan.

Additional elements to consider

Suggested additional elements to be included or highlighted for the low carbon design priority from respondents mirrored comments received above - the key suggested elements included:

- Inclusion of sustainable energy sources in new development - most notably the use of solar power, wind power and heat pumps.
- Importance of sustainable housing design - comments here reiterated views raised throughout the survey in calling for elements such as high quality insulation and energy efficient design within new housing.

Affordable housing

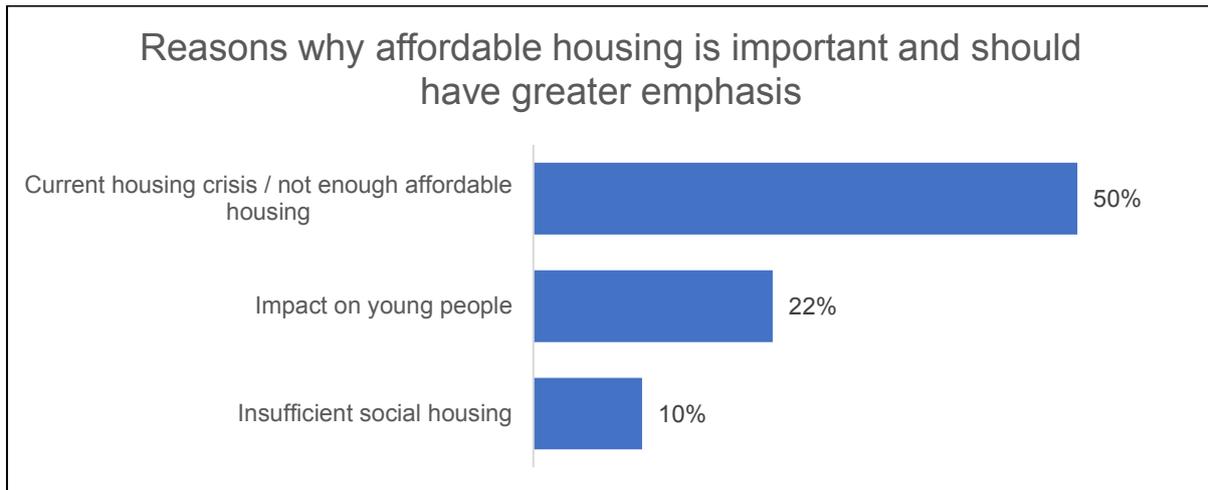


Figure 61: Responses to Q106 – Please tell us why you have selected affordable housing as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P
SAMPLE: 50

Noting the small sample size, the main reasons why respondents chose affordable housing as their most important priority were:

Current housing crisis / not enough affordable housing

“There are not enough affordable homes and this is a huge problem”

The main reason amongst respondents was that this was felt to be an acute issue, particularly referencing the housing crisis (compounded by the cost-of-living crisis) and the view that there was not enough affordable housing provision in the borough.

Impact on young people/families

“Young people are leaving the area because they cannot afford the house prices”

Another reason raised by respondents was the concern that the perceived lack of affordable housing was having an impact on younger residents (including young families). Without the ability to buy their own home, comments expressed the view that this may mean negative impacts on younger age groups and families’ who may, for example, have to move out of the local area and buy a home elsewhere.

Insufficient social housing

“Social housing should be high on the council list”

Comments also expressed the view that there should be a higher provision of social housing within the borough, with some views stating that the council should take an active role in providing or facilitating this. This would enable more affordable home ownership and ensure more people could be housed in an affordable manner.

Additional elements to consider

Noting a small sample size, suggested additional elements to be included or highlighted for the affordable housing priority included:

- Importance of active travel elements within affordable housing design (e.g., safe cycle storage and reduced parking provision)
- More provision of supported living accommodation in the borough.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

Citizens Advice Havant referenced a significant and damaging shortage of affordable housing in the area and that the cost-of-living crisis was further increasing need.

Housing design standards

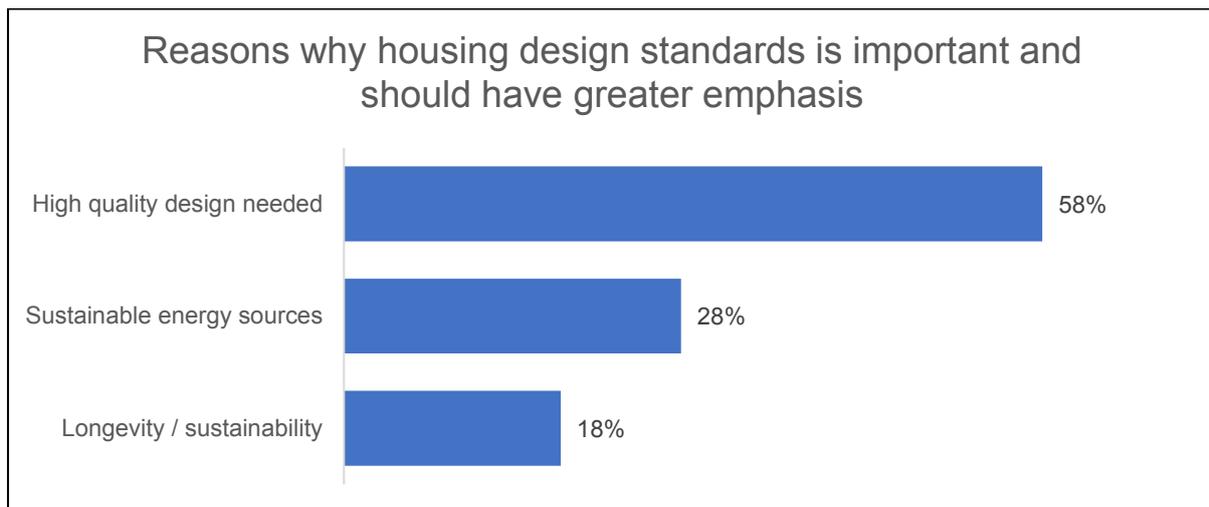


Figure 62: Responses to Q108 – Please tell us why you have selected housing design standards as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 40

Noting the small sample size, the main reasons why respondents indicated housing design standards was their top priority were as follows:

High quality design needed

“Quality of build is important for all people/sites”

The main theme that respondents raised in response to this question was the importance of high-quality housing design, particularly so that new developments would improve or contribute towards the standard of living in the borough.

Sustainable energy sources

“Solar and wind power integrated into each house”

Some comments stated that the priority should incorporate requirements for sustainable energy sources in housing design, such as solar and wind power. Echoing responses to previous questions in the survey, this was felt an important aspect of housing design to be included in the Plan.

Longevity / sustainability

“Well designed property will last 100-150 years and in that time could house 12-15 families”

Respondents also felt that good quality design will ensure that housing was sustainable for a long period of time, and comments indicated that this longevity would be important. This links to the Plan’s ambition for the overall sustainability of housing developments.

Additional elements to consider

Noting a small sample size, suggested additional elements to be included or highlighted for the housing design standard priority included:

- Ensuring new housing developments are fully accessible to disabled or elderly residents - suggestions included ensuring wheelchair access and better adaptability for equipment such as stairlifts.

9.0 Sustainability Appraisal

Sustainability Appraisal – Overall Conclusions

- **Nearly six in ten (59%) agree with the proposed Sustainability Appraisal (SA)** and nearly one-third (29%) gave a neutral or don't know response.
- Of those who disagreed with the proposed SA (12%), the main reason for this was the view that higher targets and/or stronger requirements would be welcomed to support the contribution towards sustainable development. A number of criteria were also put forward for potential inclusion in the SA.

Agreement with proposed Sustainability Appraisal

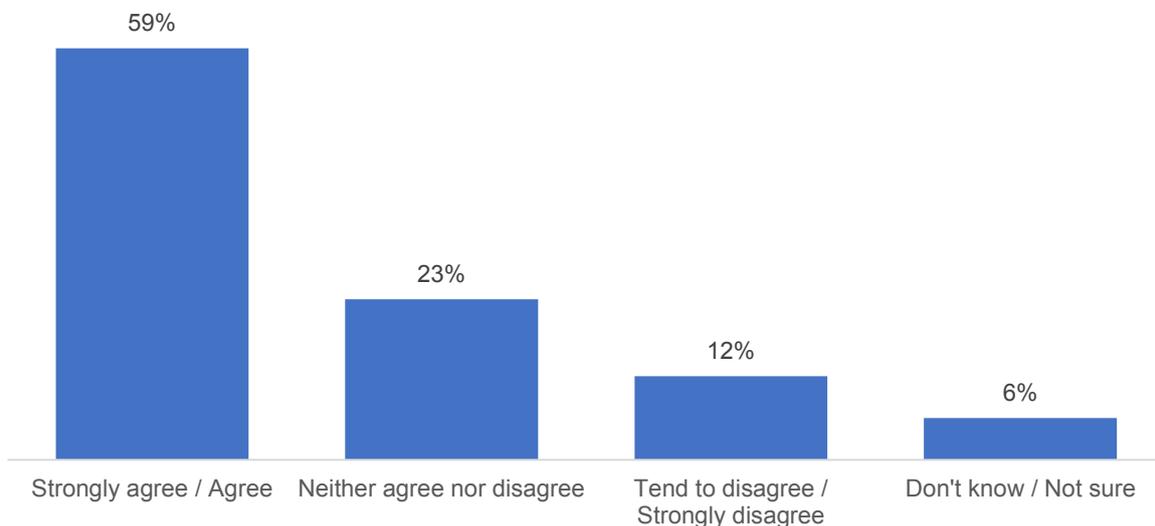


Figure 63: Responses to Q116 – To what extent do you agree or disagree with the proposed Sustainability Appraisal?

SAMPLE: 376

Just under two thirds (59%) stated that they agree with the proposed Sustainability Appraisal, compared to 29% who stated a neutral or unsure viewpoint and 12% who indicated that they disagree with the proposed document.

For those who disagreed with the proposed Sustainability Appraisal, the main theme raised by comments was the view that the proposed SA was not sufficient or strong enough, and that it should go further in its contribution to the achievement of sustainable development. Some respondents questioned whether the objectives were likely to be met in practice and whether the policies would be strong enough to support sustainable development.

Sustainability Appraisal Criteria

A number of responses suggested possible criteria that they felt should be included in the Sustainability Appraisal. These included the following elements:

- Inclusion of more demanding success criteria that link to local priorities

- Inclusion of low carbon housing standards
- Consideration of recycling building materials (e.g., reuse materials when a building is demolished)
- More prominent usage of sustainable energy sources (e.g., solar panels, wind power)

Stakeholder written responses

Of the written responses received, 4 written responses commented on the proposed Sustainability Appraisal (SA).

Natural England provided feedback on the Sustainability Appraisal, which covered the following key points:

- They expressed broad support for the SA
- Elements that could be further developed include the use of nature-based solutions in meeting climate change objectives, the inclusion of further evidence bases within the Plan and monitoring of the significant environmental effects of implementing the Plan (with a number of potential indicators suggested).

Hampshire County Council stated that they felt that the SA should acknowledge the existence and value of the PRoW network, County Council Countryside Sites and other public accessible open space.

Heritage England suggested minor amendments (such as including the term 'conserve' within the policy and the inclusion of further potential heritage impacts) to strengthen guidance around the protection of heritage assets.

10.0 Habitats Regulations Assessment

Habitats Regulations Assessment – Overall Conclusions

- **Just under three-quarters (71%) of respondents agree with the Habitats Regulations Assessment (HRA) Screening Report**, and nearly one-quarter (22%) citing a neutral or don't know response.
- Of the 8% who disagreed with the proposed HRA, the main reason for this was the view that further criteria and considerations should be set to safeguard against impacts on local habitats and wildlife from development.

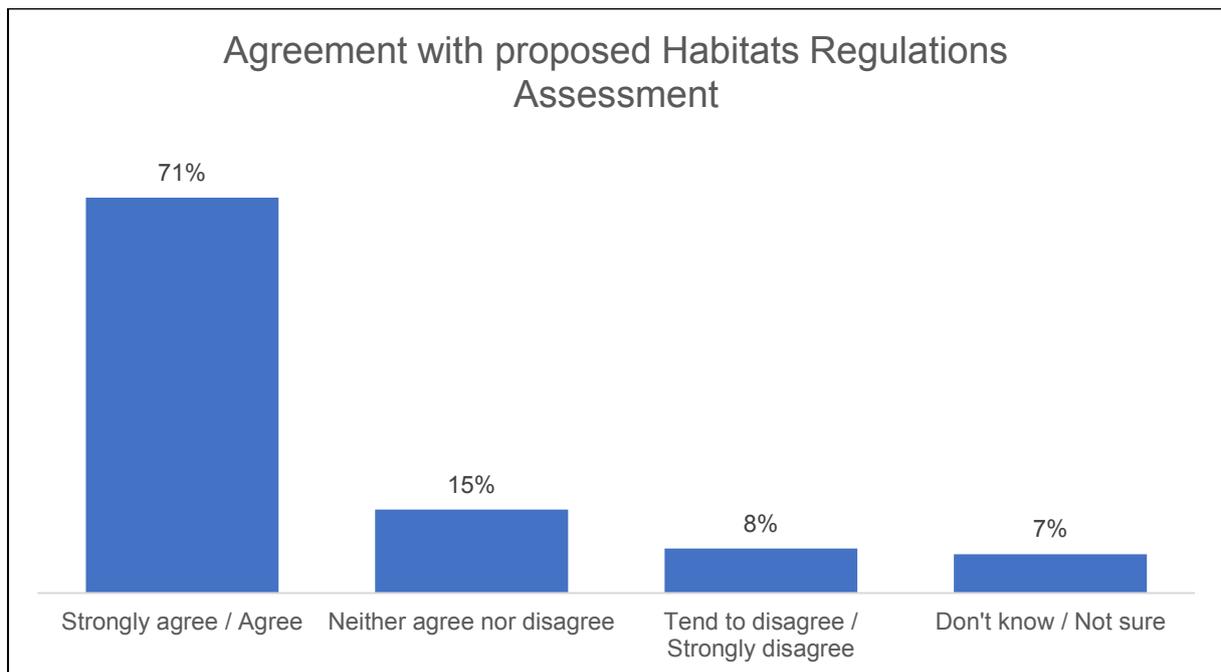


Figure 64: Responses to Q118 – To what extent do you agree or disagree with the proposed Habitats Regulations Assessment? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 365

Just under three quarters of respondents (71%) stated that they agree with the HRA Screening Report, indicating a high level of support for this document. 8% stated that they disagree with the report, while 22% cited a neutral or unsure viewpoint.

Disagreed – elements to consider

In total, 23 respondents stated that they disagreed with the HRA Screening Report.

Amongst these responses, the main themes raised were:

- The Assessment did not go far enough / was insufficient and should have stronger criteria to safeguard against impact on local habitats from development. (19 responses)
- The impact of sewage was not fully considered and concerns over local water quality were not being considered, with the view that these should feature more prominently within the Assessment (10 responses).

A full breakdown of these themes can be found at Appendix P.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

The RSPB welcomed reference of the Solent Wader and Brent Goose Strategy, noting that this would be used to assess potential impacts to site integrity.

Stakeholder written responses

Of the written responses received, 2 commented on the proposed Habitats Regulations Assessment.

Natural England provided feedback on the HRA Screening Report, which covered the following key points:

- Further address the impact of air quality on the natural environment, particularly the impact of traffic associated with new development.
- Impact on Solent Wader and Brent Goose Strategy sites, including the early identification of appropriate mitigation and offsetting replacement habitat
- Support for the identification of permanent bird refuge areas
- Further consideration of water quality and water resources
- Further consideration of the impact of 'coastal squeeze' on habitats

A response received from a developer commented on the proposed Habitats Regulations Assessment, expressing support for the proposed approach as they felt that this would not result in likely significant effects on the European sites within the Plan's zone of influence.

11.0 Final Comments

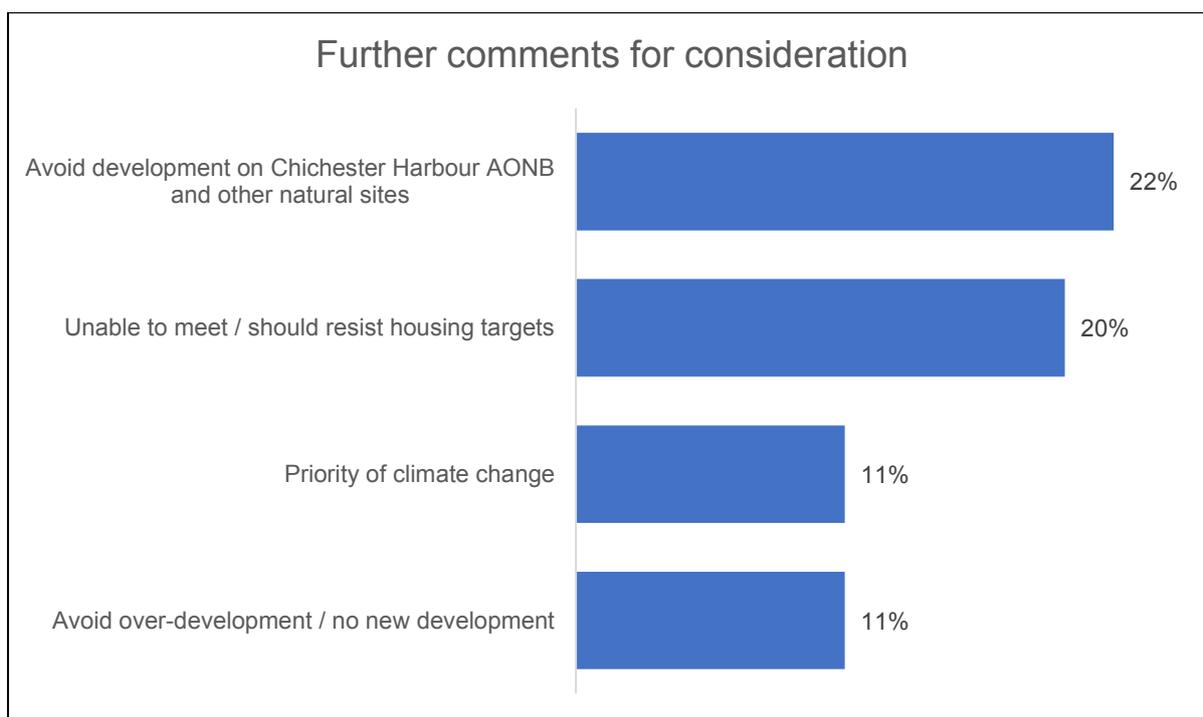


Figure 65: Responses to Q120 – Do you have any further comments you would like to submit for consideration? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P

SAMPLE: 254

When asked for any further comments, the main themes raised were:

Avoid development on Chichester Harbour AONB and other natural sites

“The plan should explicitly protect already designated areas of scientific and natural interest and not weaken the existing protections”

To mirror a consistent theme raised in previous responses, the main topic raised by respondents was that the Chichester Harbour AONB or other natural sites (Hayling Island and Emsworth in particular, with references to SSSIs, South Downs National Park, local marshland and local fields) should be protected from development. Comments emphasised this as a strong view amongst respondents, who highly value these locations in the borough and view development on these areas as unacceptable in any circumstances.

Unable to meet / should resist housing targets

“The Council should challenge the housing targets as being unrealistic for this area, reducing the target back to the previously set target as a minimum”

Some responses reiterated earlier points made that they felt the housing target set by Government was unrealistic and the area was unable to meet this. In turn, there was a call for the target to be challenged.

Priority of climate change

“My main hope is that all HBC decisions are made with the climate emergency in mind and also your own climate action plan to reach net zero by 2050”

The urgency of climate change was reiterated in some responses, who stated that they felt it was crucial that the Plan implemented positive and proactive measures to reduce the impact of climate change.

No new development / avoid overdevelopment

“Over development should be avoided”

Finally, amongst some responses was a general view that new development was not always welcomed as it, in their view, would lead to the over-development of the local area.

Non-statutory stakeholder feedback

Representatives from non-statutory organisations provided the following feedback on this theme in the survey. These have been highlighted due to their specialist views.

Citizens Advice Havant stated they felt that more partnership working with their organisation (and other ‘softer support’ bodies) would help deliver the Plan’s ambition for strong, safe and healthy communities (as well as the Corporate Strategy’s ‘people first’ and ‘improving the quality of life’ principles).

The Woodlands Trust were concerned around the impact of development on areas of ancient woodland and on individual ancient and veteran trees, recommending the following actions:

- setting the presumption of retention of existing healthy mature trees on development sites, and a greater than 1:1 replacement ratio where trees are removed.
- setting a tree canopy cover target for the borough as a whole and for individual development sites.
- recognising role of trees and other natural features in delivering carbon-neutral developments
- a specification or at least a preference for native tree species, from UK sourced & grown stock.
- setting standards for access to woodland as part of recreational greenspace access standards.
- inclusion of trees, woodland and other natural solutions in policies on flood management, air quality, sustainable transport infrastructure, etc.
- identifying areas for woodland restoration and establishment as part of any offsite net gain or nitrate offsetting provision.

The Chichester Harbour Trust emphasised the importance of restoring the Chichester Harbour SSSI through habitat creation and re-wilding.

The Havant Swifts Conservation Group called for the inclusion of integral universal bird and bat boxes as a condition of planning policy, as these are essential for species of cavity-nesting birds and bats and several councils have adopted a similar policy.

Havant Hockey Club reiterated reference to an initiative to create a sporting hub on the HSDC Havant campus and expressed a wish that this project continue in conjunction with the Plan (see section 8.25).

Horizon Leisure Trust supported ambitions for encouraging residents to lead healthier, happier and more active lives, which was supported by other ambitions for sustainable housing, low-carbon design, active travel and considered infrastructure. The Trust reiterated

the '15 minute neighbourhood concept', which aimed to ensure all necessary amenities are within a 15 minute walk, bike ride or public transport transit.

12.0 Hayling Island Coastal Management Strategy Consultation: Relevant findings

A consultation on the draft Hayling Island Coastal Management Strategy (HICMS) was conducted at a similar time to the Plan consultation period, running from 3 October 2022 to 30 December 2022. This exercise was conducted by the Coastal Partners Team, who are responsible for the management of the coastline for Havant Borough Council along with four other local authority areas on the south coast. This consultation sought to gather views on the vision put forward to manage coastal flood and erosion risk to the Island for the next 100 years.

The below provides findings from the consultation, that specifically refer to flood risk as this is a key theme within the Plan. Therefore, the below does not provide full and final findings across all responses received as part of this consultation.

Some comments referred to development along the seafront (Ambition for Hayling Island Seafront⁴) and housing development more generally on the island. Comments raised concerns relating to future flood risk, and whether development would increase this risk / be at risk itself in the future.

This was also coupled with some comments regarding current infrastructure (particularly roads and the A3023 access route) on the island, which is felt to be at or over capacity, and therefore future development (and therefore an increase in population) would exacerbate this further unless upgrades and expansion of infrastructure were implemented. As part of this, active travel (i.e., walking, cycling or horse-riding) access to the Island (with reference made to the Hayling Billy Trail) was highlighted within responses as important.

For these responses, there was an opposition against development. For some, infrastructure upgrades / expansion and / or enhanced / more coastal defences therefore should be implemented first before development (not only to meet demand due to a rise in population but also safeguard against flooding/coastal erosion.)

For others, there was a view that no further development should happen due to the expected sea level rise and the affect this would have on the island (particularly flooding and erosion) in the future.

Feedback from the HICMS Consultation have also been included within the relevant themes under Section 8.0 of this report.

⁴ <https://www.havant.gov.uk/ambition-hayling-island-seafront>

13.0 Young Persons Engagement: Key findings

To inform projects to be delivered by Havant Link Up Hub, engagement with young people (those aged 16 to 24 years old) was conducted between 2 November and 16 December 2022. A short survey was designed in order to understand what was important to this audience and what issues they are presented with living, working or visiting Havant. This survey was promoted via social media channels, while young people engagement sessions were conducted in Havant and South Downs College to encourage responses.

It was agreed that the feedback from these questions would be included within this report, in order to provide insight into the views of young people in the borough on these key topics which relate to the overarching themes of the Plan. This would then provide an indication of the priorities for young people to inform the next stages of the Plan.

As part of this exercise, participants were asked to rank a series of options in order of how important these were to them. Participants were then asked to explain why these were a priority to them.

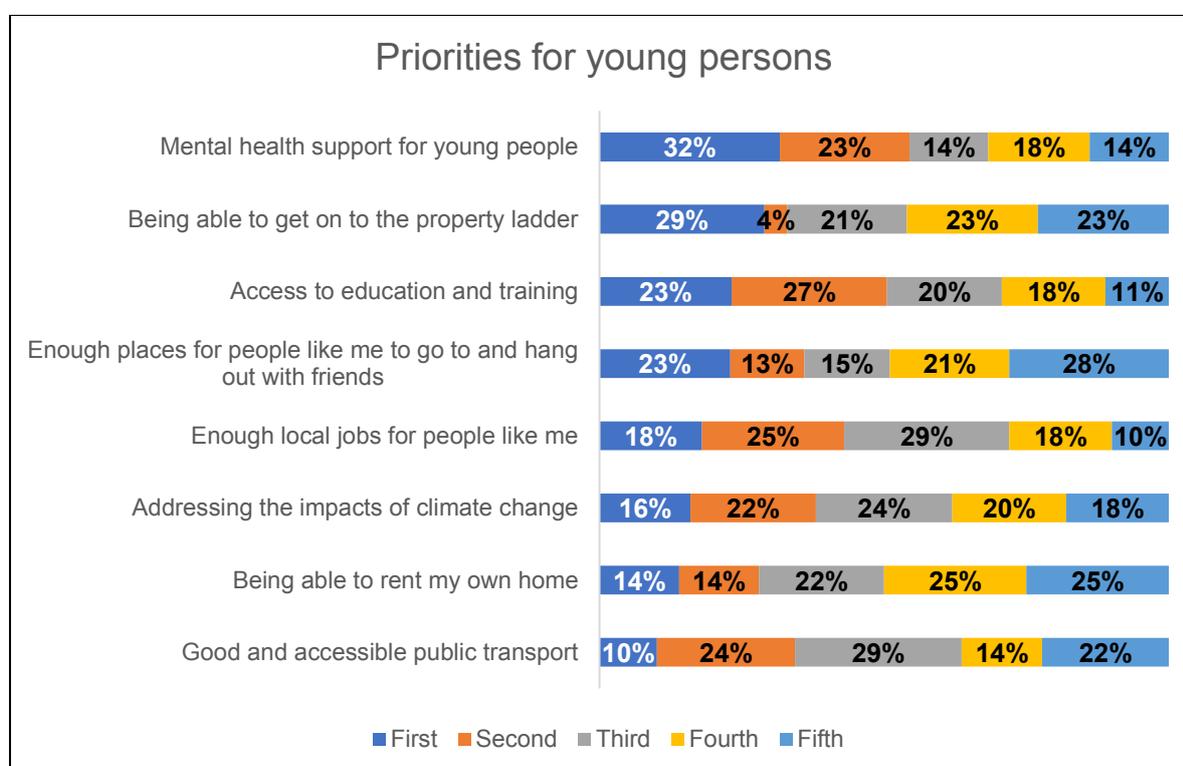


Figure 66: Responses to Q9 of the HBC Young People survey – When looking at the below options, please rank which are the most important to you. Please choose up to 5 that are the most important to you (and rank where 1 is the most important).

SAMPLE: 108

Mental health support for young people was ranked as the most important option of those that took part in the survey (32% as first choice and 55% combined across first and second choice). When asked why this was chosen as a priority, a key theme raised was the perceived importance of having good mental health, particularly during a time when the cost-of-living crisis, lack of affordable homes to own/rent and lack of available jobs/having to commute outside of the borough, where all issues that were felt to have a real impact on young people and their mental health and wellbeing.

“The cost-of-living squeeze, lack of affordable homes to own/rent, young people (like me) working outside of the borough in order to find a suitable job all impact mental health for people who may not have considered themselves originally at risk. Those with serious mental health issues run the risk of not having anyone there to support them.”

There was also a perception that there is currently a lack of access and availability of mental health services in the borough. When citing services, this also included a good support network (such as family and friends) and having someone to talk to.

Being able to get on to the property ladder was ranked the second of those who chose it as the most important option (29%). When combined across first and second choices this was at 33%. **Being able to rent my own home** was ranked seventh (14%) of those who chose it as a top priority and seventh of those (28%) combined across first and second choice. When asked why this was chosen as a priority, the key theme raised was the lack of affordability to rent or buy in Havant, and the view that this was becoming worse over time. For those who chose either of these as a priority, it was important to live independently (i.e., away from “home”).

“Getting on the property ladder is nearing impossible for young people with house prices increasing dramatically over the past few years. The increase of living means it’s impossible to save a deposit and get a house. If you aren’t lucky enough to have parents, you can live with and save money for years you will not be able to buy a house.”

“House prices are going up and it’s harder and harder to get a place of my own.”

“House prices are so high in this area, and I want to avoid renting but I can’t even afford that.”

Access to education and training was joint third (23%) as first choice but ranked second as combined first and second choice at 50%. When asked why this was chosen as a priority, the key theme raised was the view that better access to education and training improves future prospects and life chances, such as better employment opportunities and earning potential (which in turn can support buying/renting own home.)

“Further education and training are often a necessity for young people to get better opportunities so increased availability should be a priority.”

“I feel like I know so many people that want to be able to improve in various ways, however there’s a lot of barriers to entry that prevent people from being able to get the education they want, for example minimum requirements for college or university. Or they have issues with funding such a task which completely prevents them from even entering at lower levels than they intended so can’t even work upwards.”

Enough places for people like me to go and hang out with friends was joint third (23%) as first choice and 36% of those ranked it as combined first and second choice. When asked why this was chosen as a priority, the key theme raised was the view that there isn’t much for young people “to do” in Havant, and provision of these types of spaces/activities can impact on mental wellbeing (i.e., tackling loneliness) and combat social issues such as anti-social behaviour.

“I find that there isn’t really enough for people to do that is easily accessible for the average person, and I personally feel that causes a lot of issues for the community. Especially for the crime / antisocial behaviour that the area is commonly associated with.”

“Increased social opportunities for young people both with their peers and community can be an important thing for combating poor mental health by alleviating things such as loneliness.”

Enough local jobs for people like me ranked fourth (18%) as first choice and ranked third (43%) of those who chose it as first and second choice. When asked why this was chosen as a priority, the key theme raised was the perceived lack of available jobs for young people in the borough. It was felt that this had an adverse effect on future prospects and life chances, such as being able to live independently (i.e., buy/rent own home). It was felt more should be done to encourage more local job opportunities for young people in the borough.

“Myself and a number of my friends have been searching for part time jobs for a while now, there just isn’t many roles for young people.”

“It’s hard to get jobs nowadays especially when people judge you for your backgrounds and where you’re from.”

Addressing the impacts of climate change ranked fifth at 16% and 22% ranked it as first and second choice. When asked why this was chosen as a priority, the key theme raised was similar to those raised in the Local Plan consultation survey. There was a view that there is significant importance and urgency required in addressing climate change.

“It has the largest impact directly on my generations future yet little to nothing is being done about it.”

“Climate change affects all of us eventually - hiding away from the problem will only come back with more severe consequences for us - it is one of the biggest threats to humanity right now.”

Good and accessible transport ranked eighth at 10% and 34% ranked it as first and second choice. When asked why this was chosen as a priority, the key theme raised was the view that public transport is becoming less affordable in Havant, and important as many rely on it to travel for work and education.

“Because transport and other services are becoming more expensive, and it is getting to the point where most people can’t afford to travel.”

In conclusion, there were a number of points raised that relate to key themes highlighted within the Plan, most notably the need for housing, support for the local economy and infrastructure considerations such as health, education and recreational facilities.

14.0 Next Steps

The results of the Regulation 18 Consultation will be presented to Planning Policy Committee in early 2023.

Following this, the council will prepare a pre-submission version of the Plan which will contain supporting thematic policies and site allocations and will be subject to a further round of detailed consultation with residents, businesses and stakeholders (known as the Regulation 19 Consultation). It is expected that this exercise will be conducted in the winter of 2023/2024.

Following this consultation, the Plan will then be submitted for examination by an independent planning inspector to ensure that it meets the government's tests for a local plan.

Any interested person can remain up-to-date with the progress of the Plan by visiting www.havant.gov.uk/localplan. Alternatively, any interested person can sign up to mailouts (via the above link) or follow the Havant Borough Council social media accounts.

15.0 Appendices

Appendix A – Building a Better Future Plan – Link to Consultation Document

<https://cdn.havant.gov.uk/public/documents/Building%20a%20Better%20Future%20Document.pdf>

This document can be found at the Havant Borough Council Local Plan page at www.havant.gov.uk/localplan.

Appendix B – Building a Better Future Plan – Intermediary Document

<https://cdn.havant.gov.uk/public/documents/Building%20a%20better%20future%20Interim%20Document%20OPT.pdf>

This document can be found at the Havant Borough Council Local Plan page at www.havant.gov.uk/localplan.

Appendix C – Media and Communications Programme

The following table provides a breakdown of the media and communications schedule for the Building a Better Future Consultation. Further details on engagement statistics can be found at Appendix K.

Date	Communication type	Details	Target Audience
28/07/2022	Virtual meeting	Announcing launch of consultation and inviting responses once live	Developer's Breakfast (13 attendees) not including HBC employees
28/07/2022	Meeting	Announcing launch of consultation and inviting responses once live	Resident group representatives (7 attendees) not including HBC employees
08/09/2022	Virtual meeting	Announcing launch of consultation, inviting responses and asking to share with their service users / those they work with when live	Havant and Leigh Park Community Network (over 200 members)
13/09/2022	Virtual meeting	Announcing launch of consultation, inviting responses and asking to share with their service users / those they work with when live	Havant Health and Wellbeing Partnership (36 members)
23/09/2022	Email Bulletin	Announcement of Full Council decision to proceed with Regulation 18 Consultation, with details of exhibition events (including dates, times and venues)	Subscribers to Council news, general press releases and Planning / Local Plan information Residents
23/09/2022	Social Media – Facebook, Twitter	Announcement of Full Council decision to proceed with Regulation 18 Consultation, with details of exhibition events (including dates, times and venues)	Residents, businesses and visitors
29/09/2022	Virtual meeting	Announcing launch of consultation, inviting responses and asking to share with their service users / those they work with when live	Wider Waterlooville Community Network Group (108 members)
30/09/2022	Email Bulletin	Announcing launch of consultation, inviting responses and asking to share with their service users / those they work with when live	HBC Community Bulletin (252 recipients)

10/2022	Newspaper	Coverage of the Local Plan, the consultation and event dates in Hayling Herald October 2022 edition	Residents, businesses and visitors
03/10/2022	Email	Announcing launch of consultation and inviting for response	Statutory stakeholders (41 in total)
03/10/2022	Email	Announcing launch of consultation, inviting for response and asking to share with their service users / those they work with	Havant Sport and Physical Activity Alliance (SPAA) (51 members)
03/10/2022	Email	Announcing launch of consultation, inviting for response and asking to share with their service users / those they work with	Havant Health and Wellbeing Partnership (36 members)
03/10/2022	Email	Announcing launch of consultation, inviting for response and asking to share with their service users / those they work with	Havant Community Co-ordination Group (116 members)
03/10/2022	Email Bulletin	Announcing launch of consultation and inviting for response	Subscribers to Council news and general press releases
03/10/2022	Social Media – Facebook, Twitter	Announcing launch of consultation and inviting for response	Residents, businesses and visitors
03/10/2022	Posters	Eight large format posters installed at high-footfall locations across the borough. These were located at: Havant Town Centre Waterlooville Town Centre Leigh Park	Residents, businesses and visitors
06/10/2022	Email Bulletin	Announcing launch of consultation and inviting for response	HBC Business Bulletin (2,651 recipients)
07/10/2022	Email Bulletin	Announcing schedule of exhibition dates, promoting Hayling Island exhibition event and inviting for consultation response	Subscribers to Council news
10/10/2022	Posters	Details of consultation and exhibition events and paper copies of survey with supporting documentation made available from the following locations: Libraries	Residents, businesses and visitors

		<p>Emsworth Library Havant Library Hayling Island Library Leigh Park Library Waterlooville Library</p> <p>Community centres Acorn Community Centre Bedhampton Community Centre Cowplain Activity Centre Crookhorn Pheonix Community Centre Eastoke Community Centre Emsworth Community Centre Hayling Island Community Centre Leigh Park Community Centre Springwood Community Centre Waterlooville Community Centre Westbrook Hall (Waterlooville)</p> <p>Poster displayed at The Spring Arts and Heritage Centre, Havant</p>	
10/10/2022	Virtual meeting	Technical discussion of key issues with stakeholders	Agents Group meeting (XX attendees)
11/10/2022	Social Media – Facebook, Twitter, LinkedIn	Promotion of Hayling Island exhibition event and inviting for consultation response	Residents, businesses and visitors
12/10/2022	Email Bulletin	Announcing launch of consultation and inviting for response	Havant Business Partnership (104 businesses)
12/10/2022	Email Bulletin	Promotion of Hayling Island Coastal Management Strategy and related events – reference made to Local Plan consultation	Subscribers to Council news and general press releases
13/10/2022	Email	Inviting for consultation response and asking to share with their service users / those they work with	Community groups and associations (124 groups)
13/10/2022	Email Bulletin	Serving You – residential magazine covering the consultation and inviting for response	Serving You recipients (10,702)
13/10/2022 to 15/10/2022	Social Media – Facebook, Twitter, LinkedIn	Promotion of Meridian Centre exhibition event and inviting for consultation response	Residents, businesses and visitors

14/10/2022	Email Bulletin	Promotion of Meridian Centre exhibition event and inviting for consultation response	Subscribers to Council news, general press releases and Planning / Local Plan information
17/10/2022	Email Poster	Inviting those to submit consultation response and promotion of Leigh Park exhibition	Parents and guardians of Park Community School students (970 students in total)
18/10/2022 to 20/10/2022	Social Media – Facebook, Twitter, LinkedIn	Promotion of Waterlooville exhibition event and inviting for consultation response	Residents, businesses and visitors
19/10/2022	Email Bulletin	Promotion of Waterlooville exhibition event and inviting for consultation response	Subscribers to Council news, general press releases and Planning / Local Plan information
26/10/2022	Email Bulletin	Business bulletin article on Local Plan consultation and inviting for response	HBC Business Bulletin (2,651 recipients)
26/10/2022	Email Bulletin	Promotion of Leigh Park exhibition event and inviting for consultation response	Subscribers to Council news, general press releases and Planning / Local Plan information
26/10/2022 to 27/10/2022	Social Media – Facebook, Twitter, LinkedIn	Promotion of Leigh Park exhibition event and inviting for consultation response	Residents, businesses and visitors
28/10/2022 to 01/11/2022	Social Media – Facebook, Twitter, LinkedIn	Promotion of Plaza exhibition event and inviting for consultation response	Residents, businesses and visitors
31/10/2022	Email Bulletin	Community bulletin article on Local Plan consultation and inviting for response	HBC Community Bulletin (252 recipients)
31/10/2022	Email Bulletin	Promotion of Plaza exhibition event and inviting for consultation response	Subscribers to Council news, general press releases and Planning / Local Plan information
11/2022	Newspaper	Detailed coverage of the Local Plan, consultation and the Housing Delivery Position Statement – Ratepayer Magazine November 2022 edition	Residents, businesses and visitors
11/2022	Newspaper	Coverage of the Local Plan consultation in Hayling Herald November 2022 edition	Residents, businesses and visitors

02/11/2022	Email Bulletin	Promotion of Emsworth exhibition event and inviting for consultation response	Subscribers to Council news, general press releases and Planning / Local Plan information
02/11/2022	Social Media – Facebook, Twitter	Launch of youth survey (relevant findings included in Local Plan feedback)	Young people aged 16-24
03/11/2022	Social Media – Facebook, Twitter, LinkedIn	Promotion of Emsworth exhibition event and inviting for consultation response	Residents, businesses and visitors
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Wider Waterlooville Community Network Group (108 members)
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Havant and Leigh Park Community Network (over 200 members)
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Statutory stakeholders (41 in total)
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Havant Sport and Physical Activity Alliance (SPAA) (51 members)
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Havant Sport and Physical Activity Alliance (SPAA) (51 members)
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Havant Health and Wellbeing Partnership (36 members)
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Havant Community Co-ordination Group (116 members)
07/11/2022	Email	Highlighting one week remaining to contribute to Local Plan consultation	Community groups and associations (124 groups)
07/11/2022 to 08/11/2022	Social Media – Facebook, Twitter	Highlighting one week remaining to contribute to Local Plan consultation	Residents, businesses and visitors
08/11/2022	Pop-up event	Youth survey event at HSDC South Downs Campus (relevant findings included in Local Plan feedback)	Young people aged 16-24
08/11/2022	Social Media – Facebook, Twitter	Promotion of youth survey (relevant findings included in Local Plan feedback)	Young people aged 16-24

08/11/2022	Email Bulletin	Highlighting one week remaining to contribute to Local Plan consultation	Subscribers to Council news, general press releases and Planning / Local Plan information
10/11/2022	Pop-up event	Youth survey event at HSDC Havant Campus (relevant findings included in Local Plan feedback)	Young people aged 16-24
10/11/2022 to 14/11/2022	Social Media – Facebook, Twitter, LinkedIn	Reminders / last chance to contribute to Local Plan consultation	Residents, businesses and visitors

Figure 67 – Full media and communications schedule for the Building a Better Future Consultation (Regulation 18)

Appendix D – List of statutory and non-statutory consultees

The following list provides the statutory and non-statutory consultees who responded to the Regulation 18 Consultation via the survey, Citizenlab tool or with a written response.

Statutory stakeholders
Chichester District Council Chichester Harbour Conservancy East Hampshire District Council Environment Agency Fareham Borough Council Hampshire Constabulary Hampshire County Council Historic England Langstone Harbour Board National Highways Natural England Portsmouth City Council Portsmouth Water South Downs National Park Authority Southern Water Sport England West Sussex County Council Westbourne Parish Council Winchester City Council
Representatives of a group / club / association
British Horse Society Chichester Harbour Trust Citizens Advice Havant Cycling UK Emsworth Forum Emsworth Slipper SC Environmental Rep Fairfield Infant School Hampshire & Isle of Wight Wildlife Trust Hampshire Football Association Hampshire Swifts Hampshire Swifts Havant Climate Alliance Havant Friends of the Earth Havant Hockey Club Havant Labour Constituency Party Havant Liberal Democrats Hayling Island Bowls Club Horizon Leisure Centre Langstone Harbour Board Long Copse Lane Action Group North East Hayling Resident Association North East Hayling Residents' Association Plymouth Brethren Christian Church (PBCC) Royal Society for the Protection of Birds Save Long Copse Lane

The Woodland Trust
Warblington & Denvilles Residents' Association
Waterlooville Gospel Hall Trust

Business owner / representative

Borough of Havant Sports and Leisure Trust (Havant Leisure Centres)
Bourne Leisure
Churchill Retirement Living
Cobra Precision Engineering
Critchley Architecture and Design Ltd (CAAD)
Inspired Villages
Laister Planning
Lightning fire
NHS Property Services

Other non-statutory stakeholders

CPRE Hampshire
National Grid
Wildlife Trust

Developer / agent / landowner

Henry Adams LLP (Agent) on behalf of Stride Family
Bargate Homes and Vivid Homes
Barratt David Wilson Southampton
Barton Willmore now Stantec (Agent)
Bloor Homes and Landowners
BVA Planning
Churchill Retirement Living
Frontier Estates Ltd
Gladman Developments Limited
Grainger Plc
Haydn Morris, HMPC Ltd
Hayling Island Builders
Heatons on behalf of Tarmac Trading Limited
Home Builders Federation
Harris Lamb on behalf of Hargreaves
Hampshire County Council
Kingsbridge Estates Limited
Land & Partners Limited
Marina Developments Limited
Portsmouth City Council
The Planning Bureau on behalf of McCarthy Stone
Persimmon Homes
SSA Planning on behalf of KFC
Tetra Tech Planning (Agent) on behalf of Bellway Homes Limited
Tetra Tech Planning (Agent) on behalf of Foreman Homes
Tetra Tech Planning (Agent) on behalf of J Inkster Littlepark Ltd
Tetra Tech Planning (Agent) on behalf of Portsmouth Water
The Burrow Foundation
The Planning Bureau
Tournbury Wood Estate

Turley on behalf of Markfield Investments Ltd
West Waterloo Development/Grainger Plc
XLB Property

Figure 68 – Full list of statutory and non-statutory stakeholders who provided a response to the Building a Better Future Plan Consultation (Regulation 18)

Appendix E – Full responses from statutory consultees

Appendix – Full responses from statutory consultees

Response received from Environment Agency

Dear Planning Policy

Thank you for consulting the Environment Agency on your 'Building a Better Future Plan', we feel that issues within our remit have been well recognised within the document and hope that this translates forward into clear and robust policies to ensure that the Environment is protected as development in the Borough is forthcoming.

We have the following high-level comments that we hope you find useful in further developing the plan.

Flood Risk

We are pleased to see that flood risk is well recognised as an issue within the document and the proposed policy approach. It is important that in line with the flood risk sequential approach, preference should be ideally given to areas of flood zone 1. If this is not possible, we would expect to see evidence that the sequential test has been undertaken in line with the National Planning Policy Framework.

If there are allocated sites which are potentially wholly or partially within flood zone 3, we would expect the flood risk management hierarchy to be followed in managing flood risk for these sites. This includes consideration of residual risk on sites that fall behind defences.

We have already worked with you in the production of flood risk evidence for previous iterations of the plan. As this version of the plan moves forward you should ensure that this evidence is kept up to date and that you are satisfied it provides a robust basis for decision making. This includes ensuring the consideration of the most up to date climate change allowances which can be found at [Flood risk assessments: climate change allowances - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/612222/Flood_risk_assessments_climate_change_allowances_-_GOV.UK.pdf)

Water Supply and Disposal

With regard to wastewater disposal, it is important that Havant Borough Council contact Southern Water to ensure that there is capacity both within the sewerage system and at the relevant treatment works to accommodate the quantum of development proposed.

In terms of water supply, Havant Borough Council should consult with Portsmouth Water to ensure they are confident they can supply water for the quantum of development proposed. For information, the water companies are currently undertaking a review of their water resource management plans and this process accounts for proposed new development in Local Plans.

Climate Change

We welcome the emphasis on making more efficient use of our natural resources, mitigating, and adapting to climate change. We recognise the policy approach considers reducing water usage, as a significant part of this we would expect to see a policy within the plan requiring the higher water efficiency standard of 110 litres/per person/per day. Inclusion of such a policy is important given the challenge that water resources present in the area. It would help ensure that sustainable growth can be achieved throughout the Local Plan period. Reducing the amount of water entering the treatment works and receiving environments is a key way of helping mitigate issues around the capacity of waste water treatment works and receiving environments, especially in relation to the discharge of Nitrogen into the surrounding harbours.

Natural Environment

We welcome the inclusion of this section and the reference to water quality within it. When a policy is written around this topic area consideration should be given to water quality generally as well as with regard to nutrient neutrality. Reference should be made to the Water Framework Directive, its objectives to prevent deterioration of the water environment and to gaining improvement where possible.

Biodiversity

We are pleased to see the consideration of the principle of net gain for biodiversity. We are also pleased to see the recognition of the importance of not just the designated sites themselves but also the importance of the habitats and features outside of the sites that make a significant contribution to their biodiversity and the links between them

Pollution

We are pleased to see recognition that there are sites within the borough which may be affected by contamination associated with previous site uses and could present a potential risk to the natural environment as well as human health. We support the proposed approach of developers submitting sufficient information to establish whether a significant negative effect is likely to result and providing a mitigation strategy where necessary to ensure no adverse impact on the environment.

Infrastructure

The recognition of the importance of key environmental infrastructure such as for flood risk management, water supply and green infrastructure is welcomed in this section along with the proposed policy for land safeguarding for key infrastructure. We support the proposed policy direction which should ensure that the right infrastructure is in the right place at the right time to support the proposed development in the Borough.

Response received from Historic England

Thank you for consulting Historic England on the 'Building a Better Future' document to inform Havant Borough Council's Local Plan. As the Government's adviser on the historic environment, Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process.

In this letter I set out a summary of our general comments below and append more detailed comments and suggestions.

A summary of our headline comments is as follows:

1. The need for more than one heritage policy

From reviewing the consultation document, it would appear that the Council intends to include a single heritage policy in its Local Plan. We recommend the Council take a more nuanced approach, with a suite of policies on heritage.

We recommend beginning with a strategic heritage policy, the wording of which we would be happy to discuss if that would be helpful, noting that the National Planning Policy Framework (NPPF) paragraph 20 states: "Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for...
...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."

Additionally, we recommend developing a set of policies that would enable focused consideration of different types of heritage asset and effective decision-making regarding different grades of asset, being as locally specific as possible. This includes, of course, the different approaches that would be taken to designated and non-designated heritage assets, in line with national policy.

The preparation of a heritage topic paper may provide a useful 'stepping stone' to identify what needs to be said when taking a more granular approach to heritage, and could prove a useful addition to the Council's evidence base.

Furthermore, the Local Plan would be strengthened if it states the Council's policy approach on heritage at risk.

2. Developing a positive strategy for the conservation and enjoyment of the historic environment

Paragraph 190 of the NPPF requires Plans to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. Reflecting on this, the wording on page 16 of the consultation document risks taking for granted that development will result in adverse impacts and implying that negative effects are inevitable due to national policy. The approach to the objectives, especially the wording linked with the 6th objective on 'A quality home for all' elevates our concerns on this matter.

We encourage the Council to strive for a positive strategy for growth within the Borough, including the consideration (as appropriate) of reasonable alternatives, aided by the Plan's Sustainability Appraisal. We would be happy to participate in discussions with the Council about what this might mean in a heritage context; for example, when considering issues such as the density and/or the design of development in or near to historic locations.

3. Using local distinctiveness to inform development

As one part of the positive strategy sought in point 2 above, we warmly welcome the Council's intention for new development to "complement and enhance the historic environment, helping to shape modern communities by giving them a sense of history and distinct local identity".

One way in which this can be realised is by making the most of conservation areas and the heritage assets they contain, noting that several locations earmarked for strategic development lie within or near to conservation areas. That being so, it is good to see a commitment in the consultation document to update Conservation Area Appraisals and Management Plans (CAAMPs) as appropriate.

We note most CAAMPs for Havant are likely to benefit from updating, including Costguards (1993) and Lymbourne Road (1994); and, though more recent, St Faiths (2008) and Sir George Staunton (2009).

We highlight that if a policy were focused in the Plan on conservation areas, as would transpire from an approach following point 1 above, there would be greater scope for focused detail on conservation area management and the delivery of the Council's wider ambitions.

4. The heritage dimension of other policy themes, including climate change

There is a heritage dimension running throughout many topics in the Local Plan.

When considering climate change, for example, there is significant carbon embodied in existing building stock and the sensitive retrofitting of historic buildings is a crucial topic for the Council to consider as part of its strategy. We encourage any policy approach on retrofitting to include how this might be sensitively implemented for historic buildings, noting that the Council's Climate Change and Environment Strategy highlights the scale of the challenge in the coming few years, stating that over 12,500 homes will need retrofitting over period of the strategy (2021-2026).

Taking the natural environment as another example, we emphasise that historic and natural environment designations often overlap and there are benefits from considering issues in a holistic way. This includes the approaches taken to landscape, new and existing green infrastructure, and biodiversity net gain (BNG).

5. Sustainability Appraisal, including assessment of reasonable alternatives

Given that the consultation document is high level, the associated Sustainability Appraisal (SA) is also relatively high level and, so far, limited in the degree to which it can assess reasonable alternatives in the Plan.

We note that alternatives for the approach to housing present a binary choice, either the proposed approach or no specific policy. Given the latter is unlikely to be result in a sound plan, we have a concern about the spatial dimension of this assessment (i.e., presumably there are different ways in which the Council could deliver its housing requirement) and we infer that much will depend on work that is still to come.

Of course, the Council may also plan to build on the significant work done on a proposed new Local Plan that was withdrawn earlier this year. Either way, we hope it will be possible

to make clear the evidence supporting preferred policies and the options that were dismissed (and why they were rejected).

With regard to the SA objectives (as mentioned on page 5) we suggest a minor revision to the wording of the 8th theme as follows: “To protect and enhance the landscape and townscape character of the borough and conserve ~~protect~~ and enhance its heritage assets.”

Furthermore, we note that a more nuanced assessment would differentiate between designated heritage assets and non-designated heritage assets in the questions posed in for theme 8, which the Council may find useful when assessing options.

Finally, as a general comment on the SA, we do not believe that all potential heritage impacts have been identified in the approach to assessment; in particular, economy & employment (which may be uncertain or unknown at this stage), flooding (likely to be in conflict with conserving and enhancing heritage assets if a flood risk policy is not in place), the natural environment, green infrastructure, BNG and landscape.

We look forward to further detail being added to the SA as the Local Plan progresses and encourage consideration of the heritage dimension of different policy themes, as outlined above.

Detailed Comments

Our detailed comments are set out in an Appendix to this covering letter.

To avoid any doubt, this does not reflect our obligation to provide further advice on or, potentially, object to specific proposals which may subsequently arise as a result of the proposed Local Plan, where we consider these would have an adverse effect on the historic environment

Page	Comment
Foreword	Reference is made to “the environment, heritage and more” when considering the Borough’s needs. Note that heritage is part of the environment, which combines the natural environment and the historic environment.
11	<p>We note that the consultation document does not include precise wording for objectives, but that such wording is included in the SA for the Plan.</p> <p>The 2nd objective (A safe environment, healthier and more active residents) makes the link to heritage, which we welcome; however, there are links with heritage to be made regarding most if not all of the other objectives too. If such links are not made, the strategic approach risks setting an incomplete and unfulfilling strategy for the historic environment – and not a positive strategy as required by the NPPF (paragraph 190).</p> <p>In addition, we have a particular concern about the 6th objective. While we welcome reassurance that “This will need to be done in a sustainable manner recognising the environmental constraints that exist in Havant Borough”, the wording that suggests constraints need to be overcome runs the risk of being counter to national policy when seeking to conserve and enhance the historic environment. We highlight that when considering heritage, it can in many instances be viewed as an opportunity – not a constraint – and where there are constraints, in a minority of cases it may</p>

	<p>not always be possible to deliver development in a way that ‘overcomes’ the constraint(s).</p> <p>We would strongly object to wording that explicitly signals an approach set on ‘overcoming’ site constraints.</p>
26	<p>The positive role of heritage needs to be acknowledged in the text focused on regeneration. This is picked up, a little, in the SA on page 12 without any detailed consideration.</p> <p>The Havant Borough Regeneration and Economy Strategy 2022-2036 states that the Strategy will celebrate “Havant borough’s natural and historic environment, sunny climate and South Downs-Solent location”.</p> <p>Furthermore, we note that objective 3.2 in the Regeneration and Economy Strategy refers to the promotion of Havant Borough’s assets and ‘visitor and cultural economies’. We look forward to this ambition being carried forward into the emerging Local Plan, including the part played by heritage assets, as well as heritage in a wider sense (as acknowledged, for example, in the revised Hayling Ambition Seafront document).</p> <p>For reference, Historic England has published advice and case studies on heritage-led regeneration, some of which can be accessed via this hub page: https://historicengland.org.uk/advice/planning/local-heritage/resources-for-levelling-up/</p>
27	<p>Page 27 emphasises the importance of the evidence base to demonstrate how development will be achieved in practice. An important element of this will relate to heritage – ranging from ensuring Conservation Area Appraisals and Management Plans remain up-to-date, to proportionate evidence on archaeological potential or sensitivity. The preparation of a heritage topic paper may be something that the Council would wish to consider, as highlighted in our cover letter.</p>
29	<p>We agree with the Council that high density development does not necessarily mean poor quality. When taking account of the context of the place, we encourage the Council to consider its character. Of the 4 centres listed, Havant Town Centre and Emsworth district centre both have a historic core, which can be used to inform the strategic approach to future develop</p>
33	<p>We encourage the Council to consider the role of historic buildings and heritage in the public realm in making centres vibrant and locally distinctive. As the Council may be aware, a source of relevant advice on development in the public realm is “Streets for All”, which notes that: “The public realm that surrounds and enables access to our heritage – including roads, squares, pavements, parking areas and street furniture such as lighting and signage – has a material impact on the way in which any historic place will be perceived”: https://historicengland.org.uk/images-books/publications/streets-for-all/</p> <p>In addition we refer you to our regionally specific advice in ‘Streets for All East of England’ https://historicengland.org.uk/imagesbooks/publications/streets-for-all-east-of-england. The advice draws on the experience of our planning teams in</p>

	the development of highways and public realm schemes. Case studies show where highways works and other public realm schemes have successfully integrated with and enhanced areas of historic or architectural sensitivity.
38-41	Wording on existing development and climate change needs to take account of the historic environment. A hub page on our website includes more information (https://historicengland.org.uk/whats-new/features/climate-change/) plus a link to our Climate Change Strategy. Heritage Counts is another useful source of information, alongside other advice available on our website (which we would be happy to signpost as required).
42-58	<p>Effective decision-making benefits from considering the natural and historic environment in an integrated way; for example, taking into account archaeological considerations in sites better known, or indeed designated, for their natural beauty.</p> <p>Exemplifying this is the need to consider heritage when mapping sites / areas for biodiversity net gain (BNG). Furthermore, the historic qualities of the landscape need to be factored into criteria policies and site allocations when minimising impacts on valued landscapes, avoiding impacts where possible and then mitigating impacts which cannot be avoided.</p>
65 / 66	We emphasise the heritage dimension of green infrastructure; for example, noting the potential for historic interest in parks that may not be protected via a heritage designation.
69 / 70	The content in the Local Plan on design would benefit from referring to the historic context as a source of inspiration, making a vital contribution to local character. And while not a 'limitation', design work does need to respond to local context, including the historic environment.
71	The Plan does not need to refer to 'heritage and the historic environment'. The historic environment would suffice.
71	Clearly the summary on legislation and policy is very high level. That said, it is important to note that the wording harm and loss is insufficiently nuanced to reflect the different grades of asset and align with national policy. This is where having more than one heritage policy can be especially helpful, enabling a more detailed approach to be taken
72	<p>We suggest more than a single policy on heritage – bearing in mind the potential for a strategic policy on heritage, followed by a set of policies that focus on different types of asset, in accordance with the key features of the borough.</p> <p>We note that at present the text does not suggest appreciation of the potential for heritage-led development and the role of heritage in economic development and regeneration (as outlined above).</p> <p>We note reference to “Conservation character appraisals and management plans” and wonder if this should be “Conservation area appraisals and management plans”?</p>

78	Clearly the SHLAA process will need to consider the historic environment, drawing from relevant sources of information (including those listed on page 6 of our publication <i>The Historic Environment in Local Plans (GPA1)</i>) and liaising with local historic environment services as required. Is a similar approach to be undertaken for employment land?

Figure 69 - Detailed responses from Historic England

Response received from Natural England (1 of 2)

Regulation 18 Havant Borough Local Plan Public Consultation

Thank you for your consultation on the above dated 03 October 2022 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Please see below for our specific comments on the 'Regulation 18' Consultation Document – Building a Better Future.

The Plan's vision and strategy

We are supportive of the Plan's 6 key objectives including the objectives for an environmentally aware and cleaner borough, which identifies the need to minimise climate impact from development and includes a clear aim to move to pursuing biodiversity net gain in line with the Environment Act. We also welcome the quality home for all objective emphasising the need for robust solutions for overcoming environmental constraints on a small number of development sites, we advise that allocation sites with significant environmental constraints should have robust mitigation solutions set out within the allocation policy.

We advise ultimately that the Local Plan in its Vision is strong in its acknowledgement of the climate and ecological emergencies currently underway and recognises the important role of the natural environment to deliver measures that reduce the effects of climate change and enable nature recovery. The Plan should have a clear aim to significantly and demonstrably improve the natural environment to ensure housing and infrastructure needs are met sustainably.

Where relevant there should be linkages with the Solent Recreation Mitigation Partnership (SRMP), Solent Wader and Brent Goose Strategy (SWBGS), Hampshire Ecological Network Map Biodiversity Action Plan, Local Nature Partnership, Countryside Access Plan, South Hampshire Green Infrastructure Strategy, Shoreline Management Plan and Coastal Strategies, Nature Recovery Network, and nutrient offsetting projects.

Designated sites

The Local Plan should set criteria based policies to ensure the protection of designated biodiversity and geological sites. Such policies should clearly distinguish between international, national and local sites. Natural England advises that all relevant Sites of Special Scientific Interest (SSSIs), European sites (Special Areas of Conservation and Special Protect Areas) and Ramsar sites² should be included on the proposals map for the area so they can be clearly identified in the context of proposed development allocations and policies for development. Designated sites should be protected and, where possible, enhanced.

The Local Plan should be screened under Regulation 105 of the Conservation of Habitats and Species Regulations 2017 (as amended) at an early stage so that outcomes of the assessment can inform key decision making on strategic options and development sites. It may be necessary to outline avoidance and/or mitigation measures at the plan level, which will usually need to be considered as part of an Appropriate Assessment, including a clear direction for project level Habitats Regulations Assessment (HRA) work to ensure no

adverse effect on the integrity of internationally designated sites. It may also be necessary for plans to provide policies for strategic or cross boundary approaches, particularly in areas where designated sites cover more than one Local Planning Authority boundary.

Natural England would welcome early discussion on the Habitats Regulations Assessment (HRA) of the plan and can offer further advice as policy options are progressed.

Biodiversity and Geodiversity

The Plan should set out a strategic approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity. There should be consideration of geodiversity conservation in terms of any geological sites and features in the wider environment.

A strategic approach for networks of biodiversity should support a similar approach for green infrastructure (outlined below). Planning policies and decisions should contribute and enhance the natural and local environment, as outlined in para 174 of the NPPF. Plans should set out the approach to delivering net gains for biodiversity. Net gain for biodiversity should be considered for all aspects of the plan and development types, including transport proposals, housing and community infrastructure.

We welcome the key focus area for plan of delivering biodiversity net gain.

Work is underway within Natural England and with partners on several of the key elements of the Environment Bill, including Nature Recovery Networks and Local Nature Recovery Strategies. It should be noted that the term Nature Recovery Network (NRN) is used to refer to a single, growing national network of improved joined-up, wildlife rich places which will benefit people and wildlife. Local Nature Recovery Strategies (LNRSSs) will be the key mechanism for planning and mapping local delivery of the NRN. LNRSSs will form a new system of spatial strategies for nature that will be mandated by the Environment Act. They will cover the whole of England and will be developed by Responsible Authorities (RAs) appointed by the Secretary of State, usually at a county scale. Each strategy will:

- Map the most valuable existing habitat for nature
- Map specific proposals for creating or improving habitat for nature and wider environment
- goals
- Agree priorities for nature's recovery

Biodiversity Net Gain

Planning Practice Guidance describes net gain as an 'approach to development that leaves the natural environment in a measurably better state than it was beforehand' and applies to both biodiversity net gain and wider environmental net gains. For biodiversity net gain, the Biodiversity Metric 3.1, can be used to measure gains and losses to biodiversity resulting from development. We advise you to use this metric to implement development plan policies on biodiversity net gain. Any action, as a result of development, that creates or enhances habitat features can be measured using the metric and as a result count towards biodiversity net gain.

The Chartered Institute of Ecology and Environmental Management, along with partners, has developed 'good practice principles' for biodiversity net gain, which can assist plan-making authorities in gathering evidence and developing policy.

It is the government's intention that mandatory biodiversity net gain will provide a financial incentive for development to support the delivery of LNRs through an uplift in the calculation of biodiversity units created at sites identified by the strategy. LNRs have also been designed to help local planning authorities deliver existing policy on conserving and enhancing biodiversity and to reflect this in the land use plans for their area.

It is recommended that Local Plan policy recognises and references its support to the delivery of the emerging NRN and LNRs covering the area, referring to available national guidance.

Priority habitats and ecological networks

The Local Plan should be underpinned by up to date environmental evidence. This should include an assessment of existing and potential components of local ecological networks. This assessment should inform the Sustainability Appraisal, ensure that land of least environment value is chosen for development, and that the mitigation hierarchy is followed and inform opportunities for enhancement as well as development requirements for particular sites.

Priority habitats and species are those listed under Section 41 of the Natural Environment and Rural Communities Act, 2006 and UK Biodiversity Action Plan (UK BAP). Further information is available here: Habitats and species of principal importance in England. Local Biodiversity Action Plans (LBAPs) identify the local action needed to deliver UK targets for habitats and species. They also identify targets for other habitats and species of local importance and can provide a useful blueprint for biodiversity enhancement in any particular area.

Where a plan area contains irreplaceable habitats, such as ancient woodland, ancient trees and veteran trees, there should be appropriate policies to ensure their protection. Natural England and the Forestry Commission have produced standing advice on ancient woodland, ancient and veteran trees.

Ecological networks are coherent systems of natural habitats organised across whole landscapes so as to maintain ecological functions. A key principle is to maintain connectivity - to enable free movement and dispersal of wildlife e.g. badger routes, river corridors for the migration of fish and staging posts for migratory birds. Local ecological networks will form a key part of the wider Nature Recovery Network proposed in the 25 Year Environment Plan. Where development is proposed, opportunities should be explored to contribute to the enhancement of ecological networks.

Planning positively for ecological networks will also contribute towards a strategic approach for the creation, protection, enhancement and management of green infrastructure, as identified in paragraph 175 of the NPPF.

Where a plan area contains irreplaceable habitats, such as ancient woodland, ancient and veteran trees, there should be appropriate policies to ensure their protection. Natural England and the Forestry Commission have produced standing advice on ancient woodland, ancient and veteran trees.

Priority and/or legally protected species populations including Bechstein's bats
Protected species are those species protected under domestic or European law. Further information can be found here: Standing advice for protected species. Sites containing watercourses, old buildings, significant hedgerows and substantial trees are possible habitats for protected species.

Natural England welcomes the intention for the Plan to include a separate policy to address potential impacts from development on the Borough's Forest of Bere Bechstein's bats local population.

Natural England is concerned about the cumulative impact of development allocations, which are within or immediately adjacent to the sensitive Forest of Bere landscape, on the local Bechstein's bat population and the incremental loss of the sites that contribute to the foraging and roosting area of this species.

The potential for avoidance and mitigation is dependent on the location, size and constraints of each site. Avoidance and mitigation may be possible in some instances but in other cases compensation may be required. This approach ensures the alone impacts of development sites are appropriately addressed as well as the cumulative impact from the loss of all of these sites to safeguard the local population of Bechstein's bats. Natural England recommends that there should be no net loss in the local population status of the species concerned, taking into account factors such as population size, viability and connectivity.

Natural England recommends that Havant Borough Council considers working in partnership with Portsmouth Water and East Hampshire Council, and other key stakeholders, to develop an area wide strategy or joint supplementary planning document that provides guidance on on-site mitigation measures as well as offsite mitigation and compensation options such as contributions towards improved management of woodlands, provision of offsite bat boxes and woodland planting. This commitment should be included in the policy.

Green Infrastructure

Green infrastructure (GI) refers to the living network of green spaces, water and other environmental features in both urban and rural areas.

Good quality GI has an important role to play in our urban and rural environments. It's important for health and wellbeing, air quality, nature recovery and for delivering net zero targets, as well as for adapting to climate change by providing urban cooling and reducing flood risk. It can help to address issues of social inequality and environmental decline, whilst also making better places to live.

It is often used in an urban context to provide multiple benefits including space for recreation, access to nature, flood storage and urban cooling to support climate change mitigation, food production, wildlife habitats and health & well-being improvements provided by trees, rights of way, parks, gardens, road verges, allotments, cemeteries, woodlands, rivers and wetlands.

Green infrastructure is also relevant in a rural context, where it might additionally refer to the use of farmland, woodland, wetlands or other natural features to provide services such as flood protection, carbon storage or water purification.

Natural England has developed a Green Infrastructure Standards Framework, in order to help deliver the Government's 25 Year Environment Plan and this should be used to guide and develop a strategic approach to GI provision and implementation within the Plan. The GI Framework will help local planning authorities and developers meet requirements in the National Planning Policy Framework to consider GI in local plans and in new development. It can support better planning for good quality GI, and help to target the creation or improvement of GI, particularly where existing provision is poorest.

Green Infrastructure should be incorporated into the plan as a strategic policy area, supported by appropriate detailed policies and proposals to ensure effective provision and delivery. We note that evidence of a strategic approach in the Plan will be underpinned by;

Havant Borough Open Space Strategy (2018) and the Local Green Spaces and Destination Open Spaces of Havant Borough Council (2020) documents. We welcome the intention for green infrastructure to be included as specific policies in the Local Plan, covering the retention and enhancement of existing GI and open spaces, as well as the creation of new spaces.

Green infrastructure can also be integrated into relevant other policies, for example biodiversity, green space, flood risk, climate change and water quality, reflecting the multifunctional benefits of green infrastructure.

We recommend the Plan outlines the need for securing the long term management of new and existing green infrastructure (GI) and for protecting it from future development. Options could include the use of conservation covenant agreements, LNR declaration, Fields in Trust designation, green space designation in neighbourhood plans or Town and Village Green registration. Alternatively land can be passed on to a suitable NGO, or to your Council, or a Town or Parish Council.

Policy and supporting text should set minimum accessibility, quantitative and quality requirements for new green infrastructure. Natural England recommends this is achieved by adopting Accessible Natural Greenspace Standards (ANGSt) or replacement standards if revised, as a minimum requirement for new housing development. ANGSt includes the quantity, accessibility, quality and services standards for accessible greenspaces.

In addition to the GI Standards Framework the Local Plan should also reference the following green infrastructure policy standards:

- Keep Britain Tidy runs the Green Flag Award scheme on behalf of Government. Anyone can apply to have their greenspace assessed against the Green Flag Award Quality standard, for payment of a fee. The Award is adaptable to a range of types of greenspace including parks, gardens, social housing, etc.
- The Sensory Trust published 'By All reasonable Means' which sets good practice guidance on providing access to the natural environment for people of all abilities. Although not all areas will be able to provide this (such as some wildlife areas), the aim is to get the majority of areas accessible to all at least in part.
- The Forestry Commission has developed guidelines for Tree canopy cover, to be set for a local area, based on evidence showing that 20% is a good aspiration, depending on the current level.
- The Woodland Trust recommend woodland access standards. Accessible woodland of at least 2 ha should be available with 500 m of new homes and woodland of at least 20 ha within 4 km.

The Plan should ensure new green infrastructure and habitat creation is monitored to ensure that it develops in accordance with its stated intention.

New development located in easy walking distance from existing natural greenspace and publicly accessible nature reserves will benefit substantially by the presence of such facilities in the locality and will through an increase in visitors, inevitably increase ongoing visitor management costs. Where the management of the green infrastructure is not already secured (e.g. through SANG payments), local plan policy should require development to make a financial contribution appropriate to the scale of the development to the managers of the reserve / greenspace to cover these additional costs. This is particularly important where the nature reserves, or nature parks, are run by charities that do not have secured income to cover the in perpetuity management costs associated with new housing development.

Access and Rights of Way

Natural England advises that the Plan should include policies to ensure protection and enhancement of public rights of way and National Trails, as outlined in paragraph 100 of the NPPF. Recognition should be given to the value of rights of way and access to the natural environment in relation to health and wellbeing and links to the wider green infrastructure network. The plan should seek to link existing rights of way where possible, and provides for new access opportunities. The plan should avoid building on open space of public value as outlined in paragraph 99 of the NPPF.

The plan should make provision for appropriate quantity and quality of green space to meet identified local needs as outlined in paragraph 98 of the NPPF. Natural England's work on Accessible Natural Greenspace Standard (ANGSt) may be of use in assessing current level of accessible natural greenspace and planning improved provision.

Soils

The Local Plan should give appropriate weight to the roles performed by the area's soils. These should be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver.

The plan should safeguard the long term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) as a resource for the future in line with National Planning Policy Framework paragraph 174.

Coastal issues

Natural England expects the Plan to identify a Coastal Change Management Area and set out the type of policies and developments that would be appropriate in it. The PPG gives guidance on how to define a Coastal Change Management Area as follows:

“Coastal Change Management Area will only be defined where rates of shoreline change are significant over the next 100 years, taking account of climate change. They will not need to be defined where the accepted shoreline management plan policy is to hold or advance the line (maintain existing defences or build new defences) for the whole period covered by the plan, subject to evidence of how this may be secured”.

We would also expect the plan to consider the marine environment and apply an Integrated Coastal Zone Management approach. Where marine plans are in place, local plans should also take these into account. More detail about marine plans can be found here.

The plan should refer to the relevant Shoreline Management Plan and take forward applicable actions. Local Authorities should use Shoreline Management plans as a key evidence base for shaping policy in coastal areas. The list of existing SMPs can be found here.

Sea level rise and coastal change are inevitable and bring both challenges and opportunities for people and nature. Sustainable coastal management needs to embrace long-term change and achieve positive outcomes for both.

Local Plans should therefore provide for coastal adaptation and work with coastal processes. Plans within coastal areas should recognise the need to respond to changes over long timescales and adopt an integrated approach across administrative and land/sea boundaries. A successful integrated approach should set levels of sustainable levels of economic and social activity whilst protecting the environment.

We would also advise that Local Plans should help facilitate the relocation of valued environmental assets away from areas of risk.

Air pollution

We would expect the plan to address the impacts of air quality on the natural environment. In particular, it should address the traffic impacts associated with new development, particularly where this impacts on European sites and SSSIs. The environmental assessment of the plan (SA and HRA) should also consider any detrimental impacts on the natural environment, and suggest appropriate avoidance or mitigation measures where applicable.

Natural England advises that one of the main issues which should be considered in the plan and the SA/HRA are proposals which are likely to generate additional nitrogen emissions as a result of increased traffic generation, which can be damaging to the natural environment.

The effects on local roads in the vicinity of any proposed development on nearby designated nature conservation sites (including increased traffic, construction of new roads, and upgrading of existing roads), and the impacts on vulnerable sites from air quality effects on the wider road network in the area (a greater distance away from the development) can be assessed using traffic projections and the 200m distance criterion followed by local Air Quality modelling where required. We consider that the designated sites at risk from local impacts are those within 200m of a road with increased traffic, which feature habitats that are vulnerable to nitrogen deposition/acidification. APIS provides a searchable database and information on pollutants and their impacts on habitats and species.

It is advised that assessment, alone and in combination with other plans and projects, should be carried out in line with Natural England guidance that provides a simple step by step approach to assessing road traffic emissions under the Habitats Regulations. All designated sites that may be impacted by the affected road network within a reasonable buffer zone should be screened in for consideration under the Local Plan appropriate assessment. Please note that the method for assessing in combination effects has changed in the past few years due to a number of high profile appeal decisions. They include the following: The Wealden Judgement; The People Over Wind Case; and CJEU Ruling In The Netherlands Nitrogen And Agriculture Cases C-293/17 and C-294/17. As such we would be looking for a more detailed in-combination assessment with other plans/projects in the area and with Local Plans.

Please note that ammonia (NH₃) from traffic emissions should also be assessed as the impact from this source on designated sites is currently unclear.

It is advised air quality impacts on interest features of nationally and locally designated sites is also carried out as part of an assessment of impacts on SSSIs and wider biodiversity.

Water Quality and Resources and Flood Risk Management

Natural England expects the Plan to consider the strategic impacts on water resources as outlined in paragraph 174 of the NPPF. We would also expect the plan to address flood risk management in line with the paragraphs 159-169 of the NPPF.

The Local Plan should be based on an up to date evidence base on the water environment and as such the relevant River Basin Management Plans should inform the development proposed in the Local Plan. These Plans (available here) implement the EU Water Framework Directive and outline the main issues for the water environment and the actions needed to tackle them. Local Planning Authorities must in exercising their functions, have regard to these plans.

The Local Plan should contain policies which protect habitats from water related impacts and where appropriate seek enhancement. Priority for enhancements should be focussed on European sites, SSSIs and local sites which contribute to a wider ecological network.

Plans should positively contribute to reducing flood risk by working with natural processes and where possible use Green Infrastructure policies and the provision of Sustainable Drainage Systems (SuDs) to achieve this.

Nutrients in the Solent

It is welcomed that the Council's intention is to have a separate policy relating to water quality. It is advised a nitrogen budget is calculated for the Local Plan and a strategy is devised for delivering nutrient neutral mitigation for all sites. Mitigation can come forward via several different options including on-site provision by larger development sites through green infrastructure/open space or by a local authority-led scheme for the smaller/windfall development or where any top-up is required from larger developments. Other wider strategic schemes approved by the local authority and Natural England may also be available and where these are relied upon it is advised that credits are secured/reserved to ensure that there is adequate supply available for the local plan growth. Bespoke solutions at Neighbourhood plan or development level can also come forward.

SPA Supporting Habitat

Some development during the local plan period may impact on sites identified as supporting habitat to the Solent SPAs within the Solent Wader and Brent Goose network. These sites are integral to the ecological network within the Solent and the continuing function of the SPAs. Whilst the preferred approach is for development to be located outside of the network of sites, the development pressure within the Borough has been recognised.

Natural England welcomes the intention to include a separate policy within the Plan to address the impact of development on supporting habitat in line with the Solent Waders and Brent Goose Strategy. Natural England advises that the local plan includes an approach to securing permanent strategic refuges areas within the Borough.

A framework for guidance on mitigation and off-setting requirements (2018) has been prepared by the SWBGS Steering Group to achieve the long-term protection of the wider brent goose and wader network of sites. The network extends across a number of local planning authority boundaries in Hampshire, the Isle of Wight and Sussex. This network is under pressure from the growth planned in this area and formal guidance was considered necessary to define an approach for the non-designated sites.

The non-designated sites are classified as Core Areas, Primary Support Areas, Secondary Support Areas, Low Use and Candidate Sites and a map of sites can be viewed [here](#). Sites are classified based on certain criteria and the Strategy is regularly updated and reviewed.

We recommend the Policy outlines that where impacts are identified or uncertainty remains, appropriate avoidance and/or mitigation measures should be secured in line with the Solent Waders and Brent Goose Strategy Guidance on Mitigation and Off-setting requirements, to be agreed with Natural England.

Where development allocations will impact on Core or Primary sites we advise that mitigation through securing a suitable permanent offsite refuge is set out within the allocation policy, in order to give certainty in the Plan's Habitat Regulations Assessment that the mitigation is appropriate and deliverable.

Climate change adaptation

The Local Plan should consider climate change adaption and recognise the role of the natural environment to deliver measures to reduce the effects of climate change, for example tree planting to moderate heat island effects. In addition factors which may lead to exacerbate climate change (through more greenhouse gases) should be avoided (e.g. pollution, habitat fragmentation, loss of biodiversity) and the natural environment's resilience

to change should be protected. Green Infrastructure and resilient ecological networks play an important role in aiding climate change adaptation.

Climate change is already impacting on nature and society in England. The projected scale and rate of climate change, coupled with existing environmental pressures, has serious implications for the natural environment and the services it provides to society. In response, many local authorities across England are formally declaring a climate change emergency and are now looking for practical steps to address it. The faster that we can rapidly reduce greenhouse gas emissions, the more we can reduce the overall pressure on the natural environment. Positive management, guided by the best available evidence, can build resilience to the impacts of climate change.

'Nature-based solutions', are essential to achieve this. These involve the restoration of ecosystems for the long-term benefit of people and nature. Examples include:

- Expansion of tree and woodland cover - to strengthen woodland habitat networks, protect soils, provide shade whilst capturing additional carbon from the atmosphere.
- Restoration and creation of priority habitats such as lowland meadows, lowland fens and rush pastures. This improves places where people live and recreate, protecting carbon stores and strengthening the nature recovery network
- Natural floodplain management, through the use of tree planting, habitat creation and restoration, to alleviate flooding further downstream.
- Retrofitting of green and blue infrastructure such as trees and sustainable urban drainage systems (SUDS) in urban localities to address flood risk and heat island effects

We therefore suggest four specific actions to include in the Plan:

1. Set an ambitious climate-specific targets within the Policy for reducing greenhouse gas emissions that can be monitored over the Plan period, in line with the national commitment to achieving the national statutory target of net zero emissions by 2050;
2. Identify opportunities to increase tree and woodland cover consistent with the UK target. Wherever possible, this should provide multi-functional benefits. Planting on peatlands and other open priority habitats must be avoided.
3. Identify areas where nature-based solutions can provide benefits to people whilst reducing climate change vulnerability in the natural environment.
4. Identify habitats and protected sites that are particularly vulnerable to the impacts of climate change and consider how the planning system can work to reduce these vulnerabilities.

We advise that these actions are integrated into a strategic approach alongside green infrastructure, health and wellbeing, biodiversity net gain, natural flood management, air and water quality to deliver multifunctional benefits to people and wildlife. The Plan should make clear that development will be consistent with these policies, to ensure sustainable development is properly achieved across the Plan period. Meaningful targets should be set that can be appropriately monitored over the Plan period to demonstrate the effectiveness of the Plan/Policy in addressing climate change and to ensure appropriate remedial action can be taken as necessary.

Natural England has published a range of resources to help with the recommended actions; please see links listed under Annex 1 of this letter. Natural England would be happy to advise further on this aspect of the Local Plan development.

Health and wellbeing

There is increasing recognition of the importance of nature and place as a determinant of individuals' mental and physical health. Existing evidence⁵ shows that access to natural green spaces can help reduce stress, fatigue, anxiety and depression, and boost immune systems and encourage physical activity. The risk of chronic diseases such as asthma may also be reduced.

The Defra 25 Year Plan outlines nature-based actions that can be taken to help people connect to the natural environment to improve health and wellbeing. Such actions can include 'greening' our towns and cities, planting urban trees, encouraging children to access nature in and out of school and improving access for all in local green spaces. It is estimated that the provision of parks and greenspaces across Britain saves the NHS at least £110 million a year solely through reduced visits to GPs⁶, and their improved availability can help reduce health inequalities across society.

The provision of enhanced green infrastructure and sites of nature conservation value can not only help address some of the mental and physical health problems experienced in the City's population, but can also benefit society in other ways including improvements to local air and water quality, reducing the risk of flooding, alleviating noise levels and aiding climate change adaptation. Natural England recommend the City Vision local plan sets out policy that links public health and wellbeing to the natural environment, and seeks to enhance green infrastructure and ecological connectivity across the City that is managed for people and nature. Please see relevant advice in this letter relating to green infrastructure, protection of natural assets and achieving biodiversity net gain to help maximise the benefits outlined in this section.

Local Plan evidence

Please refer to the attached annex Local Plan: Natural Environment Evidence for recommended links to sources of evidence.

We would be happy to provide comment on further documents such as the Sustainability Appraisal, SHLAA and Habitats Regulations Assessment as the plan progresses. Please note requests for advice outside of statutory Regulation 18 and 19 consultations should use our Discretionary Advice Service.

Annex 1

Climate change – further resources

Please see below links to further resources that may be useful in developing local policy to address climate change within the local authority area.

- The Climate Change Adaptation Manual - provides extensive information on climate change adaptation for the natural environment. It considers the potential impacts of climate change on individual priority habitats and outlines possible adaptation responses. It includes the Landscape Scale Adaptation Assessment Method to assist those wanting to undertake a climate change vulnerability assessment for an area larger than an individual site or specific environmental feature, focussing on identifying vulnerabilities to climate change.
- The National Biodiversity Climate Change Vulnerability Model is a mapping tool that helps identify areas likely to be more vulnerable to the impacts of climate change.
- Carbon Storage and Sequestration by Habitat 2021 (NERR094) – a recently updated report that reviews and summarises the carbon storage and sequestration rates of different seminatural habitats that can inform the design of nature-based solutions to achieve climate mitigation and adaptation.

- The Nature Networks Evidence Handbook – aims to help the designers of nature networks by identifying the principles of network design and describing the evidence that underpins the desirable features of nature networks. It builds on the Making Space for Nature report of Lawton et al. 2010), outlining some of the practical aspects of implementing a nature network plan, as well as describing the tools that are available to help in decision making.
- Natural England Climate Change webinars - a range of introductory climate change webinars available on YouTube.

Response received from Natural England (2 of 2)

Thank you for your consultation on the above dated 03 October 2022 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Please see below for our specific comments on the following documents:

- Habitat Regulations Assessment Screening for the Local Plan (August 2022)
- Sustainability Appraisal Scoping Report for the Local Plan (July 2022)
- Sustainability Appraisal of the Plan Objectives and Proposed Approach (September 2022)

Comments on the Habitat Regulations Assessment Screening Report

We acknowledge that additional work to inform further iterations of the HRA will be provided as the preparation of the Plan progresses. At this stage we have provided initial comments on the HRA's findings, with advice on any additional information required to support subsequent versions of the HRA.

- Air Quality

Paragraph 7.28 states that detailed analysis of the potential effects of air quality issues on European site integrity will be repeated for the emerging Plan.

We would expect the plan to address the impacts of air quality on the natural environment. It should address the traffic impacts associated with new development, particularly where this impacts on European sites and SSSIs. The environmental assessment of the plan (Sustainability Appraisal (SA) and HRA) should also consider any detrimental impacts on the natural environment and suggest appropriate avoidance or mitigation measures where applicable.

Natural England advises that one of the key issues which should be considered in the plan and the SA/HRA are proposals which are likely to generate additional nitrogen emissions as a result of increased traffic generation, which can be damaging to the natural environment.

The effects on local roads in the vicinity of any proposed development on nearby designated nature conservation sites (including increased traffic, construction of new roads, and upgrading of existing roads), and the impacts on vulnerable sites from air quality effects on the wider road network in the area (a greater distance away from the development) can be assessed using traffic projections and the 200m distance criterion followed by local Air Quality modelling where required. We consider that the designated sites at risk from local impacts are those within 200m of a road with increased traffic, which feature habitats that are vulnerable to nitrogen deposition/acidification. APIS provides a searchable database and information on pollutants and their impacts on habitats and species.

It is advised that assessment, alone and in combination with other plans and projects, should be carried out in line with Natural England guidance that provides a simple step by step approach to assessing road traffic emissions under the Habitats Regulations. All designated sites that may be impacted by the affected road network within a reasonable buffer zone should be screened in for consideration under the Local Plan appropriate assessment. Please note that the method for assessing in combination effects has changed in the past few years due to a number of high profile appeal decisions. They include the following: The

Wealden Judgement; The People Over Wind Case; and CJEU Ruling in The Netherlands Nitrogen and Agriculture Cases C-293/17 and C-294/17. As such we would be looking for a more detailed in-combination assessment with other plans/projects in the area and with Local Plans.

Please note that ammonia (NH₃) from traffic emissions should also be assessed as the impact from this source on designated sites is currently unclear. For further information please see this report from Air Quality Consultants (AQC) that looks at ammonia emissions from roads for assessing impacts on nitrogen-sensitive habitats. Whilst we are aware that the current CREAM model created by AQC used to assess ammonia emissions from road traffic has not been peer reviewed, at this time it has been recognised as a Best Available Tool and we deem it appropriate to be used where any caveats associated with this model are also considered within the assessment. An assessment based on the best available approach is necessary. The next stage of assessment can then consider uncertainties in the model and site specifics to decide if mitigation needs to be considered.

It is advised air quality impacts on interest features of nationally and locally designated sites is also carried out as part of an assessment of impacts on SSSIs and wider biodiversity.

Natural England will be happy to advise further as the Plan progresses.

- Impacts to Supporting Habitat

Solent Wader and Brent Goose Strategy sites

The HRA sets out a tiered approach to mitigation based on the Solent Wader and Brent Goose Strategy Guidance and Off-setting requirements (2018). For Primary and Core Sites applications will be addressed on a case-by-case basis through the Local Plan, with the presumption that impacts to Core sites should be avoided.

Natural England advise that allocation policies that affect Core Areas and Primary Support Area identify mitigation and offsetting replacement habitat which is agreed with Natural England at the earliest stage as possible. This is to ensure that the replacement habitat can offset any loss and that it can be delivered and secured with the required level of certainty for the Habitats Regulations. The appropriateness of any offsetting areas in respect of fulfilling the required ecological function will be judged against the following criteria: habitat type, disturbance, area of habitat, timing and availability of habitat and geographic location. You may wish to consider specific reference to these requirements in relevant allocation policies, in order to promote early consideration of issues and mitigation options. Without this level of information Natural England advise it is not possible for the Local Plan HRA to conclude no adverse effect on integrity of the designated site(s).

Natural England also strongly advise that where the classification of a SWBG network site is disputed, winter bird surveys are carried out over a minimum of three consecutive years with the site under appropriate management for SPA birds, in line with the SWBGS Guidance on Mitigation and Off-setting requirements (2018), following which a reclassification may be considered.

Bird refuges

We are supportive of the Council's ambition to deliver permanent bird refuge areas at Broadmarsh Coastal Park and Warblington Farm. Natural England will be happy to continue engaging with Havant Borough Council on this issue as the Plan progresses.

- Water Quality

The HRA does not include nitrogen and phosphorus budgets arising from the Local Plan. It is Natural England's advice that a Plan-level nitrogen budget is calculated, and a suitable

mitigation strategy is devised to ensure the total housing provision over the local plan period will achieve nutrient neutrality in order to ensure impacts on protected sites will be avoided.

Mitigation can be delivered via several different on-site or off-site options, including delivery of nature-based solutions such as land use change to natural habitats, delivery of community orchards, constructed wetlands or vegetated riparian buffers. Other options may include the implementation of improved technology at wastewater treatment works or retrofitting of older less efficient works with newer models. Such options may come forward via on-site provision within development sites, or by a local authority-led schemes within the appropriate catchment.

We welcome the Council's intention to develop strategic schemes to mitigate the impacts of nutrients through the cessation of intensive agricultural use on a total of 183 HA of agricultural grassland; comprising 107HA at Havant Thicket and a further 76HA at Warblington Farm. We advise that where these strategic schemes are relied upon it is advised that credits are secured/reserved to ensure that there is adequate supply available for the local plan growth

- Water resources

The HRA sets out that Havant Borough's water supply is wholly within the remit of Portsmouth Water. Portsmouth Water's Water Resources Management Plan (WRMP). The HRA concludes that the borough's strategic supply demand can be fully accommodated, with a surplus, taking into account existing water abstraction licenses and the proposed Havant Thicket Winter Storage Reservoir.

The Plan should set out measures that development proposals are 'expected' to take in order to conserve and manage water use. Natural England recommends that the policy encourages the reuse of water in line with best practice, for example by developments incorporating grey water recycling systems and efficient appliances.

- Recreational Disturbance – Solent designated sites

Paragraph 7.23 refers to the strategy for the Solent Recreation Mitigation Partnership (SRMP), now known as Bird Aware Solent, which requires developers' contributions within 5.6km of the coast to address the in-combination effects of recreational disturbance from new development on the Solent SPAs.

The partnership prepared a strategy that was published in 2017 that aims to prevent bird disturbance from recreational activities. It seeks to do this through a series of management measures which actively encourage all coastal visitors to enjoy their visits in a responsible manner, rather than restricting access to the coast or preventing activities that take place there.

The Bird Aware project is set to run until 2034 and its mitigation capacity has been assessed at 63,684 homes. Havant's housing need was calculated at 11,250 homes based on the Partnership for Urban South Hampshire (PfSH) Spatial Position Statement 2016.

We advise that Havant Borough Council consider within their HRA the level of forthcoming housing that will be covered by the current Strategy and work out any remaining capacity that is left. Any identified shortfall in the latter stages of the Plan period is likely to require further mitigation. Natural England is considering this issue and engaging with the Bird Aware project board and PfSH Stakeholders on the way forward. We will continue to engage with Havant Borough Council on this issue.

- Coastal Squeeze

The default protection scenario across the borough is 'hold the line' as demonstrated within the North Solent Shoreline Management Plan. For a small number of locations, the hold the line strategy is to be implemented for the next twenty years to allow for completion of detailed studies on longer term management options and establishment of compensatory habitats.

The Plan's Appropriate Assessment should detail within the appropriate assessment how the above measures will avoid adverse effect on integrity of the designated sites.

-Singleton & Cocking Tunnels SAC

The HRA does not screen impacts to the Singleton & Cocking Tunnels SAC, although it is listed in Table 4.

The Bechstein's Bat population in Havant Borough is assumed to be functionally linked to larger populations in West Sussex and therefore to the Singleton & Cocking Tunnels Special Area of Conservation (SAC). The SAC is designated due to winter populations of Bechstein's and Barbastelle bats. Evidence from bat tracking studies has shown that another bat species from the SAC has travelled to Havant borough and therefore a functional link between the SAC and the Bechstein's Bat populations in this part of the borough is highly likely. Given this assumed linkage, it will be necessary for a Habitats Regulations Assessment (HRA) to include details of any likely significant effect on the Singleton & Cocking Tunnels SAC.

In the absence of a strategic policy approach, conservation of this species has thus been addressed on a reactive case by case approach. Natural England advises that the Plan seeks to deliver a strategic policy to address the protection and enhancement of Bechstein's population and its associated habitat, and sets out a strategic approach to mitigation measures. This could be informed by the Trowbridge Bat Mitigation Strategy which provides an example of appropriate development design and mitigation measures for Bechstein's bats.

Other comments

European Sites are now referred to as 'Habitats sites' in the context of planning policy.

Comments on the Sustainability Appraisal

Objectives

We are broadly satisfied that the objectives and indicators within the Sustainability Appraisal cover our key interests and welcome the identification of the need to conserve and enhance biodiversity, landscape character, and to reduce pollution. We also welcome the need to minimise the effects of climate change and address the climate emergency.

Please see some more specific comments below:

Climate Change

Nature-based solutions, as discussed above, form a key component for mitigating and adapting to the impacts of climate change, however there are no ecological indicators suggested under this climate change objective. The enhancement and expansion of the local nature recovery network will be key to help species adapt to the effects of climate change and is key to sustainable development. It would therefore seem appropriate to make reference to biodiversity within this objective, with an appropriate indicator(s) for monitoring. Natural England will be happy to advise further on this aspect.

Sources of local plan evidence

We advise that the following types of plans relating to the natural environment should be considered where applicable to your plan area;

- Green infrastructure strategies
- Biodiversity plans
- Rights of Way Improvement Plans
- Shoreline management plans
- Coastal access plans
- River basin management plans
- Relevant landscape plans and strategies.
- AONB and National Park management plans
- Solent Wader and Brent Goose Strategy

Please see attached annex for our further advice on sources of local plan evidence on the natural environment.

Indicators and monitoring

As set out in Planning Practice Guidance, you should be monitoring the significant environmental effects of implementing the current local plan. This should include indicators for monitoring the effects of the plan on biodiversity (NPPF para 117).

The natural environment metrics in the baseline information are largely driven by factors other than the plan's performance. They are thus likely to be of little value in monitoring the performance of the Plan. It is important that any monitoring indicators relate to the effects of the plan itself, not wider changes. Bespoke indicators should be chosen relating to the outcomes of development management decisions.

Whilst it is not Natural England's role to prescribe what indicators should be adopted, the following indicators may be appropriate.

Biodiversity:

- Number of planning approvals that generated any adverse impacts on sites of acknowledged
- biodiversity importance.
- Parameters for measuring the implementation of net gain.
- Hectares of biodiversity habitat delivered through strategic site allocations.

Landscape:

- Amount of new development in AONB/National Park/Heritage Coast with commentary on likely impact.

Green infrastructure:

- Percentage of the city's population having access to a natural greenspace within 400 metres of their home using .
- Length of greenways constructed.
- Hectares of accessible open space per 1000 population.
- Implementation of new GI/habitat that seek to alleviate pressures of climate change on species and the ecological network

Annex 1

Climate change – further resources

Please see below links to further resources that may be useful in developing local policy to address climate change within the local authority area.

- The Climate Change Adaptation Manual - provides extensive information on climate change adaptation for the natural environment. It considers the potential impacts of climate change on individual priority habitats and outlines possible adaptation responses. It includes the Landscape Scale Adaptation Assessment Method to assist those wanting to undertake a climate change vulnerability assessment for an area larger than an individual site or specific environmental feature, focussing on identifying vulnerabilities to climate change.
- The National Biodiversity Climate Change Vulnerability Model is a mapping tool that helps identify areas likely to be more vulnerable to the impacts of climate change.
- Carbon Storage and Sequestration by Habitat 2021 (NERR094) – a recently updated report that reviews and summarises the carbon storage and sequestration rates of different seminatural habitats that can inform the design of nature-based solutions to achieve climate mitigation and adaptation.
- The Nature Networks Evidence Handbook – aims to help the designers of nature networks by identifying the principles of network design and describing the evidence that underpins the desirable features of nature networks. It builds on the Making Space for Nature report of Lawton et al. 2010), outlining some of the practical aspects of implementing a nature network plan, as well as describing the tools that are available to help in decision making.
- Natural England Climate Change webinars - a range of introductory climate change webinars available on YouTube.

Response received from National Highways

Thank you for consulting us on the initial Discussion Document regarding the Havant “Building a Better Future” new Local Plan.

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. In relation to the Borough of Havant, our network comprises the A27 and A3(M).

Overall, in accordance with national policy, we look to Havant Borough Council to promote strategies, policies and land allocations that will support alternatives to the car and the operation of a safe and reliable transport network. We would be concerned if any material increase in traffic were to occur on the SRN or at its junctions because of planned growth within the borough, without careful consideration of mitigation measures. It is important that the Local Plan provide the planning policy framework to ensure development cannot progress without the appropriate infrastructure being in place.

When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support a local authority proposal that considers sustainable measures, which manage down demand and reduce the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from already proposed development on the SRN.

To ensure that the Local Plan is deliverable, a transport evidence base should be provided to demonstrate the Local Plan impact on the SRN and as necessary identify suitable mitigation. This work will form a key piece of evidence to demonstrate the Local Plan is sound, therefore it is important that any identified mitigation has a reasonable prospect of delivery within the timescales of when the identified growth is planned. Once the transport impacts of the Local Plan sites are understood, the Infrastructure Delivery Plan document should set out any SRN mitigation required to deliver the Local Plan development. We would welcome the opportunity to discuss this with Havant Borough Council ahead of the next Local Plan consultation.

The Transport Assessment (TA) supporting the Local Plan is not yet available. We request that transport evidence is provided and modelling be undertaken to determine what the impact of development could be on the SRN and therefore what measures may be required to mitigate these impacts. This should be included in the TA supporting the Local Plan. As the TA is not yet available, it is unclear at this stage whether it will be possible to sufficiently mitigate the impact of the development targets or whether the impact will be too great to feasibly ensure that the network operates within capacity at the end of the plan period. Until this has been submitted, National Highways are not in a position to offer detailed comments at this point in time. We advise that the TA is sent to National Highways for consultation as soon as possible.

National Highway supports Havant Borough Council’s commitment to work with partners to consult on potential developments coming forward within the borough. We look forward to continuing the ongoing work with all parties which will include Hampshire County Council to identify and produce a robust transport strategy which would inform the size and scale of development deliverable within Slough up to and beyond the Local Plan process.

We welcome the opportunity to respond to the Havant Local Plan Discussion Document and look forward to continuing to participate in future consultations and discussions.

Response received from Chichester District Council

Building a Better Future – Havant Local Plan Reg 18 consultation

Thank you for consulting us.

Chichester District Council notes the local housing need figure for Havant and that environmental constraints mean that this figure will be challenging to meet. The document notes that you may, once further work is done to identify sites, need to approach neighbouring councils, including Chichester District Council, for assistance in meeting the housing need figure.

As you are aware, Chichester District faces similar environmental constraints, with the Chichester Harbour AONB in the South of the Plan Area, and part of the South Downs National Park inside the District (although outside of the Plan Area). Development is also constrained by the need for improvements to the A27 which are currently unfunded. This means that, unless there is a significant change in this situation, Chichester would be unable to assist in this regard.

We note that it is expected the strategic allocation for 2100 homes at Southleigh will be taken forward into this plan. There are likely to be cross boundary implications from this and other development for infrastructure, particularly transport and wastewater treatment, and we are happy to continue to work with you in relation to these as the plan progresses.

We note that additional evidence is still being prepared on a range of issues such as affordable housing and employment and have no specific comments on those aspects at this stage.

Response received from East Hampshire District Council

Please see the response from East Hampshire District Council (EHDC) to the Havant Local Plan Reg 18 Consultation, November 2022.

We welcome the call for sites. Considering the implications associated with the sites that featured in the withdrawn local plan, ensuring all possible sites are considered is a pragmatic way forward. Similarly, stating that the Local Plan 'will leave no stone unturned to identify sufficient land for 516 homes per year' is a welcomed approach. EHDC advocate that the local housing need derived from the standard method should remain the starting point when finding suitable sites to meet needs.

Pattern of Development

EHDC agrees that the Local Plan should apply a 'Brownfield First' approach to selecting sites and support the regeneration of the Borough's main town centres, which have the added benefit of being close to key facilities and services. Although EHDC also supports the potential for a strategic allocation at Southleigh, it is fundamental that there are enough smaller sites to assist with meeting housing needs in the interim. The 'stepped' approach to the housing trajectory is an interesting concept and would support the delivery of the larger, more complex sites outlined above. However, it should not deter from the allocation of smaller sites that can be delivered over a shorter time-period to meet the established local housing needs.

We also support the need to increase densities in many areas, to make the best use of land and reduce the need for further greenfield development.

Housing Design Standards and Specialist accommodation.

EHDC considers the use of the PfSH Strategic Housing Market Assessment (2014) is outdated and are encouraged that further evidence will be commissioned to assess the needs for different groups. This will be fundamental when writing policies to set out the mix of housing required from development sites.

In terms of self and custom-build housing, a dedicated policy is welcomed should applications come in for such uses. However, the emerging Local Plan should also explore the option for larger sites to deliver a percentage of such housing to further address the specific needs.

EHDC welcomes the intention to update the GTAA, and ensure robust evidence is in place on the need for Traveller and Travelling Show people accommodation. EHDC is happy to liaise with Havant with regards to this as a cross boundary consideration, as we also look to update our GTAA next year to align with the new plan period. We have a considerable need for Traveller and Travelling Show people accommodation, and are likely to need to seek assistance from our neighbouring authorities in trying to meet that need.

Climate Change

Appreciate that Havant BC aim to be net zero by 2050 but it is unclear at present what that actually means for the Council. We suggest how 'Net Zero Carbon development' is defined is clarified in the Local Plan. Will it include regulated carbons, unregulated carbons, embodied carbons = whole life cycle? We expect this is something that will need to be explored and evidenced in much greater detail as the Local Plan and its supporting policies emerge.

Duty to Co-operate

We wish to continue to engage with you as part of the Duty to Co-operate, to ensure any relevant cross boundary matters are considered and planned for in both authority's Local Plans.

Response received from South Downs National Park Authority

Thank you for consulting the South Downs National Park Authority (SDNPA) on your emerging Local Plan. The SDNPA and all relevant authorities are required to have regard to the purposes of the South Downs National Park as set out in Section 62 of the Environment Act 1995. The purposes are 'to conserve and enhance the natural beauty, wildlife and cultural heritage of the area' and 'to promote opportunities for the understanding and enjoyment of the special qualities of the national park by the public.' The Authority has a set of strategic cross boundary planning set out below, which form the basis of the Authority's comments.

- 1) Conserving and enhancing the natural beauty of the area: we welcome the proposed approach to recognise, protect and enhance designated landscape. Part of Havant Borough lies within the setting of the National Park and development in this area should be sensitively located and designed to avoid or minimize adverse impacts on the National Park in line with paragraph 176 of the NPPF. Furthermore, reference to the South Downs National Park should be made to the proposed policies on page 57 of the document.
- 2) Conserving and enhancing the region's biodiversity and green infrastructure: we welcome the proposed approach that planning permission will be refused for applications that cannot remove the significant effect it is having on designated sites. Both the Natural Environment and Biodiversity Net Gain (BNG) sections refer to the need for potential off-site provision for water quality and BNG. The Authority would be happy to work with the Borough Council on any sites with cross boundary issues.
- 3) The delivery of new homes, including affordable homes and pitches for Gypsies and Travellers: it is noted that the Borough will not be able to meet its housing need in full over the plan period. There is an annual shortfall in the National Park set out in the South Downs Local Plan of 197 homes per year. In the section on Land and Densities, there is a reference to the potential need for tall buildings within town centres. The proposed density study should also be informed by a tall buildings study identifying which areas may be more sensitive or suitable for taller buildings and reference should be made to protected landscapes as relevant.
- 4) The promotion of sustainable tourism: no comments.
- 5) Improving the efficiency of transport networks by enhancing the proportion of travel by sustainable modes and promoting policies which reduce the need to travel: no comments.
- 6) Development of the Rural Economy: no comments

We wish you well with the progression of your Local Plan.

Response received from Winchester City Council

We have now had the opportunity to review your consultation document 'Building a better future' and discussed this with our Cabinet Member/Leader. We would like to submit the following formal response to this consultation document.

'Winchester City Council generally welcomes the proposed approach in relation to housing provision, particularly the call for sites and acknowledgement of the need to consider greenfield as well as brownfield sites, higher densities, and promoting complex sites. Given that the previous iteration of the Local Plan ran into problems in demonstrating the deliverability (rather than quantum) of sites, perhaps there should also be more emphasis on this?

The City Council is concerned that this section does not mention the significant shortfall that is likely to exist in the PfSH area, even if Havant can fully meet its needs, and it will be necessary for the Local Plan to consider how and whether it can alleviate this. Of particular concern is the conclusion that 'it is unlikely that the Borough will be able to address its housing need in full' which seems to be a rather premature statement in view of the measures suggested. If it is the intention for Havant BC to ask under the duty-to-cooperate for any neighbouring local planning authority to meet unmet housing need we will need to be satisfied that every opportunity has been thoroughly explored – at this moment there is no evidence of this.

The infrastructure (broadly described on page 58 onwards) will be used and needed by not only the community living in Havant borough but also those living in the Winchester sector of West of Waterlooville. This will include medical and leisure facilities, community centres and open spaces, active travel routes, schools etc.

WCC would like to be involved in these planning decisions at an early enough stage to influence their final design and location and seeks to continue joint working arrangements between Winchester City and Havant Borough Councils and the residents in both councils to facilitate this. The Joint Planning Committee was previously used to consult upon and agree to these proposals; it is hoped that this arrangement will continue.

It is noted that a gypsy and traveller accommodation assessment is proposed and this is welcomed. The City Council has previously mentioned its inability to meet in full its identified need for travelling show persons sites and we would request that this is taken into account. We should also flag up that our recent GTAA (available on the WCC website) has shown a large need for gypsy and traveller pitches but insufficient new sites are promoted to accommodate this. We would therefore suggest that this is taken into account and perhaps that your call for sites refers specifically to potential traveller sites.'

Response received from West Sussex County Council

Thank you for consulting West Sussex County Council on the Building a Better Future document.

I can confirm at this time there are no officer level comments being made to the consultation but would like to continue to be consulted on this and other documents.

Response received from Hampshire County Council

Build a Better Future Consultation – Havant Borough Council Local Plan

I am writing with reference to the above document which the County Council has been consulted on. The detailed response appended to this letter sets out the County Council's position on the issues raised in the document in its capacity as Local Highway Authority and Minerals and Waste Planning Authority. Comments have also been provided on behalf of Countryside Services as the service responsible for managing Country Parks and countryside sites throughout Hampshire.

The County Council as Local Highway Authority recognises a Transport Assessment (TA) has not yet been prepared, but it is expected that the completed TA, associated outcomes and identified mitigation schemes will be available as part of the evidence base for the next stage of the plan making process. The County Council wishes to continue to work in partnership with Havant Borough Council on the preparation of a borough wide TA. This will include agreeing the transport criteria required for selecting and assessing potential site allocations. The criteria should include the accessibility to local services and public transport networks, as well as connections to core walking zones and cycle networks as set out in the Havant Local Cycling and Walking Infrastructure Plan.

The Borough's proposed approach to the Local Plan is consistent with the policies contained within Hampshire's emerging Local Transport Plan 4, and therefore is fully supported by the Local Highway Authority. The opportunity to work in partnership with Havant Borough Council on the production of a development strategy and identification of site allocations would be welcomed, giving particular consideration to the guiding principles of LTP4 which are to significantly reduce dependency on the private car and to provide a transport system that promotes high quality, prosperous places and puts people first.

It is expected that these principles will guide and shape the policies in the new Local Plan and help to deliver the climate change objectives and priorities as set out in Havant Borough Council's Climate Change Strategy 2021-26. As result of the climate emergency and the recognition that transport is one of the highest emitters of carbon across the county, the new Local Plan has a key role to play in reducing transport related carbon emissions and improving air quality.

The County Council is seeking to work collaboratively with Havant Borough Council in the preparation of the new Local Plan, and further dialogue is encouraged in relation to the comments made to ensure positive outcomes and the development of a sound plan.

Appendix: Full County Council response by topic heading

Housing

As Local Highway Authority, the County Council supports a development strategy that locates housing allocations either:

- near existing services and facilities so that these can be readily accessed by walking, cycling or public transport; or
- on a site that is of a sufficient scale to provide essential local services and facilities, and can be well served by walking and cycling and public transport.

The Local Highway Authority supports prioritising housing development on brownfield sites with good access to local shops, services and facilities via sustainable modes of transport. There is, however, a need to recognise that not all brown field sites are accessible by

sustainable transport and that some sites are likely to still require offsite measures to enable sustainable travel from the site.

A greenfield site, such as Southleigh, would need a significantly higher housing density than the 40 dwellings per hectare (dph) currently proposed in order to enable it to both support local facilities and services and be served by local bus services with connections to the South East Hampshire Rapid Transit (SEHRT) bus corridors. Master planning of greenfield sites is required to prevent high levels of car dependency and, in particular, to ensure that the site has connections to public transport and that the new facilities and services can be accessed by walking and cycling trips both by the new residents and those from the adjacent residential areas.

The Local Highway Authority is working with Havant Borough Council on the transport criteria required for assessing site allocations. The criteria will include the accessibility to local services and connections to public transport and cycle networks, including the core walking zones and cycle networks set out in the Havant Local Cycling and Walking Infrastructure Plan (LCWIP).

The Local Highway Authority also take this opportunity to advise that where development is proposed, the existence of a Public Right of Way (PRoW) is a material consideration. The impact of development upon the public use, enjoyment and amenity of the PRoW must be considered by the local planning authority when assessing housing allocations for the Local Plan. The County Council will also support proposals that enhance access to countryside sites and deliver environmental protection for the benefit of wildlife and enjoyment by residents and visitors.

As Minerals and Waste Planning Authority (MWPA) the County Council requires that, upon receipt of housing site information promoted for potential allocation via the Call for Sites, these sites be assessed against the safeguarding policies of the currently adopted Hampshire Minerals and Waste Plan (2013) (HMWP) as part of the sifting process. Particular focus should be given to Policy 15 (Safeguarding – mineral resources), Policy 16 (Safeguarding – minerals infrastructure) and Policy 26 (Safeguarding – waste infrastructure). The MWPA ask that, should a site fall within the buffer zone of a safeguarded mineral or waste site as defined under Policies 16 and 26, this is listed as a constraint and that consultation with the County Council will be required as well as potentially a safeguarding assessment report.

Additionally, the MWPA ask that, should sites come forward that are over 3 hectares in area and that are partially or wholly within the Minerals Safeguarding Area as defined under Policy 15 of the HMWP, these sites' constraints listing contains the requirement for the production and submission of a Minerals Safeguarding / Resource Assessment prior to or as part of any planning application for referral to the County Council for consideration. Should Havant Borough Council require the Mineral Safeguarding Area or Safeguarded Sites locational information, or require clarification of the points set out above, please contact planning.policy@hants.gov.uk

Economy and Employment

The Local Highway Authority take this opportunity to advise that where development is proposed, the existence of a PRoW is a material consideration. The impact of development upon the public use, enjoyment and amenity of the PRoW must be considered by the local planning authority when assessing site allocations for the Local Plan.

The Local Highway Authority would support a policy on the redevelopment of employment sites to support local living and reduce demands on transport. There is a need to recognise

that not all employment sites are accessible by sustainable transport and that some sites are likely to still require offsite measures to enable sustainable travel from the site.

The County Council is supportive of a policy on the Dunsbury Park Freeport strategic site allocation to provide bus, cycle and pedestrian connections to the surrounding residential areas.

Pattern of Development

The Local Highway Authority recommend that an interpretation of the LTP4 at the Local Plan level when considering the pattern of development should consider:

- A development strategy that locates housing allocations either near existing services and facilities so that these can be readily accessed by walking, cycling or public transport or in a strategic or greenfield site that has sufficient scale to provide local essential services and facilities and can be well served by public transport, cycle and pedestrian networks. See LTP4 Policy DM1 Integrate transport and strategic land use planning to reduce the need to travel;
- Applying higher density development in brownfield and greenfield development sites where these have ready access to local services and facilities and public transport;
- Applying the LTP4 road user utility framework to the design of new developments. This will ensure that all users (vulnerable users, people who walk, cycle, use public transport, the delivery of goods and finally motor vehicles) and not just car drivers are given appropriate consideration;
- Applying a 'people first' and 'place based' approach to the design of new developments including the concepts of 20 minute neighbourhoods, low traffic neighbourhoods, Healthy Streets and mobility hubs;
- The master planning of development sites to create people focused neighbourhoods which reduce the need to travel, reduce dependency of the provide car and are well integrated with existing communities and public transport, walking and cycling networks. See LTP4 policy DM2 – support proactive master planning of new development sites for high quality neighbourhoods;
- Supporting sustainable transport modes through enabling delivery of the South East Hampshire Rapid Transit network and the Local Walking and Cycling Infrastructure Plan;
- Applying a sequential approach to transport mitigation options when assessing the impact of a development site on the local road network. These options should follow a sequential approach starting with measures to avoid the need to travel, active travel measures, public transport (local bus/SEHRT) then lastly a highway capacity enhancement scheme; and
- Assessing the cumulative impact of development sites on key routes to the Strategic Road Network e.g. the A27 east of Portsmouth and A3(M). The Borough Council and the County Council will agree which key routes to the Strategic Road Network can be considered for highway mitigation options, including capacity enhancement schemes. This recognises the continued importance of the Strategic Road Network to the economy.

Regeneration

Havant Town Centre

The Local Highway Authority supports a policy on the regeneration of Havant Town Centre referencing sustainable transport and improved pedestrian, cycle and bus infrastructure. Any policy should include reference to the LCWIP walking zone and cycle network and a commitment to securing improvements in bus infrastructure for the local bus network and as

part of the SEHRT proposals. A policy on the need for a new shared use pedestrian and cycle bridge at Havant station is also supported.

Waterlooville Town Centre

The Local Highway Authority support a policy on the regeneration of Waterlooville Town Centre referencing sustainable transport and improved pedestrian and cycle infrastructure including the Waterlooville walking zone and cycle network in the LCWIP as well as potential SEHRT extensions through Waterlooville.

Hayling Island Seafront

The Local Highway Authority support a policy on the regeneration of Hayling Island seafront referencing sustainable transport and improved pedestrian, cycle and bus infrastructure including the LCWIP cycle network.

It is recommended that traffic generated from increased tourism on the seafront needs to be included in the transport modelling on Hayling Island and in the TA with a recognition of the current transport constraints for trips on and off Hayling Island.

Presently access to Hayling Island is restricted to the road bridge whereas, until the late 1960's, it was also served by railway. Reinstating that route for use by walkers, cyclists and horse riders would provide a valuable link and also enhance the Island's resilience in the event of issue with the present bridge.

Additionally, coastal erosion and the rising sea level will have an increasingly detrimental impact on formal and informal public access. These considerations should be prioritised in the Borough's Coastal Management Strategy.

Leigh Park

The County Council supports a policy on the regeneration of Leigh Park centre referencing sustainable transport and improved pedestrian and, cycle infrastructure including the LCWIP cycle network and the priority cycle routes in Leigh Park as well as potential SEHRT extensions through Leigh Park.

Land and densities

The Local Highway Authority support higher housing densities on sites in, or close to, Havant and Waterlooville Town Centres, and Leigh Park and Emsworth district centres.

High housing densities in these areas will help ensure sufficient patronage to support bus services. However, the housing layouts must be of sufficient width to make it easy to operate a bus service through them.

Higher density housing layouts must still provide sufficient width for separate pedestrian and cycle provision. Reference should be made to Local Transport Note (LTN) 1/20 cycle design guidance and the need to allow sufficient space to cater for cyclists within the developments.

Greenfield sites such as Southleigh will need a significantly higher housing density than the 40 dph proposed to support bus provision and other services required for a new settlement.

The visual impacts of higher densities would need to be considered in close proximity to non-urban landscapes, and in particular nearby PRow.

Retail and town centres

The County Council support a policy on the hierarchy of retail centres which focuses on planning to improve the sense of place in high streets and centres and encourage local living.

The County Council support a policy on using the Healthy Streets approach to the town and district centres. This will help create local environments which feel attractive, comfortable and safe for walking and cycling.

Flood risk

The County Council support a flood policy which recognises the importance of the Hayling Billy trail on Hayling Island and its role as a transport route for pedestrians, cyclists and horse riders. The policy should set out how to protect the route from coastal erosion which may mean realigning sections of the route inland.

The impact of development upon the public use, enjoyment and amenity of PRow must be considered by the local planning authority when assessing housing allocations for the Local Plan and this should take into account flood risk.

Public access to Hayling Island and other coastal and river margins areas is greatly valued by residents and visitors, whether for recreation, personal well-being or community interaction. The threat of floods, erosion and / or sea level rising, which could degrade these environments, means that proposals that seek to protect these margins, whether for humans or wildlife, are encouraged by the County Council.

The future Local Plan should acknowledge that the County Council is currently working in partnership with Natural England to establish the England Coast Path in this region. This is a new National Trail walking route that will eventually circumnavigate the entire English coastline, establishing rights for the public to explore the coast. These access rights are likely to come into effect during the period of the future Local Plan if not before. The future Local Plan should seek to protect the National Trail and its margins from development so as not to obstruct the route or impact on people's enjoyment of the Trail.

Climate change

The Local Highway Authority support a climate policy which outlines the role of transport in reducing carbon emissions through shifts in travel behaviour and specifically by a reduction in car traffic.

A climate policy needs to make clear how the transport policies contribute to both the climate change objectives of reducing CO2 emissions and to the air quality objectives of reducing air pollution. Carbon from private vehicles contributes to high carbon levels in Hampshire.

The proposed approach to climate change and associated policies needs to demonstrate how the Local Plan will contribute to the longer-term goal of achieving carbon neutrality and targets to be carbon neutral by 2050. For the Borough Council and County Council to meet these targets it is essential to integrate transport and land-use planning to reduce dependency on the private car and reduce transport emissions.

The County Council is also aware that the DfT is changing its guidance on Local Plans to give more emphasis to carbon assessment including the need to model the carbon pathway to neutrality in the context of future development. To this end the Borough Council is advised to ensure the scope of the TA includes a carbon impact assessment.

Natural environment

The provision of high quality open green spaces and opportunities for outdoor recreation should be a priority. The future Local Plan should aim not just to protect existing provision but to increase the provision of accessible green spaces and improve opportunities to access this resource. There is a growing body of evidence demonstrating that physical exercise in open green space can have a positive impact on mental health and wellbeing. Good public transport and Active Travel links with open spaces should be made available so that the public are not dependent on private vehicle use for visiting these sites.

There is need for a strategic consideration of green infrastructure and connectivity between and within any future development sites to maintain and improve Active Travel connectivity throughout the Borough. Sites should not be developed in isolation but should have consideration of other proposed and potential developments to ensure that areas of green and open spaces and landscaping connect to each other.

Local Nature Designations

The County Council takes this opportunity to highlight that in addition to the value of Local Nature Reserves (LNR) and Sites of Importance for Nature Conservation (SINC) for flora and fauna, these sites provide valuable opportunities for people's health and wellbeing. Protection, conservation and enhancement of such sites, and provision of high quality access to them by foot and cycle, will increase people's quality of life, and their connection to their local environment.

The future Local Plan is encouraged to reference and show regard for Hampshire County Council's Countryside Access Plan, a statutory document that sets out principles and practices for managing outdoor environments and the PRow network specifically.

Additionally, the County Council supports a policy which includes reference to the Hayling Billy Trail and retaining its role as a transport route for walking and cycling trips on and off Hayling Island. This might mean realigning sections of the route inland to avoid coastal erosion.

Landscape and loss of agricultural land

With an increased local population expected the demand for access to open land and designated landscapes can be expected to increase. In order that sustainable access to and from these spaces is encouraged over use of private vehicles, which would lead to increase in vehicle emissions, traffic congestion and parking issues, all of which would impact the environment people appreciate. Attractive and convenient off-road routes for walkers and cyclists should be developed and maintained to a high standard. The County Council would expect to be consulted on any proposals to ensure appropriate standards for public access are adhered to.

The County Council takes this opportunity to draw attention to possible changes to land designation and management arising from the Agriculture Act and the Environmental Land Management Scheme (ELMS). These could alter intensive farming practices and place emphasis on farm payments in return for public goods, such as new public access, and ensure an increased environmental focus in this sector. The Local Plan review should take account of changes in farming practices that could result from the Act.

Infrastructure

The County Council considers that new sustainable communities are delivered successfully when supporting infrastructure is delivered up front and ahead of housing growth or other

development. Taking an 'infrastructure first' approach is key to ensuring sustainability is achieved.

The Local Highway Authority supports allocation policies which set out the specific transport requirements for each development site. The transport requirements should ensure the site can be accessed by sustainable travel and connects to the walking, cycling and public transport networks.

The deliverability and affordability of strategic transport mitigation measures needs to be considered and assessed in the TA.

Cumulative impact assessments should include where junctions are already constrained but impacted by development. It is not acceptable in planning terms to leave these junctions operating unsatisfactorily and unmitigated and leaves a highway safety issue to be addressed at planning stage.

In transport terms, there is a need to clarify that the impact from new development must be mitigated if significant and only refused if severe.

There is also no severity test for safety concerns which arise through congestion and constrained networks. It should be recognised that safety is its own reason for refusal under the NPPF.

In seeking to improve Active Travel for users, the PRoW network could be improved by upgrading surfaces for year-round convenient access, uplifting the status of existing Public Footpaths to allow lawful cycling, the creation of new PRoW routes, and providing safe access at local railway and road crossing points. Improvements such as these will be needed both within and outside 'red line boundaries' given users' destinations will generally lie outside a particular development site. Improvements could be delivered directly by developers. The County Council will expect developers to contribute to such schemes in addition to requiring to consent to any and all schemes prior to works on any PRoW.

Transport and communications

The Local Highway Authority support the proposed approach to have policies which reflect Hampshire's emerging Local Transport Plan 4. The two guiding principles of LTP4 are to significantly reduce dependency on the private car and to provide a transport system that promotes high quality, prosperous places and puts people first.

A policy for development sites which interprets the LTP4 at the local level is supported. It is recommended that an interpretation of the LTP4 at the Local Plan level should consider:

- A development strategy that locates housing allocations either near existing services and facilities so that these can be readily accessed by walking, cycling or public transport or in a strategic or greenfield site that has sufficient scale to provide local essential services and facilities and can be well served by public transport, cycle and pedestrian networks. See LTP4 Policy DM1 Integrate transport and strategic land use planning to reduce the need to travel;
- Applying higher density development in brownfield and greenfield development sites where these have ready access to local services and facilities and public transport;
- Applying the LTP4 road user utility framework to the design of new developments. This will ensure that all users (vulnerable users, people who walk, cycle, use public

transport, the delivery of goods and finally motor vehicles) and not just car drivers are given appropriate consideration;

- Applying a 'people first' and 'place based' approach to the design of new developments including the concepts of 20 minute neighbourhoods, low traffic neighbourhoods, Healthy Streets and mobility hubs;
- The master planning of development sites at an early stage of development to create people focused neighbourhoods which reduce the need to travel, reduce dependency of the provide car and are well integrated with existing communities and public transport, walking and cycling networks. See LTP4 policy DM2 – support proactive master planning of new development sites for high quality neighbourhoods;
- Supporting sustainable transport modes through enabling delivery of the South East Hampshire Rapid Transit network (SHERT) and the Local Walking and Cycling Infrastructure Plan;
- Applying a sequential approach to transport mitigation options when assessing the impact of a development site on the local road network. These options should follow a sequential approach starting with measures to avoid the need to travel, active travel measures, public transport (local bus/SEHRT) then lastly a highway capacity enhancement scheme; and
- Assessing the cumulative impact of development sites on key routes to the Strategic Road Network e.g. the A27 east of Portsmouth and A3(M). The Borough Council and the County Council will agree which key routes to the Strategic Road Network can be considered for highway mitigation options, including capacity enhancement schemes. This recognises the continued importance of the Strategic Road Network to the economy.

A policy on the Havant Local Walking and Cycling Infrastructure Plan (LCWIP) and the need for developments to connect to the core walking zones and cycle network is supported. The LCWIP provides suggestions for transport schemes.

New developments should connect to the LCWIP networks to ensure that the new communities or employment zones proposed can be fully connected into the wider community with high quality walking and cycling routes for people to access local facilities. Equally, existing residents should be able to access local facilities provided within new development such as jobs and education opportunities

A policy on the South East Hampshire Rapid Transit network, and how developments can support delivery of the bus proposals along the key corridors or provide connections to them by sustainable transport modes, is supported.

A policy to enable the use of the Hayling billy trail on Hayling island as a key sustainable travel transport corridor for utility trips on and off Hayling Island is supported.

The goals of improving existing PRow and connectivity within the PRow network are encouraged. Example improvements include upgrading surfaces to year-round accessible routes, uplifting the status of existing Public Footpaths to allow lawful cycling, the creation of new PRow routes, the creation of new PRow routes, and providing safe access at local railway and road crossing points. Improvements such as these will be needed both within and outside 'red line boundaries' given users' destinations will generally lie outside a particular development site and could be delivered directly by developers or through the

Borough's Infrastructure Delivery Plan. The Local Highway Authority will expect developers to contribute to such schemes, in addition to requiring to consent to any and all schemes prior to works on any PRow.

Particular regard is encouraged to the issue of 'disconnection' within the PRow network where many walkers and cyclists have to use the road network or other public open space to continue along the network. From a safety perspective, research shows that people are deterred from cycling along existing roads due to increasing levels of vehicular traffic. Creating links, particularly to avoid hazardous situations, such as busy roads, should be a specific goal of the future Local Plan. Further, the character and value of any quieter roads connected to a site should not be changed to a state that they become dangerous or unattractive for non-motorised traffic. Local Plan policies should reflect this in support for improved walking and cycling provision as realistic alternatives to short car journeys.

Green infrastructure

The PRow network is a valuable component of Green Infrastructure and should be specifically recognised as such within the future Local Plan.

Sports and recreation

The PRow network could be considered part of the Borough's sport and recreation facilities. It is an attractive option for many people, not least that it is free at the point of use and is available all day, every day. The network is also valued as the means for people to access, amongst other things, specific sport and recreation facilities. Any policy in this topic section is therefore complementary to other sections of the future Local Plan regarding the PRow network, and policy wording recognises its value to individuals and communities across the Borough.

High Quality Design

The County Council considers that there is high value in designing future communities to high standards of design incorporating best practice principles for accessibility and environmental benefits. The Local Highway Authority expects the future Local Plan to support the PRow network through high quality design and master planning of new developments.

Pollution

The County Council has identified that the premature death costs of poor air pollution, much of which is caused by road traffic, is in excess of £220m per annum in Hampshire. The UK Government is planning on banning sales of combustion engine vehicle in the UK. Whilst likely to reduce carbon emissions the transfer to electric vehicle which are heavier than petrol or diesel is likely to increase some emissions, particularly the most health damaging finer particulates. The air quality in Havant is assessed annually, and it is reported that traffic related pollution is of a concern at some locations and at roadside locations on busy roads. The Local Plan TA should give regard to this issue and consider if the air quality impacts of development will worsen and therefore need to pay for measures which mitigate the exacerbation of pollution.

Traffic noise is also likely to be an issue of concern and will also need to be given similar regard.

New development is often delivered in close proximity to public access routes or publicly available open space. The County Council therefore encourages the future Local Plan to ensure a high degree of control and / or mitigation to minimise the hazards and the

inconvenience people and communities can be subjected to from construction and works. The County Council expects all developments to recognise the potential impacts to the public and to prepare Construction and Environment Management Plans (CEMPs) for appropriate review and agreement with all relevant parties prior to the start of any site works.

The County Council also recommends effective monitoring once planning permission has been granted.

Sustainability appraisal

The County Council expects any Sustainability Appraisal to acknowledge the existence and value of the PRow network, County Council Countryside Sites, and other public accessible open space. The County Council expects the resulting Local Plan to ensure the highest standards of regard and provision of these assets so that existing and future residents and visitors are encouraged to value and use these public facilities.

Final Comments

The County Council would like to reiterate that it is seeking a collaborative approach to the production of the Borough's new Local Plan, and further dialogue is encouraged in relation to the comments that have been raised in this response to ensure positive outcomes and, most importantly, that a sound plan is developed.

Response received from Portsmouth City Council

Thank you for consulting Portsmouth City Council (PCC) on the emerging Havant Local Plan, Regulation 18 Consultation. The City Council would like to make the following comments.

Housing needs / Duty to Co-operate

The Building a Better Future consultation document (page 20) identifies that Havant Borough's Objectively Assessed need comes to 516 homes per annum, based on the Government's Standard Methodology. The consultation document doesn't confirm what the plan period for the new Local Plan will be at this stage although does recognise it will need to be 15 years from the point of adoption. The consultation document ascertains that Havant Borough will be unlikely to address its housing need in full over the plan period due to environmental constraints, although without a fixed plan period this is difficult to state for certain.

Portsmouth City Council would welcome the inclusion on page 20 of the plan to reference to other authorities in the sub region including Portsmouth having their own unmet housing need which will need to be accommodated through joint working.

The City Council welcomes the reference to the joint working through the Partnership for South Hampshire (PfSH) to resolve the issue of unmet housing need in the sub region through the updated PfSH Joint Strategy.

PPC's latest draft housing land supply position (December 2022) currently identifies a shortfall of approximately 3,600 dwellings to 2038 against its need as identified through the Standard Methodology. It is anticipated that the Council's Housing and Economic Land Availability Assessment (HELAA) will be updated in 2023 to reflect the latest position. It is anticipated that the City will still have a sizeable shortfall against its Standard Methodology housing number. It is anticipated that the City Council will have to approach its neighbours including Havant Borough Council either individually or through the PfSH to ascertain from those authorities if they are able to take some of the City's future unmet housing need. The PfSH authorities previously agreed a position statement in June 2016 distributing the wider sub regional housing need between the authorities.

Affordable Housing

The City Council owns a considerable number of homes in Havant Borough and will respond separately as a local housing authority. It is unusual that the City Council owns about a third of its social housing stock outside the City's boundaries and within Havant Borough. This means that Portsmouth households in need of housing can be accommodated in Havant Borough by the City Council. This is strategic cross boundary issue and we would appreciate a discussion on the matter.

Economy and Employment

The City Council welcomes the continued support for the Dunsbury Park site owned by the City Council and its role as part of the Freeport. We would welcome clarification of the point on page 23 of the consultation document relating to how the employment land supply for Dunsbury Park is accounted for. It should be made clear that the delivery is going ahead at Dunsbury Park, and that where the Building a Better Future document states the site should be removed from the Borough's employment land supply that this relates to how the site is counted in technical terms and does not refer in any way to the site not being taken forward in the Plan.

Detailed call for sites information for Dunsbury Park have been provided in a separate submission by PCC's property team.

Regeneration

The City Council would like to express its intention to work closely with Havant Borough Council on any regeneration proposals for Leigh Park or other areas of the Borough where the City Council is the landowner.

Flood Risk

We welcome the reference to the PfSH SFRA, which the two Council's are working closely together with other partner authorities across South Hampshire to deliver.

Biodiversity Net Gain / Landscape

The City Council welcomes the recognition of the importance of internationally designated habitat shared by the two authorities at Langstone Harbour and will continue to work collaboratively with Havant and other authorities on strategies such as the Solent Recreation Mitigation Strategy, Solent Waders and Brent Goose Strategy and Nutrient Neutrality to ensure the protection of the Harbour. The City Council would welcome discussion about any potential future cross boundary biodiversity net gain, and opportunities to improve cross border wildlife corridors especially around Portsdown Hill and Farlington / Broadmarsh. The City Council welcomes the recognition of the importance of the Farlington Marsh Local Nature Reserve of page 49 of the document.

The Council welcomes the recognition of Portsdown Hill as a unique landscape (P57). Reference could also be included to the landscape value of Langstone Harbour.

Infrastructure

The City Council welcomes the reference to cooperation with other plan making bodies in regard to infrastructure provision and will work with the Borough Council on any cross boundary infrastructure provision.

Transport

In terms of strategic cross-boundary transport initiatives we would like to see a strong commitment to the implementation and enabling of the Southeast Hampshire Rapid Transit Corridors.

Response received from Fareham Borough Council

Thank you for consulting Fareham Borough Council ('the Council') on the Building a Better Future consultation.

We welcome Havant's approach to making every effort to meet as much of the housing need in the borough, through leaving 'no stone unturned' in relation to finding suitably developable sites, and through making effective use of land by increasing the density of developments, particularly in town centres. However, we understand that you consider there are constraints which will limit the quantum of development that Havant is able to accommodate.

You will be aware that the Fareham Local Plan 2037 is at an advanced stage and is currently at examination. As well as meeting our own need, this plan makes provision for 968 dwellings towards unmet need arising from Portsmouth and the wider sub-region. The Statement of Common Ground between the Council and PfSH sets out that this level of contribution is currently considered appropriate. Both this Statement of Common Ground, and the statement signed between the Council and Portsmouth City Council were submitted as part of the examination documentation, and in the correspondence we have received to date, the Inspector appears to have accepted that position in relation to this round of plan preparation.

The Council is a committed member of PfSH and, as such, it is fully involved in the ongoing work to address sub-regional housing needs through the work to produce a new Joint Strategy. As members of PfSH, both Havant Borough Council and this Council will continue to be involved in the discussions around the spatial distribution of unmet need, and these discussions will continue as work on the new Havant Local Plan progresses. We believe that these discussions at a sub-regional level are the most appropriate for discussions on unmet need, rather than bilaterally between two authorities.

'Building a Better Future' recognises that the housing requirement figure could change between now and submission of Havant's Local Plan. The Fareham Local Plan 2037 has been delayed at least twice on the back of changing government policy on this issue; back in 2017-18 with the introduction of the standard methodology for calculating housing need, and then in 2020 as a result of consultation proposals to alter the standard methodology. There is currently a degree of uncertainty around planning reforms and the future of the standard methodology and therefore we appreciate the challenges this brings.

We wish you and the team at Havant well in progressing your Local Plan.

Response received from Hampshire Constabulary

Thank you for your email of the 23rd September 2022 and the opportunity to respond to the consultation. Having considered the proposed local plan I have the following comments to make with reference to the prevention of crime and disorder .

Section 17 of the Crime and Disorder Act 1998 (as amended) requires all local, joint and combined authorities (as well as National Parks, the Broads Authority and the Greater London Authority) to exercise its various functions with due regard to the likely effect of those functions on, and the need to do all that it reasonably can to prevent:

- a) crime and disorder in its area (including anti-social and other behaviour adversely affecting the local environment); and
- b) the misuse of drugs, alcohol and other substances in its area, and
- c) re-offending in its area and
- d) serious violence in its area

The duty imposed on an authority by subsection (1) to do all it reasonably can to prevent serious violence in its area is a duty on the authority to do all it reasonably can to –

- a) prevent people from becoming involved in serious violence in its area, and
- b) reduce instances of serious violence in its area

From a crime and disorder view point, the Borough of Havant does not compare favourably with other towns within Hampshire, it has high levels of crime and disorder. According to CrimeRate, the crime rate in Havant is 14% higher than that of the South East region and 8% higher than the national crime rate.

Left unchecked crime and disorder ruins lives and undermines communities. To provide for the safety of the individual and the community, every opportunity must be taken to reduce the opportunities for crime and disorder. The planning process is one of those opportunities.

The Government's commitment to use the planning system to reduce levels of crime and disorder are highlighted within several pieces of the planning guidance:

- (i) The National Planning Policy Framework (NPPF):

Paragraph 92. Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:

- b) are safe and accessible so that crime and disorder, and the fear of crime do not undermine the quality of life of community cohesion – etc.

Paragraph 130. Planning policies and decisions should ensure that developments:

- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- (ii) Planning Practice Guidance (PPG); Healthy and Safe Communities; Supporting Safe Communities:

- a. What is the role of planning in preventing crime and malicious threats?

i) Planning provides an important opportunity to consider the security of the built environment, those that live and work in it and the services it provides.

b. How can planning help achieve resilient places?

i) Good design that considers security as an intrinsic part of a masterplan or individual development can help achieve places that are safe as well as attractive, which function well, and which do not need subsequent work to achieve or improve resilience. However good security is not only about physical measures and design; it requires risks and mitigation to be considered in a holistic way.

ii) Good design means a wide range of crimes from theft to terrorism are less likely to happen by making committing those crimes more difficult. It helps create safer places, infrastructure and buildings that are less vulnerable to terrorist attack and, should an attack take place, where people are better protected from its impacts. It can also reduce the cost and impact of security measures by avoiding retrospective works and enable mitigating measures to be blended into the environment.

It is clear that Central Government's intention is that the design of a development must contribute to reducing the opportunities for crime and disorder.

The design and layout of a development influences the opportunities for crime and disorder. The presence of good natural surveillance of the public realm, layout of the public realm, defensible space (especially about dwellings), appropriate connectivity and safe permeability, and good lighting will reduce the opportunities for crime and disorder and reduce the fear of crime.

The prevention of crime and disorder and reducing the fear of crime brings a number of benefits to both the individual and the community. Low levels of crime and disorder provides a 'safe' environment within which individuals and communities are able to thrive and fulfil their potential.

The current Adopted Havant Core Strategy contains two policies that directly relate to reducing crime and disorder, CS8 (Community Safety) and CS16 (High Quality Design). Within the proposed local plan, within the section "High Quality Design" there is a single reference to crime prevention, which does not convey the importance of preventing crime and disorder and reducing the fear of crime. The "Proposed Policies" section does not elaborate on this statement nor contain any reference to the requirement for development to reduce crime and disorder.

Reducing crime and disorder and the fear of crime does not happen by chance it requires the right policies to be put in place. To that end we would ask that a policy which addresses the need for development to reduce the opportunities for crime and disorder and reduce the fear of crime is included within the new local plan. We would suggest a policy containing the following points:

- a) The layout of the development must reduce the opportunities for crime and disorder, and contribute to improving community safety.
- b) All development must incorporate measures to reduce the opportunities for crime and disorder, such as, but not limited to:
 - i. Good natural surveillance of the public realm
 - ii. Defensible space about buildings especially dwellings
 - iii. Appropriate levels of safe connectivity and permeability
 - iv. Lighting to the relevant British Standard

Mitigating the effects of poor design can never be as effective at preventing crime and disorder as good design.

I would be grateful if you would contact me at the next stage of the consultation process.

Response received from Westbourne Parish Council

The document states “It will leave no stone unturned to identify sufficient land for 516 homes per year”. Westbourne Parish Council (WPC) understands that the current government may have certain reservations regarding housing numbers being decided centrally and imposed upon local planning authorities. If HBC feel they would have difficulty achieving the 516 homes per year, it may therefore be appropriate were they to question/challenge this figure, especially if, as stated on P15, “Much of the land outside of these designated areas has already been developed and there are few, if any, new sites that are unconstrained by protective designations or other difficulties”.

While the desire to prioritise brownfield sites is to be commended, as stated on P20 on the Plan, “with such a high housing need to be met, all available and suitable greenfield sites will be needed. That may well be the case; however, WPC objects vehemently to the allocation of housing to the north of Long Copse Lane (H8 in the previous Plan) for the following reasons:

- The proposed development would be an unsustainable extension of northern Emsworth into an area of open countryside which is not close to an established centre with associated amenities and facilities, including public transport. WPC considers that Havant Borough Council should increase density in other sustainable areas of the Borough first to meet its housing allocations before considering building houses to the north of Long Copse Lane.
- The form and extent of the proposed development would have a significant and harmful impact upon the character and appearance of the local area and the wider landscape. The site is in an area of open countryside right up against the county boundary and immediately adjacent to the northern end of the Emsworth/Westbourne wildlife corridor. As such, it would constitute a major incursion and barrier to wildlife connections between Hollybank Woods, Southleigh Forest, the Solent Coast and the South Downs National Park. It is increasingly acknowledged that habitat should not be preserved in disconnected islands and that there should be buffer zones around them to minimise disturbance. There would be a loss of habitat for wildlife and 12 species of bats, including one of the largest colonies of rare Bechsteins’ bats in the UK.
- The proposed site is close to the modest and historic village of Westbourne in West Sussex. The cumulative effect of further housing, in addition to the 250 new homes built at the Redlands Grange development in north Emsworth in 2013, would dominate the local area and have a harmful impact upon Westbourne, and its rural character and setting. The development of a further 210 homes, possibly up to 260 if future development identified on the plan and adjacent to the site is approved, would exacerbate the closing of the countryside gap between the two settlements of Emsworth and Westbourne on the Hampshire/West Sussex border. This gap is important as it helps to define the separate identities of small towns and villages and prevents settlements merging into a South Hampshire urban sprawl.
- It is of great concern that the development would generate an increase in vehicle movements of private cars, light goods vehicles and larger vehicles on a regular basis along Long Copse Lane, which is already sensitive to traffic and unsustainable for the volume of traffic resulting from the proposed development. Pedestrians, cyclists and the many horse riders that use Long Copse Lane would be vulnerable due to poor forward visibility, lack of footpaths and limited space available for vehicles to pass.

- There are significant flooding issues on Long Copse Lane that occur towards the lower levels of the lane nearest to Westbourne, and this would only be exacerbated by any development.
- The residents of any new development would undoubtedly consider Westbourne Village as a primary location for shopping, pubs, schooling and a range of local services, and infrastructure contributions would be required to support the village centre and improve its capacity to cope with the potential influx of users arising from the proposed development.
- Long Copse Lane provides an alternative route for commuter traffic heading towards Chichester or northwards towards the A3. This would cause visibility issues at the junction of Long Copse Lane and North Street in Westbourne, where visibility is very restricted and increased turning movements would create safety issues.
- The Parish Council understands there is insufficient capacity at Thornham Wastewater Treatment Works for any new housing within its catchment area.

Taking all these concerns into account, WPC would urge the HBC to ensure that any plans to build 210 houses to the north of Long Copse Lane are withdrawn as this would cause significant harm to wildlife and have a severe impact on the village of Westbourne.

Whilst on the subject of homes, it is to be hoped that sustainable homes will not be sacrificed in order to achieve rapid delivery through modern methods of construction. If modern methods of construction are to be favoured, care should be taken to avoid mistakes of the past, whereby these construction techniques have resulted in poor quality homes that become difficult to maintain and unpleasant for occupiers to live in. Moreover, in view of the reality of climate change, careful consideration will need to be given to ensuring that the homes are as close to carbon-neutral as possible.

P49. "The Biodiversity Strategy 35 identifies a number of Local Nature Reserves within Havant Borough. As a local designation, an LNR can be given protection against damaging development on or around it. However, the level and type of protection afforded to an LNR is decided locally and varies from site to site. LNRs can also be designated as a SINCR, or have national and international environmental designation status. An additional requirement of LNRs by Hampshire County Council is that the site has present or potential access both within the site and the wider Rights of Way network." It is noted that Hampshire Farm Meadows, 42 acres of public open space on the border of Emsworth (Hampshire) and Westbourne (West Sussex) is not identified as an LNR. We suggest that this is addressed with urgency.

Furthermore, we would like to see the area between Westbourne and Emsworth, which runs along the River Ems - and represents an important wildlife and ecological corridor - designated as local green space. In an earlier iteration of the Local Plan, HBC agreed to work with neighbouring authorities to develop wildlife corridors which includes the River Ems. This would be very much supported by WPC. It is well known that the River Ems has suffered in recent years and, as a very rare chalk stream, it needs all the protection it can be afforded.

P36. It seems strange to WPC that there are only two Gypsy and Traveller pitches in Havant Borough while, in the parish of Westbourne, there are already something in the region of 40 pitches.

The following stakeholders provided a response via the consultation survey or the Citizenlab platform, and their responses have been included within the analysis at Section 8.0.

- Southern Water
- Sport England
- Langstone Harbour Board
- Chichester Harbour Conservancy

Appendix F – Promotional materials

The following photos provide the design of posters produced to promote the Building a Better Future Plan Consultation. This section also includes photos of these materials in situ.

Large format poster design

BUILDING
A BETTER FUTURE

The council is developing a new Local Plan – a long-term strategy for development. It will influence future decisions on housing, industry, the environment and more.

We'll also be holding a range of public exhibitions to provide further detail and a chance to talk to experts about what is being proposed.

Alternatively, visit the website below to find out more and submit your thoughts online.

South Hayling United Reform Church - PO11 9EY - Tuesday 11 October - (15:00 - 19:00)
Meridian Shopping Centre, Havant - PO9 1UN - Saturday 15 October (10:00 - 16:00)
St George's Church Hall, Waterlooville - PO7 7EH - Thursday 20 October (15:00 - 19:00)
Park Community School, Leigh Park - PO9 4BU - Thursday 27 October (15:00 - 19:00)
Public Service Plaza, Havant – PO9 2AX – Tuesday 1 November (10:00 – 16:00)
Emsworth Baptist Church - PO10 7BY - Thursday 3 November (15:00 - 19:00)

www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 70 – Design for large format poster for Building a Better Future Plan Consultation (Regulation 18)

Photos of large format poster displays



Figure 71 - Photo (no. 1) of large format poster on display in Waterlooville



Figure 72 - Photo (no. 2) of large format poster on display in Waterlooville



Figure 73 - Photo (no. 3) of large format poster display in WaterlooVille



Figure 74 - Photo (no. 4) of large format poster display in Waterloo



Figure 75 - Photo (no. 1) of large format poster in Havant



Figure 76 - Photo (no. 2) of large format poster in Havant



Figure 77 - Photo (no. 3) of large format poster in Havant

BUILDING A BETTER FUTURE

The Council wants to hear from you on the new Local Plan.

Visit the below webpage for details on how you can contribute – we are also holding face-to-face exhibition events across the borough on the below dates where you can find out more:

- **Hayling Island United Reform Church**
PO11 9EY - Tuesday 11 October - (15:00 - 19:00)
- **Meridian Shopping Centre, Havant**
PO9 1UN - Saturday 15 October (10:00 - 16:00)
- **St George's Church Hall, Waterlooville**
PO7 7EH – Thursday 20 October (15:00 – 19:00)
- **Park Community School, Leigh Park**
PO9 4BU - Thursday 27 October (15:00 - 19:00)
- **Public Service Plaza, Havant – PO9 2AX**
Tuesday 1 November (10:00 – 16:00)
- **Emsworth Baptist Church - PO10 7BY**
Thursday 3 November (15:00 - 19:00)

Paper copies of the Local Plan survey and supporting document are available for collection at this community centre

www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 78 – Design for community centre posters for Building a Better Future Plan Consultation (Regulation 18)

Community centre poster displays - all photos taken between 26 October 2022 and 1 November 2022

Acorn Community Centre, Waterlooville



Figure 79 – Photo of community centre poster in Acorn Community Centre, Waterlooville

Bedhampton Community Centre

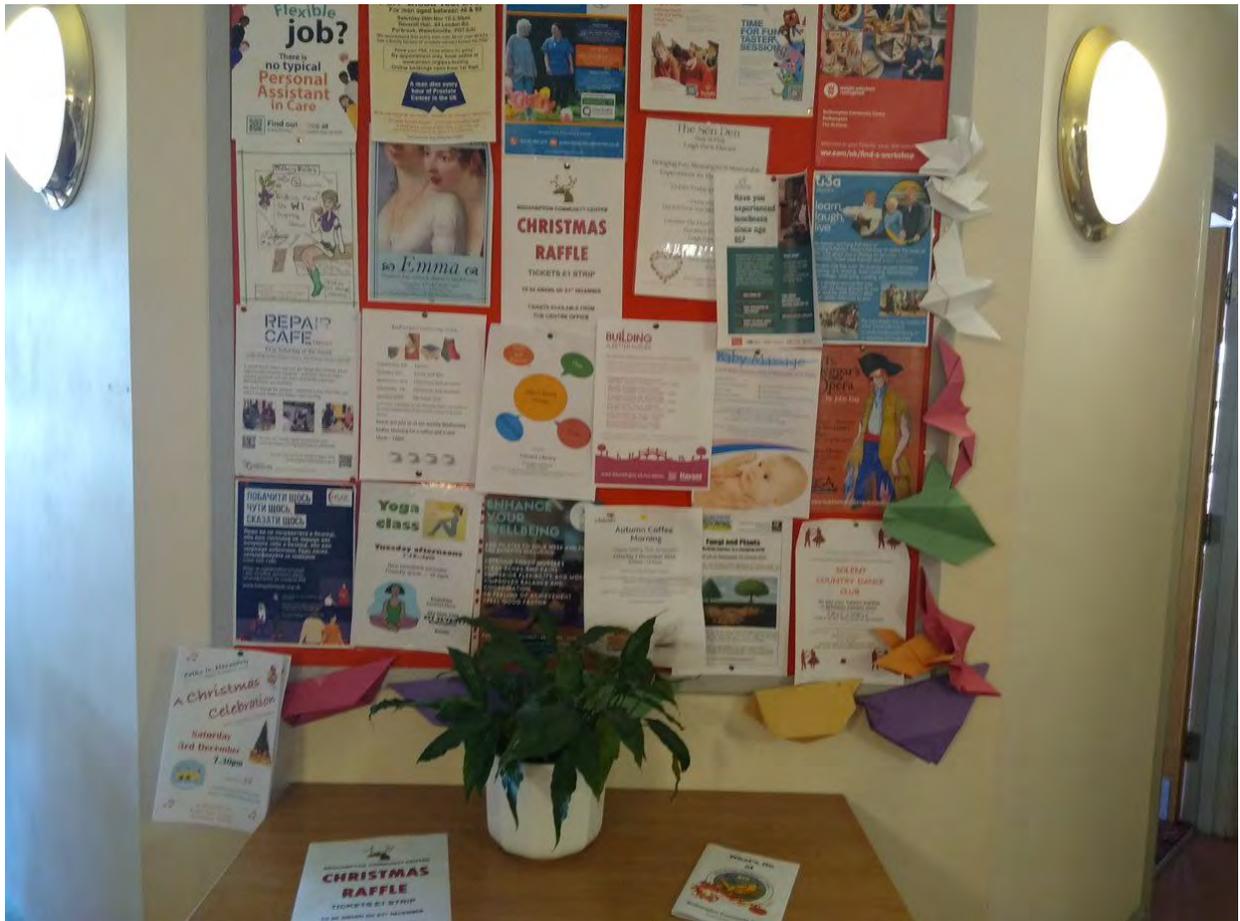


Figure 80 – Photo of community centre poster in Bedhampton Community Centre

Cowplain Activity Centre

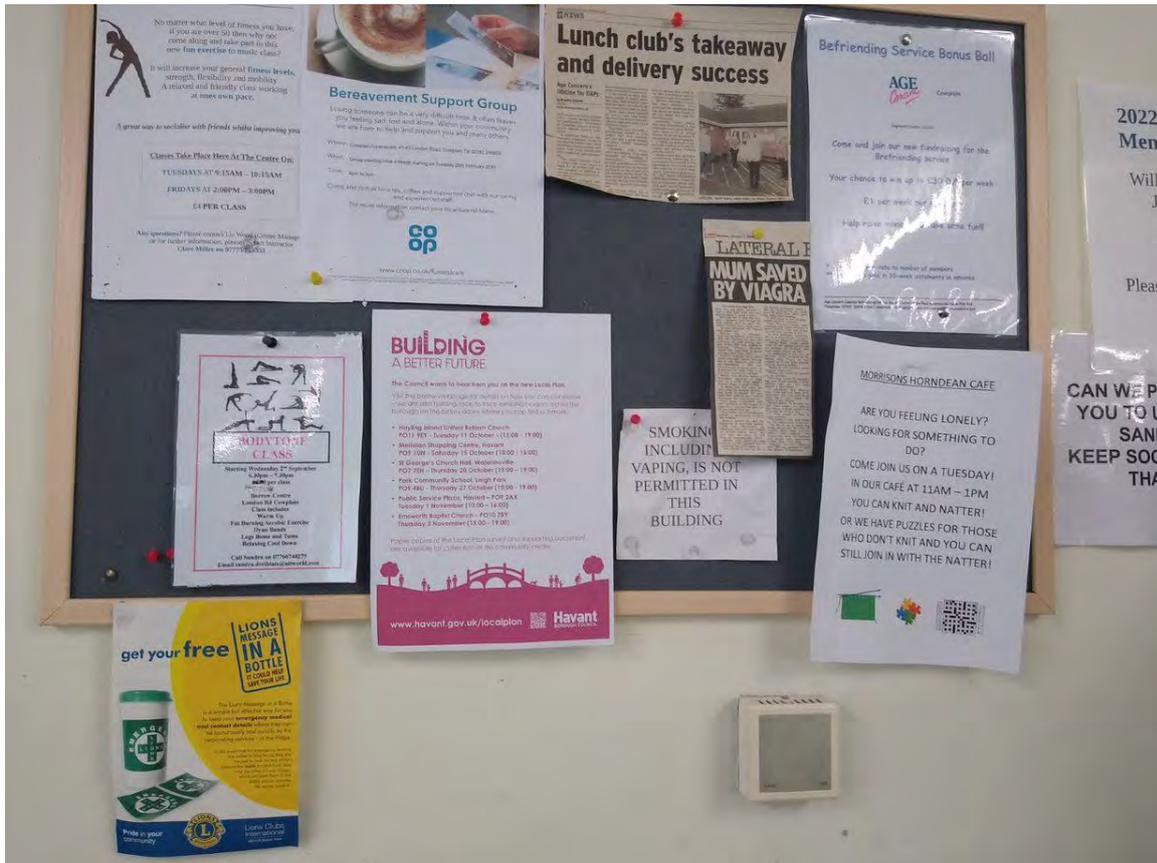


Figure 81 – Photo of community centre poster in Cowplain Activity Centre

Eastoke Community Centre, Hayling Island

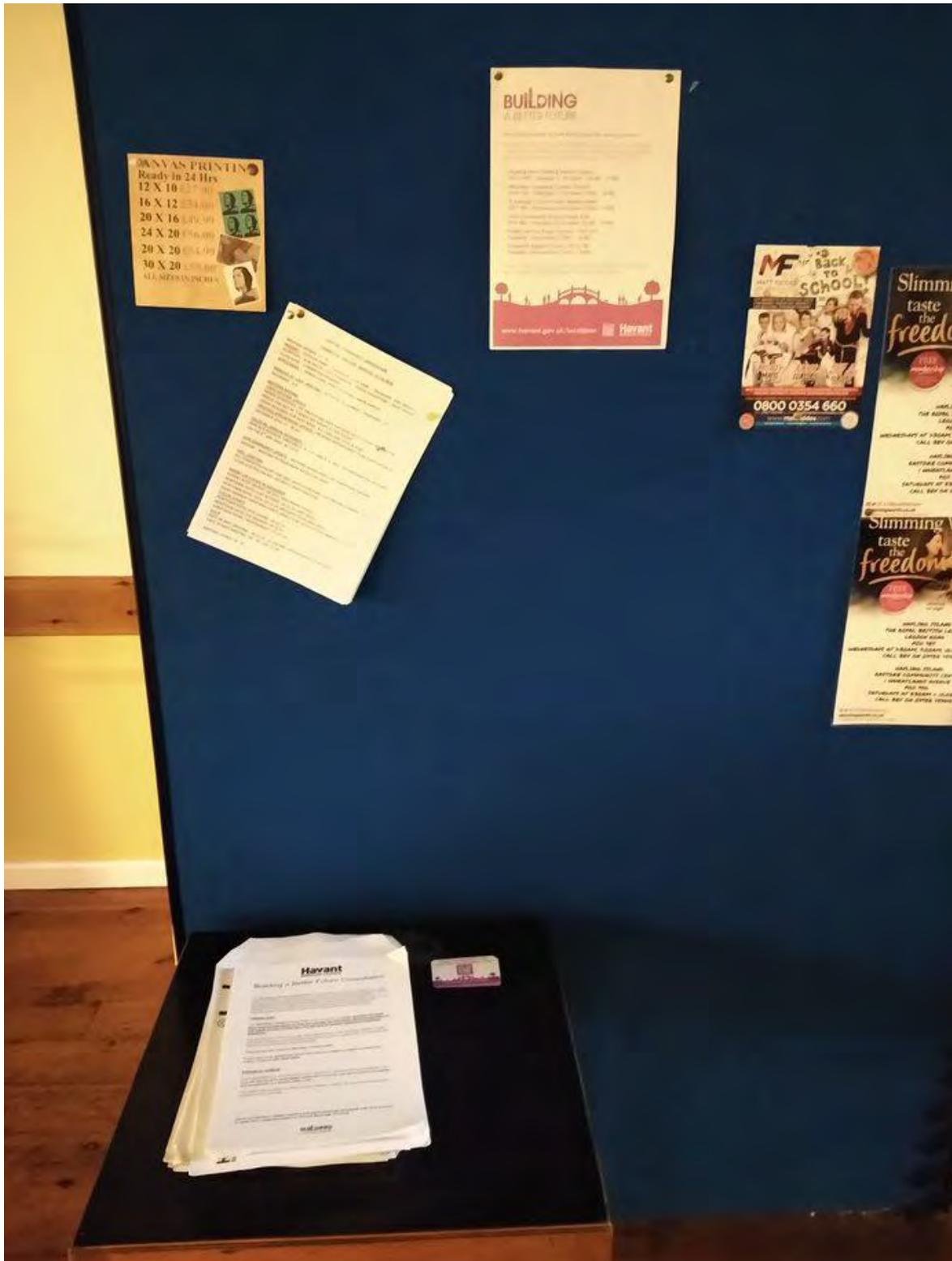


Figure 82 – Photo of community centre poster in Eastoke Community Centre

Emsworth Community Centre



Figure 83 – Photo of community centre photo in Emsworth Community Centre

Hayling Island Community Centre



Figure 84 – Photo of community centre photo in Hayling Island Community Centre

Leigh Park Community Centre



Figure 85 – Photo of community centre poster in Leigh Park Community Centre

Phoenix Crookhorn Community Centre

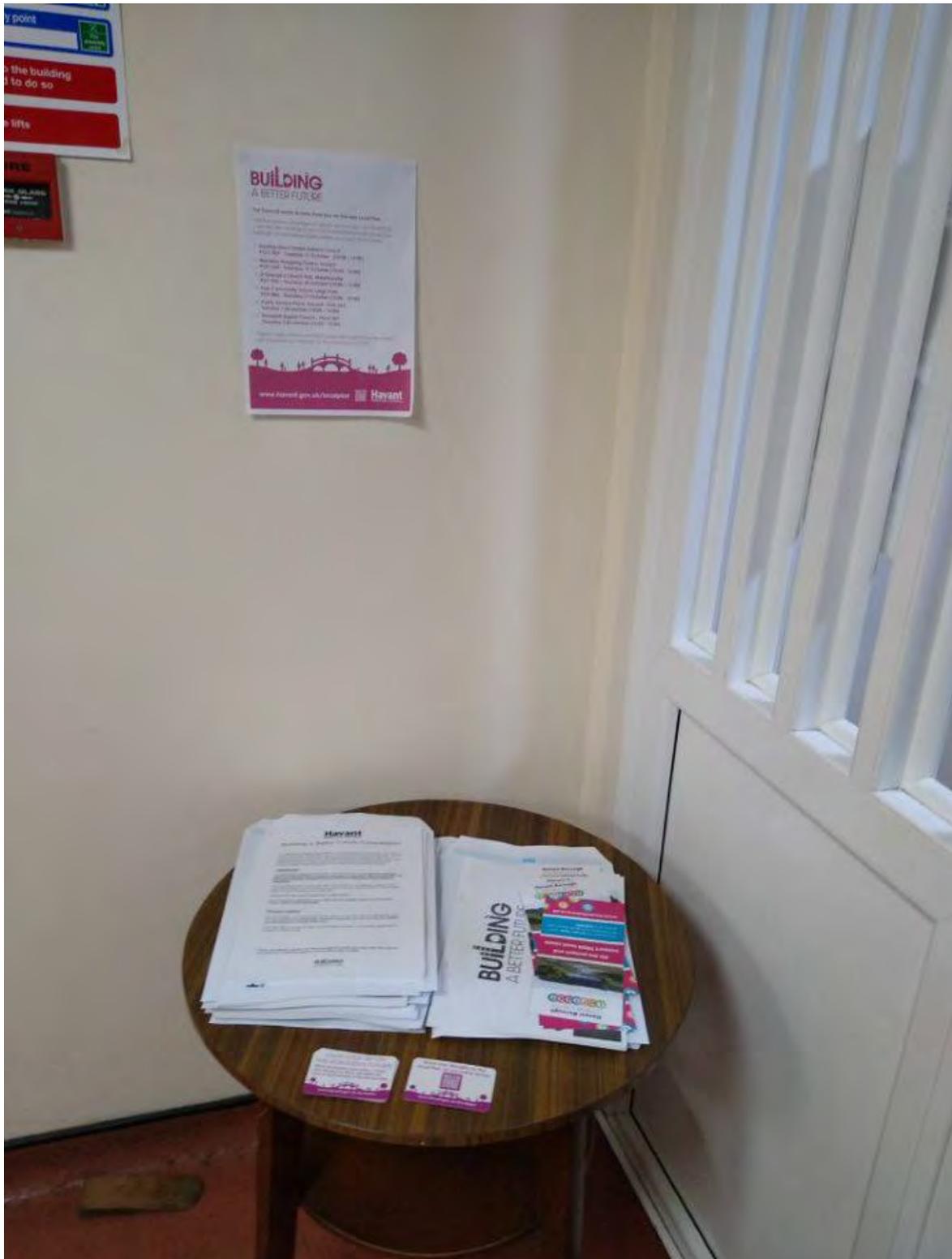


Figure 86 – Photo of community centre photo in Pheonix Crookhorn Community Centre

Springwood Community Centre, Waterlooville

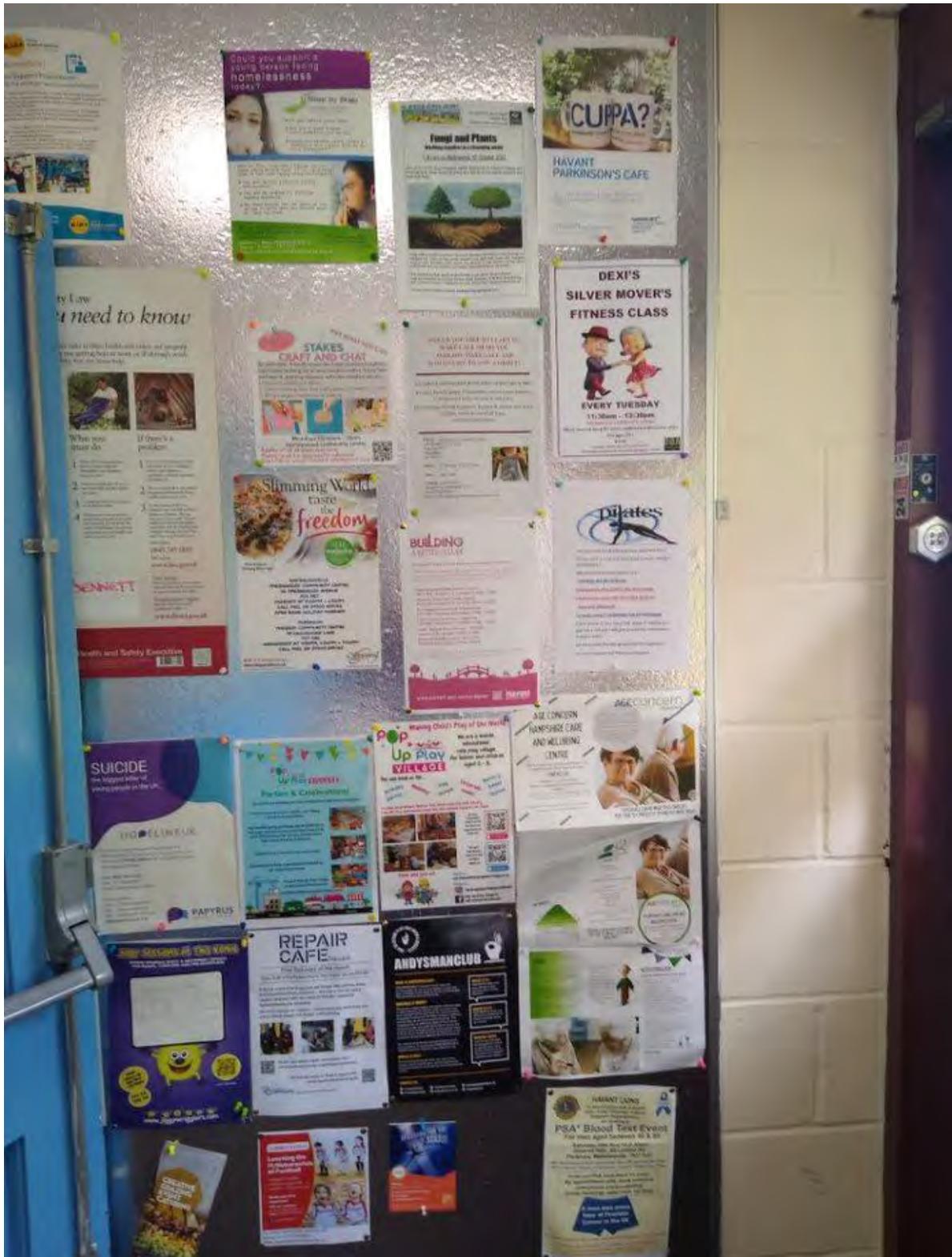


Figure 87 – Photo of community centre poster in Springwood Community Centre

The Spring Arts and Heritage Centre, Havant



Figure 88 – Photo of community centre poster in Spring Arts and Heritage Centre

Waterlooville Community Centre

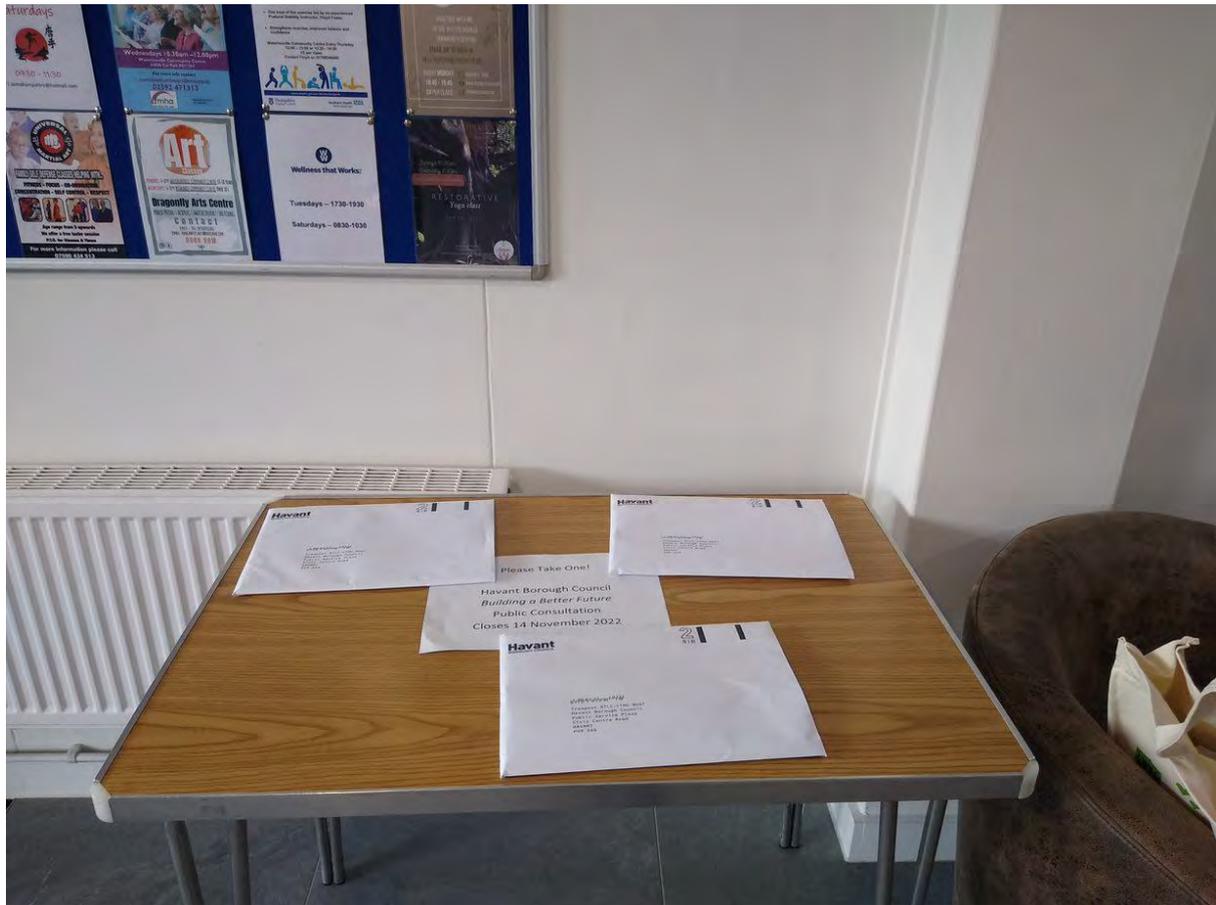


Figure 89 – Photo of community centre photo in Waterlooville Community Centre

Westbrook Hall, Waterloooville



Figure 90 – Photo of community centre poster in Westbrook Hall

BUILDING
A BETTER FUTURE

The Council wants to hear from you on the new Local Plan.

Visit the below webpage for details on how you can contribute – we are also holding face-to-face exhibition events across the borough on the below dates where you can find out more:

- Hayling Island United Reform Church
PO11 9EY - Tuesday 11 October - (15:00 - 19:00)
- Meridian Shopping Centre, Havant
PO9 1UN - Saturday 15 October (10:00 - 16:00)
- St George's Church Hall, Waterlooville
PO7 7EH – Thursday 20 October (15:00 – 19:00)
- Park Community School, Leigh Park
PO9 4BU - Thursday 27 October (15:00 - 19:00)
- Public Service Plaza, Havant – PO9 2AX
Tuesday 1 November (10:00 – 16:00)
- Emsworth Baptist Church - PO10 7BY
Thursday 3 November (15:00 - 19:00)

Paper copies of the Local Plan survey and supporting document are available for collection at this library.

www.havant.gov.uk/localplan  **Havant**
BOROUGH COUNCIL

Figure 91 – Design for library posters for Building a Better Future Plan Consultation (Regulation 18)

Library poster displays - all photos taken between 26 October 2022 and 1 November 2022

Emsworth Library

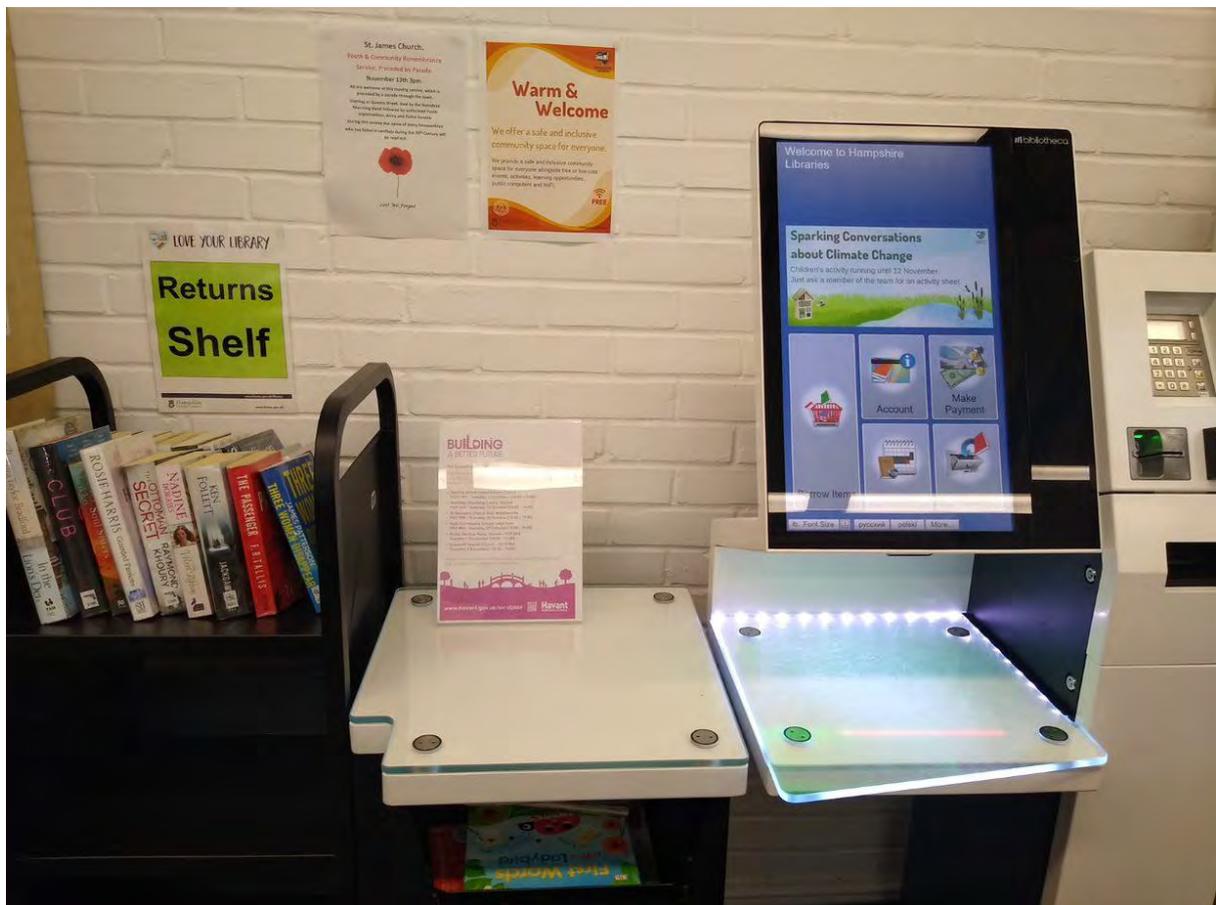


Figure 92 – Photo of library poster in Emsworth Library

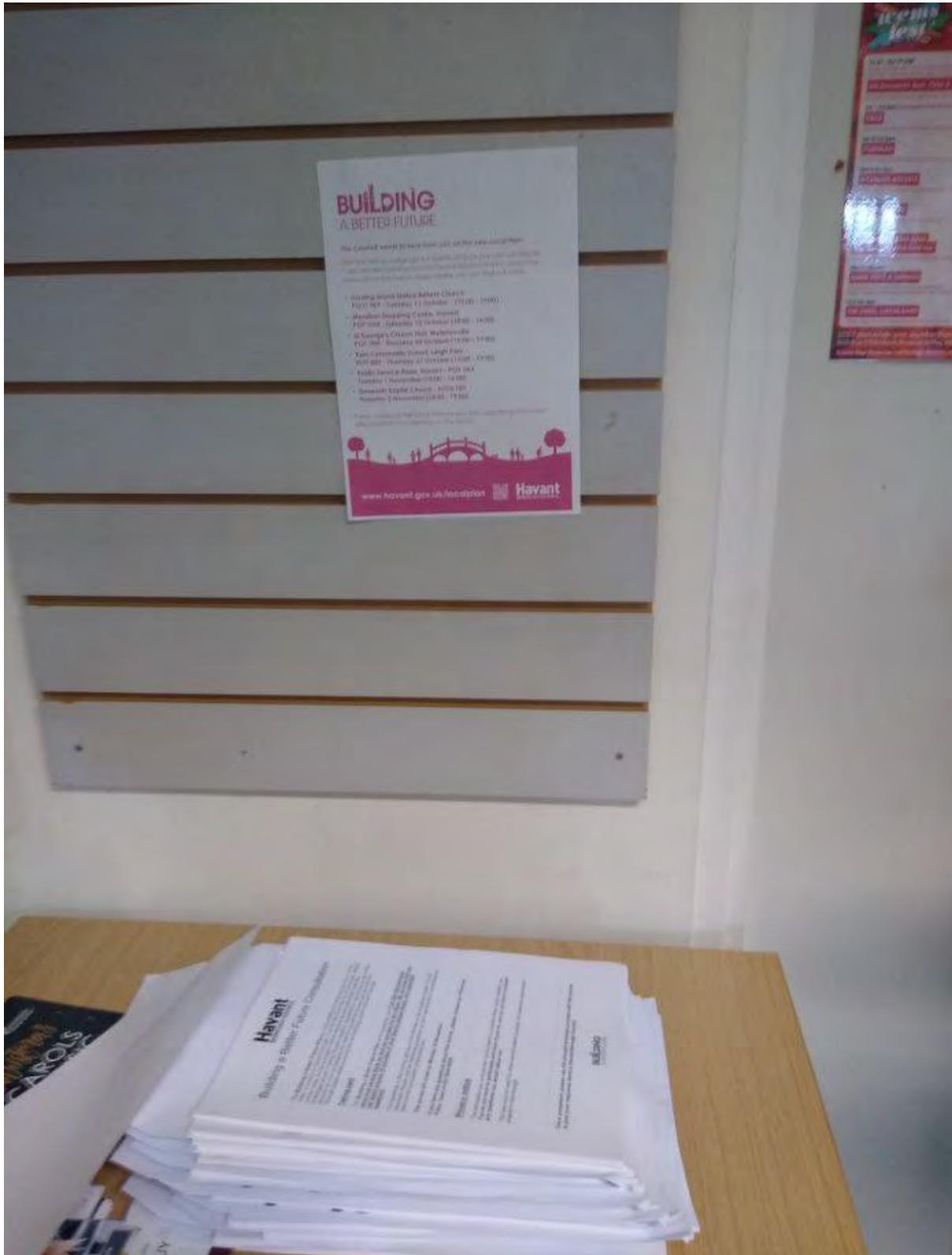


Figure 93 – Photo of library poster in Havant Library



Figure 94 – Photo of library poster in Hayling Island Library

Leigh Park Library



Figure 95 – Photo of library poster in Leigh Park Library

Waterlooville Library



Figure 96 – Photo of library poster in Waterloooville Library

Appendix G – Exhibition materials

The following photos provide a breakdown of the design of banners displayed at the face-to-face exhibition events. Please note that due to space constraints, not all banners may have been displayed at each event.

This section also provides the design for business cards and comment cards provided at the face-to-face exhibition events.

Banner design 1 - Introduction

The banner features a purple and orange color scheme. At the top left, the logo reads "BUILDING A BETTER FUTURE" with a stylized building icon. The main headline is "HAVE YOUR SAY ON THE BOROUGH'S FUTURE" in large, purple, sans-serif font. Below this, a paragraph explains: "The Local Plan is a long-term strategy containing policies that influence development. The council is working on this now and wants your views." The central part of the banner is a grid of eight small panels, each with an illustration and text:

- Panel 1 (Top Left):** Illustration of a construction crane. Text: "By law, the council must have a long-term strategy for development in place."
- Panel 2 (Top Middle-Left):** Illustration of a building under construction. Text: "Building a better future is the focus of our new Local Plan."
- Panel 3 (Top Middle-Right):** Illustration of a park with a tree and a bench. Text: "Our Local Plan will include a wide range of policies including housing, employment, climate change and more."
- Panel 4 (Top Right):** Illustration of a document with a magnifying glass. Text: "We are starting a discussion document which outlines our ideas for the Local Plan."
- Panel 5 (Middle Left):** Illustration of a woman thinking. Text: "We want your thoughts on the document!"
- Panel 6 (Middle Middle-Left):** Illustration of two people sitting on a bench talking. Text: "Our public consultation starts on 3 October 2022, lasting six weeks."
- Panel 7 (Middle Middle-Right):** Illustration of hands pointing to a map. Text: "The public will be consulted further as the Local Plan is developed."
- Panel 8 (Middle Right):** Illustration of a building and a document. Text: "Our aim is to have the Local Plan formally adopted by Spring 2023."

At the bottom, there is a silhouette of a park with trees, a bridge, and people walking. Below this, the website address "www.havant.gov.uk/localplan" is displayed in white text on a purple background. In the bottom right corner, the "Havant BOROUGH COUNCIL" logo is shown.

Figure 97 - Design for exhibition banner 1 - Introduction

BUILDING
A BETTER FUTURE

HOUSING DEVELOPMENT

The government has set the borough a target of delivering **516** new homes a year to meet national housing need.

The target set by government is ambitious, and one the borough is currently unable to meet. Havant is a small, heavily constrained borough which is already very built up. To even get close, the council will need to:

- Prioritise brownfield sites, though accept significant greenfield development is needed as well
- Ensure we make the best use of all land that is developed, avoiding the low densities seen on suburban estates in the past and building in our town centres at particularly high densities
- Seeking the assistance of our neighbouring authorities to accommodate some of the development

Particular focus will be placed on Southleigh, Havant town centre and Waterlooville town centre to provide significant levels of housing, recognising these sites – by the nature of their size and complexity – will take more time to develop. The council is running a call for sites as part of this consultation to actively engage with local landowners and site promoters regarding new development sites.

Proposed actions:

- A policy setting out the overall housing requirement of the Local Plan, with the requirement per year starting at a lower rate and then stepping up delivery once larger, more complex sites are brought forward.
- A suite of allocation policies to meet the housing requirement.
- A strategy to work with other local authorities on meeting housing targets.
- Implement a stepped trajectory so that the housing numbers can be delivered over the lifetime of the plan.

We'd like your feedback on such points as:

- How do you think the council should meet its government target?
- What sites do you think are the most important?
- What are your thoughts on the stepped trajectory approach?
- Do you agree other local authorities should help us meet our targets?

www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 98 – Design for exhibition banner 2 – Housing Development

BUILDING
A BETTER FUTURE

HOUSING STANDARDS AND AFFORDABLE HOUSING

Design codes and clear policies will provide direction on ensuring the right development for the borough.

Alongside the Local Plan, a new local design code will be created to inform the appearance, layout, form and orientation of development schemes. Furthermore, the Local Plan will influence development to ensure the right mix of housing types are built to meet the borough's needs.

Affordable housing is an integral part of the borough's housing mix. The borough has a high waiting list for those needing rented homes but cannot afford market rates.

Any development with more than 10 homes will be required to provide a percentage of affordable homes. Initiatives – such as First Homes (a government initiative to provide homes discounted by 30%) – could form part of the mix. The percentage for each site will be defined by current need and local requirements.

Proposed actions:

- Set out new housing standard criteria for developers, considering things such as:
 - Minimum internal space standards
 - Provision of gardens and/or balconies
 - Accessibility and adaptability standards
- A series of policies to identify and ensure the right housing mix for the borough, including retirement and specialist housing.
- A policy ensuring affordable housing will be provided where viable on schemes of 10 or more homes.

We'd like your feedback on such points as:

- What standards do you think the Local Plan should include?
- Do we need more retirement housing?
- How do you think affordable housing should be provided?
- Do we need more care homes?

www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 99 – Design for exhibition banner 3 – Housing standards and affordable housing

BUILDING

A BETTER FUTURE

ECONOMY AND EMPLOYMENT

New employment sites will be developed to meet modern need, with older sites being considered for alternative uses.

The borough has a shortage of land which can be used for housing but an over-supply in the land available for economic development. Therefore, the Local Plan will consider the reuse of employment sites no longer fit for purpose or which could be better used in a different way - housing, for example. New employment sites that provide the capability and amenity required by modern businesses will also be assessed.

Considerable business potential exists with the Dunsbury Park site – now part of the Solent Freeport (a special area defined by government where different economic regulations apply).



Proposed actions:

- A policy to define the quantity and mix of employment sites needed to support the borough.
- Identification of which industrial sites need protection from alternative uses, and which sites could potentially be used differently.
- Ensure that where decommissioned industrial sites are used for housing, legacy issues (such as contamination) are addressed fully.

We'd like your feedback on such points as:

Do you think there are enough employment sites in the borough?

Which sites need protecting for continued employment use?

Do you agree with using old industrial sites for housing?

What do you think the mix of employment sites should be?



www.havant.gov.uk/localplan



Figure 100 – Design for exhibition banner 4 – Economy and employment

BUILDING

A BETTER FUTURE

THE NATURAL ENVIRONMENT

Respecting our natural environment – and our own local challenges - is integral to future development plans

Legally required to ensure that any developments within the borough are compliant with the Conservation of Habitats and Species Regulations 2017, the council has a number of environmental designations to consider. With numerous internationally protected sites locally, including Langstone and Chichester Harbours, any development needs to fit within the legislation protecting our borough's flora and fauna.

The Local Plan will consider the environmental impact of any development through a Habitats Regulations Assessment. Planning permission will be refused for applications that lead to an adverse effect on these heavily protected sites. Furthermore, this assessment will be supported by dedicated policies which will set out the minimum requirements for developers to address major environmental concerns specific to the borough.

Proposed actions:

- The creation of bespoke policies to address local environmental concerns, such as disturbance from recreation, protected species, water quality and Solent water and Brent Goose sites.
- Original research to help ensure up-to-date mapping of areas within or affected by environmental designations.



What do you think the minimum requirements should be for developers?

Do you think enough is being done to preserve local habitats?

Do you think the balance of considering development versus the environment is fair?

Do you think other policies are required to protect our local environment?



www.havant.gov.uk/localplan



Figure 101 – Design for exhibition banner 5 – The natural environment

BUILDING

A BETTER FUTURE

BIODIVERSITY NET GAIN

It's not just about protecting our natural environment from development– it is about increasing this precious resource too...



With the introduction of the Environment Act of 2021, all future developments will be required to deliver a minimum of 10% biodiversity net gain, following an agreed method of measurement.

Proposed actions:

- All new habitat creation resulting from the Environment Act is legally secured and environmentally managed for at least 30 years.
- A policy placing primacy on new developments to achieve biodiversity net gain on-site first before considering off-site options.
- Where off-site mitigation is used – and where possible - it is used to reconnect and enhance other parts of the borough's ecological network.

What minimum standards would you apply to habitat creation?

Should we boost biodiversity net gain beyond the Government minimum?

Do we have the right approach to considering the impact on ecology?

Do you have any sites that we could consider for local ecological designation?



www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 102 – Design for exhibition banner 6 – Biodiversity net gain

BUILDING

A BETTER FUTURE

LANDSCAPE AND LOSS OF AGRICULTURAL LAND

Our distinctive coastal and downland landscape is cherished, but under government pressure to meet set housing targets.



The value of the borough's distinctive local landscape is recognised and understood by the council. The Chichester Harbour Area of Outstanding Natural Beauty and the South Downs National Park will continue to be protected.

However, the housing targets set by government have placed considerable pressure on the borough. As such, development sites will need to be included in the plan which are on agricultural land and/or would have a local landscape impact.

The Local Plan will attempt to minimise and manage the impact on landscape through the creation of several key policies to influence developments, provide minimum standards and create clear landscape boundaries.

We'd like your feedback on such points as:

What are your biggest concerns about development and the landscape?

What requirements would you place on developments in landscape-sensitive areas?

What elements of the landscape do you feel need protecting?

Do we have the right approach regarding loss of agricultural land?

Proposed actions:

- A management policy for development within (and close to) the Chichester Harbour Area of Outstanding Natural Beauty (AONB).
- Protection of the setting of the South Downs National Park.
- Mapping of the borough's settlement boundaries (including new developments on their edge) to create a policy limiting development beyond them.
- A management policy for development to retain woodlands and trees.
- Site specific policies to protect distinctive landscape features and their surroundings.



www.havant.gov.uk/localplan



Figure 103 – Design for exhibition banner 7 – Landscape and loss of agricultural land

BUILDING

A BETTER FUTURE

CLIMATE CHANGE

Climate change is happening. The borough – and all development within it – must reduce its environmental impact.



The council has adopted a climate change strategy and committed to achieving net zero by 2050. To support this target, the new Local Plan could introduce standards that all new developments produce less carbon emissions than the national standard. Furthermore, the council is obliged to ensure new developments are not vulnerable to the known effects of climate change.

New policies – as part of the Local Plan – could reinforce the need to include sustainable design methods in new development, advise on materials used and assess ways of improving efficiency in the construction process.

Proposed actions:

- Policies to influence sustainable design methods to ensure low carbon developments.
- Identifying design and energy saving measures for development.
- Assessing solutions regarding water efficiency and shortages.
- A policy on sustainable construction to inform the materials used in the development of the borough.
- Providing guidance on renewable and low-carbon energy solutions for reduced reliance on fossil fuels and finite energy sources.
- A policy to encourage the installation of electric vehicle charging points for vehicles in all new developments.
- Enforcing the protection and active enhancement of green infrastructure as part of all new development and encouraging tree planting.

What do you think are the borough's climate change priorities?

How would you like new developments to address climate change?

What focus would you like to see on renewable energy in new developments?

What kind of materials should we be using or avoiding in new development?



www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 104 – Design for exhibition banner 8 – Climate change

BUILDING
A BETTER FUTURE

FLOOD RISK

Being a coastal borough, we need to address future flood risk and ensure new development does not create additional burden.

Being a coastal borough, there are a number of considerations regarding flood risk, especially when considering the impact of climate change and rising sea levels. The Local Plan will instigate new policies and original research to identify risks, understand requirements and oversee considered development.

Proposed actions:

- The creation of a strategic policy identifying key infrastructure requirements for coastal defence, flood alleviation schemes and drainage, and the active support of investment into them.
- To only allow development within areas of risk of flooding in exceptional circumstances and where the risk can be mitigated for the lifetime of the development and doesn't increase risk elsewhere.
- A policy to define minimum levels of effective drainage for new developments, including sustainable drainage mechanisms.
- Setting of Coastal Change Management Areas which define the level of development that can/can't take place within them.



We'd like your feedback on such points as:

What are your thoughts regarding drainage and new developments?

Do you think enough is being done to address flood risk?



www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 105 – Design for exhibition banner 9 – Flood risk

BUILDING
A BETTER FUTURE

REGENERATION

Critical to the long-term prosperity of the borough, the Local Plan will actively support comprehensive regeneration projects.



The Local Plan will support the Havant Borough Regeneration and Economy Strategy and will actively support the regeneration of four key areas in the borough – Havant town centre, Waterlooville town centre, Leigh Park town centre and Hayling seafront.

The Local Plan will recognise the unique opportunities that relate to each key area – be it higher density town living in Havant town centre, or tourism for Hayling seafront.

We'd like your feedback on such points as:

- What are your regeneration priorities for the borough?
- What would successful regeneration of the borough look like to you?
- How do you think the Local Plan could support future regeneration?
- Do you think regeneration should favour industry, retail and/or housing?

Proposed actions:

- Develop a bespoke strategic policy for each regeneration area.
- Define site allocations which will enable significant residential developments in town centres.
- Develop a site allocation to support and enhance the Dunsbury Park and the Solent Freepport offer.

www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 106 – Design for exhibition banner 10 - Regeneration

BUILDING

A BETTER FUTURE

TOWN CENTRES

Town centres - and their ongoing adaptation to the post-pandemic world - will be researched and supported by the Local Plan

The Local Plan will set out a hierarchy of town centres for the borough:

- **Town Centres:** Havant and Waterlooville, supporting larger format retail and leisure, as well as small to mid-scale town centre uses and high-density residential development.
- **District Centres:** Cowplain, Leigh Park, Mengham and Emsworth, supporting small to mid-scale retail, small scale financial and professional services, cafés, and restaurants.
- **Local Centres across the Borough:** Small scale shops, professional services, cafés, and restaurants to meet the day-to-day top-up needs of the surrounding population.

The Local Plan will actively support the broader use of town centre sites to include entertainment, services and residential offerings as well as retail. Additionally – and in order to provide a balanced town centre offering - the design and concentration of food, drink and entertainment uses will be controlled to protect residential amenity and support healthier living.

We'd like your feedback on such points as:

Do you think town centres should offer more housing development sites?

What do you think town centres should do to meet our changing needs?

How do you think town centres should adapt over time?

What are your thoughts on how public space should be used in town centres?



Proposed actions:

- Define the criteria under which retail space can be developed for different use.
- Research and develop up-to-date mapping to define the extent of town centres and major shopping areas.
- Instigate a policy to address harmful impacts of developments that arise from food, drink and/or entertainment use.



www.havant.gov.uk/localplan



Figure 107 – Design for exhibition banner 11 – Town centres

BUILDING
A BETTER FUTURE

HERITAGE AND THE HISTORIC ENVIRONMENT

Preserving the borough's rich and varied heritage for future generations is of vital importance.

With 14 conservation areas, 246 listed buildings, 83 buildings of local interest, 7 scheduled monuments and a registered park and garden, the borough is home to a rich and varied historic environment.

The Local Plan would actively seek to preserve and protect these distinctive elements of the townscape so that they might be enjoyed by future generations. As such, heritage assets must be conserved and where necessary enhanced in a manner appropriate to their significance. In understanding this, any future development will be expected to complement and enhance the historic environment, helping to positively shape our communities by giving them a sense of history and distinct local identity.

Development in historic areas will be limited and where it does take place would have to be to the highest quality, retaining as much of the heritage as possible. Any proposal which would or could affect a heritage asset will be required to provide a Heritage Statement in order for all potential harm caused as a result to be assessed.



We'd like your feedback on such points as:

Do you feel there is adequate protection of the borough's heritage from development?

What minimum development standards would you expect close to heritage assets?

Proposed actions:

- Establish a policy on heritage and conservation which outlines what is expected of developers to protect and safeguard the borough's heritage assets.



www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 108 – Design for exhibition banner 12 – Heritage and the historic environment

BUILDING

A BETTER FUTURE

SPORT AND RECREATION

The Local Plan will work hard to ensure the borough's diverse sports and recreation offer is not impacted by new development.

Recognising their considerable contribution toward the physical and mental wellbeing of residents, the Local Plan will resist development that results in any loss or reduction in facilities and/or land used for sports and recreation. Existing facilities in the borough will be protected unless there is:

- 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.
- Alternative sports and recreation facilities and/or use are being proposed.



Proposed actions:

- Introduce a policy to encourage use of the borough's sites to increase physical activity.
- Ensure existing sports and recreation sites are protected from unsuitable development.
- Develop a criteria-based approach to assessing any developments that could potentially diminish or remove sports facilities.

We'd like your feedback on such points as:

Do you think there is adequate sports provision in the borough?

What would you like to see as part of the borough's parks and recreation offer?

What kind of open space do you think new development should provide?

What could the borough do to support increased physical activity?



www.havant.gov.uk/localplan



Figure 109 – Design for exhibition banner 13 – Sport and recreation

BUILDING

A BETTER FUTURE

INFRASTRUCTURE

New development must not create additional burden on existing infrastructure or impact negatively on existing communities.



With the scale of development required within the borough, the timely provision of infrastructure is necessary. This is to ensure 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.

Please note, the Local Plan will be used to address future infrastructure need, as it does not have the authority to address existing infrastructure issues.

Proposed actions:

- Define the long-term infrastructure requirements of the borough.
- Ensure land is safeguarded against development where it has future infrastructure value.
- Develop thematic policies which cover specific infrastructure requirements (such as drainage or open space) and how they will be managed in the long-term.

We'd like your feedback on such points as:

What infrastructure themes do you think the Local Plan should address?

What type of infrastructure improvements are needed?

What minimum standards of infrastructure should the Local Plan address?

What is your most important infrastructure concern?





www.havant.gov.uk/localplan

Havant

BOROUGH COUNCIL

Figure 110 – Design for exhibition banner 14 - Infrastructure

BUILDING A BETTER FUTURE

TRANSPORT

Partnership working, a focus on active travel routes and supporting low carbon travel will inform future transport choices.

Being a largely urban borough, and with known issues of congestion at peak times, the Local Plan cannot address existing issues, but only future issues that arise from new development.

To address future need, the Local Plan will be directed by Hampshire County Council's new Local Transport Plan and the council's Environment and Climate Change Strategy. A focus will be given on mitigating transport pressures from new development by the establishment of active travel routes wherever possible, allowing easy movement on foot or by bicycle. Improvements to the highway network will only be proposed if there is no alternative. Furthermore, the Local Plan will actively support the development of infrastructure that supports low carbon transport, such as the installation of electric vehicle charging points.

Proposed actions:

- Identify the key requirements for transport infrastructure within the borough for the duration of the Local Plan.
- Work with Hampshire County Council's new Local Transport Plan 4 – a strategy outlining the county council's transport vision until 2050 and decarbonising the transport system.
- Prioritise sites for development that offer easy access to public transport, shops and services.
- Limit new developments creating new access routes onto major roads.
- Set standards for new developments regarding access and parking.



We'd like your feedback on such points as:

What would you want the council to prioritise in transport decisions?

How should new developments fit in with existing transport?

How would you like the borough's cycle route network to develop?

What would you like to see regarding electric vehicle charging?



www.havant.gov.uk/localplan



Figure 111 – Design for exhibition banner 15 - Transport

BUILDING
A BETTER FUTURE

SHARE YOUR THOUGHTS

Provide your views on the Local Plan
online survey or here today!

www.havant.gov.uk/localplan

Please complete our online survey at the address above or use the tablets available at this stand. Members of staff can provide assistance to those completing surveys at this event.



www.havant.gov.uk/localplan

Havant
BOROUGH COUNCIL

Figure 112 – Design for exhibition banner 16 – Share your thoughts

BUILDING
A BETTER FUTURE

**YOUR VIEWS ON
THE LOCAL PLAN**

Any first thoughts or perspectives about the Local Plan?
Jot down any immediate points and drop them off as you leave!

Housing and new sites	Housing standards and affordability
Economy and employment	The natural environment
Biodiversity net gain	Landscape and loss of agricultural land
Climate change	Flood risk

www.havant.gov.uk/localplan

Figure 113 – Design for exhibition comment cards (front)

Comment card design – Back

Regeneration	Town centres
Heritage and the historic environment	Sport and recreation
Infrastructure	Transport
Other	

If you would like to provide more detailed feedback, please take part in our online survey at the address below, or using the tablets available at this exhibition.



www.havant.gov.uk/localplan

Figure 114 – Design for exhibition comment cards (back)

Business card design – Front



Figure 115 – Design for exhibition business cards (front)

Business card design – Back



Figure 116 – Design for exhibition business cards (back)

Appendix H – Exhibition Event Photos

The following photos were taken at the face-to-face exhibition events.

Hayling Island Exhibition Event, Tuesday 11 October 2022



Figure 117 – Photo (no. 1) from Hayling Island exhibition event, 11 October 2022



Figure 118 - Photo (no. 2) from Hayling Island exhibition event, 11 October 2022



Figure 119 - Photo (no. 3) from Hayling Island exhibition event, 11 October 2022



Figure 120 – Photo (no. 1) from Meridian Centre exhibition event, 15 October 2022



Figure 121 - Photo (no. 2) from Meridian Centre exhibition event, 15 October 2022



Figure 122 - Photo (no. 3) from Meridian Centre exhibition event, 15 October 2022

Waterlooville Exhibition Event, Thursday 20 October 2022



Figure 123 – Photo (no. 1) from Waterlooville exhibition event, 20 October 2022



Figure 124 - Photo (no. 2) from Waterlooville exhibition event, 20 October 2022

Leigh Park Exhibition Event – Thursday 27 October 2022



Figure 125 – Photo (no. 1) from Leigh Park exhibition event, 27 October 2022



Figure 126 - Photo (no. 2) from Leigh Park exhibition event, 27 October 2022



Figure 127 - Photo (no. 3) of Leigh Park exhibition event, 27 October 2022

Public Service Plaza Exhibition Event, Tuesday 1 November 2022



Figure 128 – Photo (no. 1) from Public Service Plaza exhibition event, 1 November 2022



Figure 129 - Photo (no. 2) from Public Service Plaza exhibition event, 1 November 2022



Figure 130 - Photo (no. 3) from Public Service Plaza exhibition event, 1 November 2022

Emsworth Exhibition Event, Thursday 3 November 2022



Figure 131 – Photo (no. 1) from Emsworth exhibition event, 3 November 2022



Figure 132 - Photo (no. 2) from Emsworth exhibition event, 3 November 2022



Figure 133 - Photo (no. 3) from Emsworth exhibition event, 3 November 2022

Appendix I – Citizenlab engagement statistics

Citizenlab provides engagement and visitors statistics broken down by page of the Building a Better Future project on Citizenlab.

Active users are any participant who provide a post or comment on the featured page on Citizenlab.

How much development page

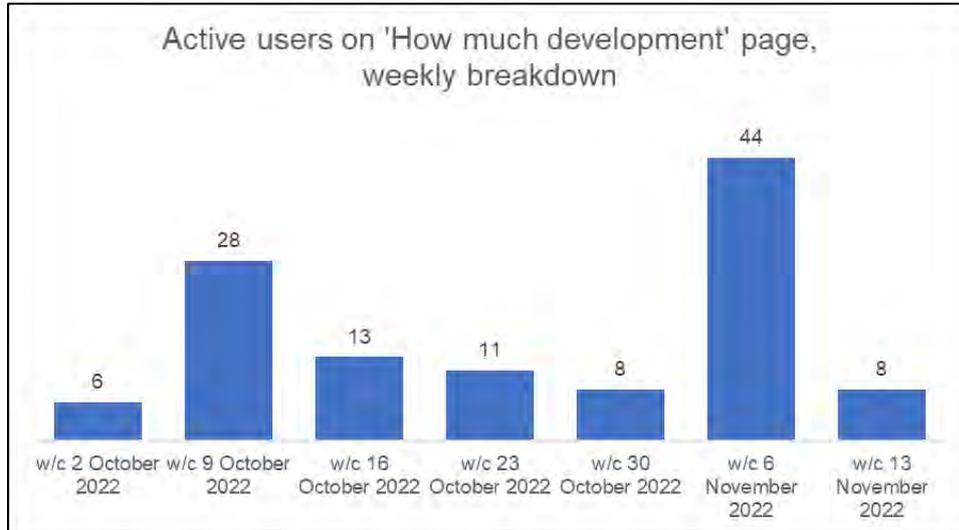


Figure 134: Weekly breakdown of active users on 'How much development' page on Citizenlab

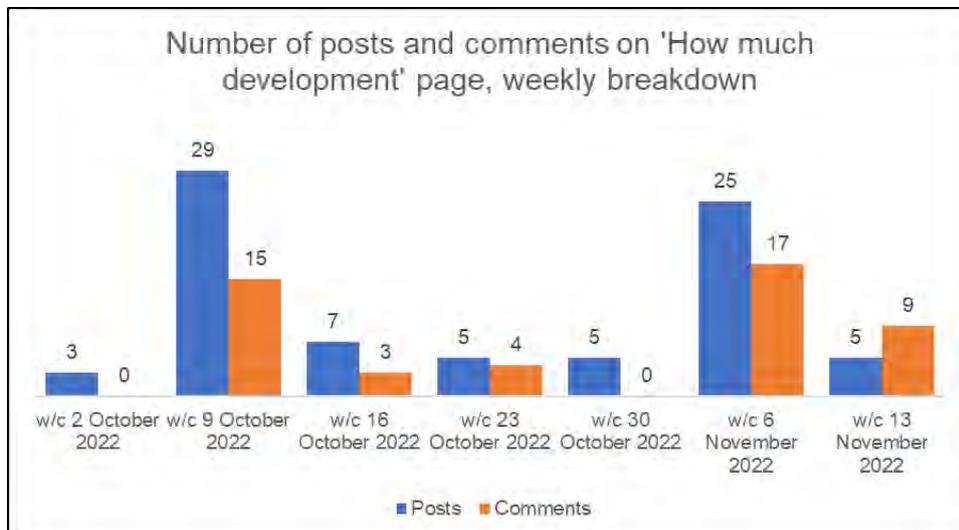


Figure 135: Weekly breakdown of posts and comments on 'How much development' page on Citizenlab

How much development page – Visitor statistics

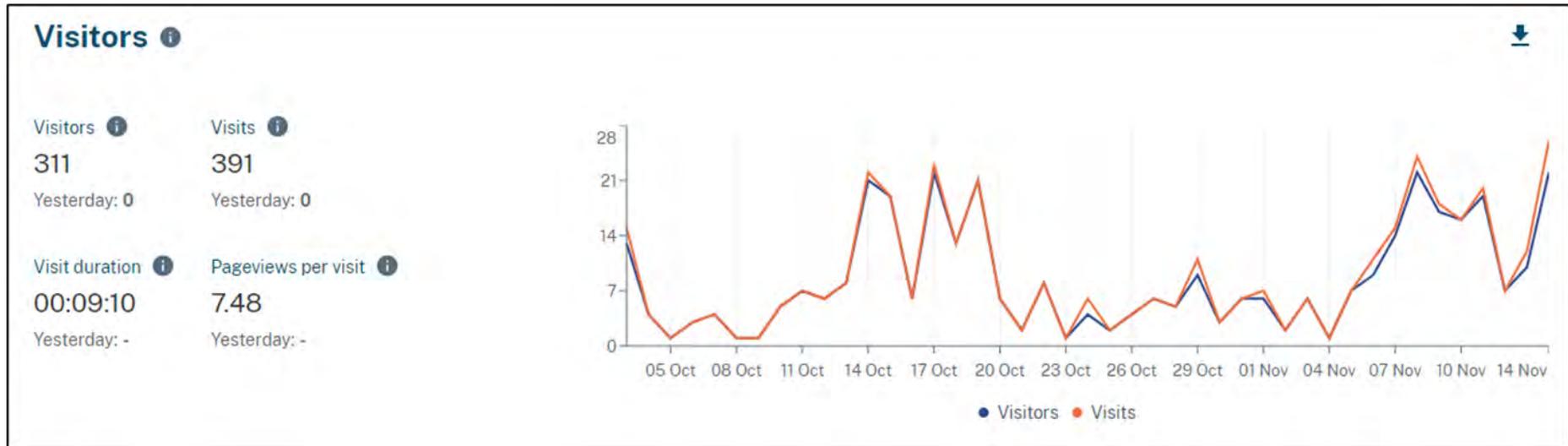


Figure 136 – Visitor statistics for ‘How much development’ page on Citizenlab tool

Traffic sources – visits to this page came through the following main sources:

- HBC website (51%)
- Direct entry to site (26%)
- Facebook (22%)

Pattern of development page

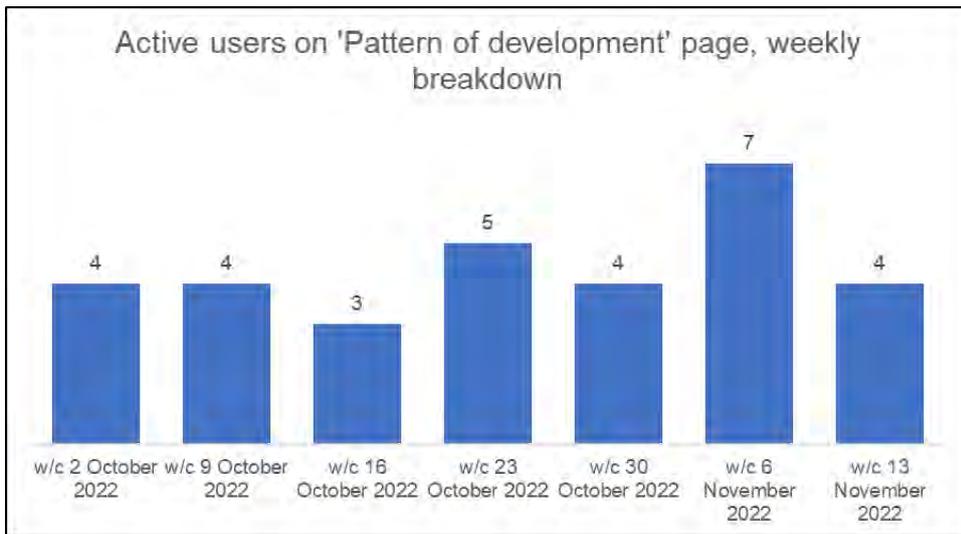


Figure 137: Weekly breakdown of active users on 'Pattern of development' page on Citizenlab

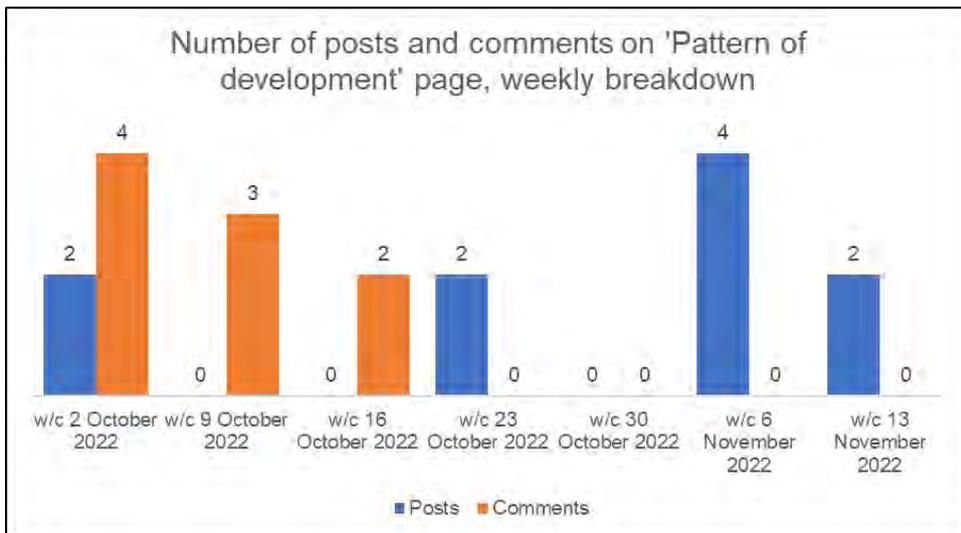


Figure 138: Weekly breakdown of posts and comments on 'Pattern of development' page on Citizenlab

Pattern of Development page – Visitor statistics

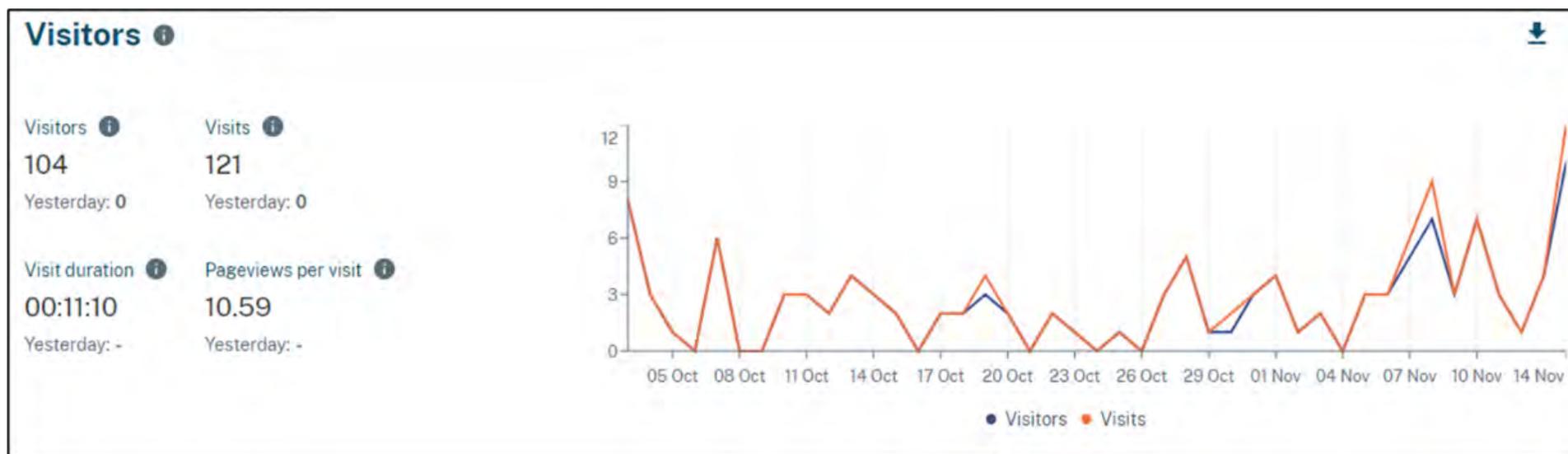


Figure 139 – Visitor statistics for 'Pattern of development' page on Citizenlab tool

Traffic sources – visits to this the page came through the following main sources:

- HBC website (64%)
- Direct entry to site (22%)
- Facebook (5%)

Quality of development page

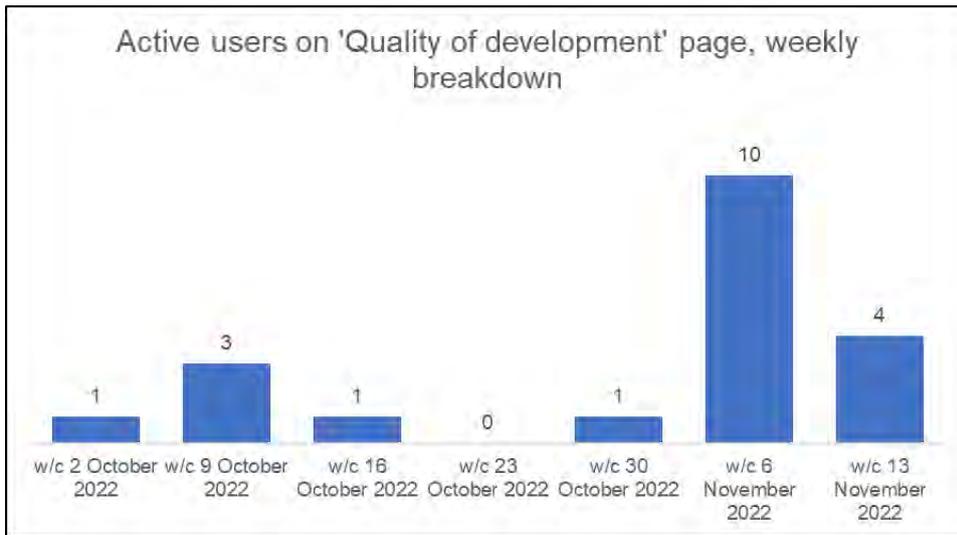


Figure 140: Weekly breakdown of active users on 'Quality of development' page on Citizenlab

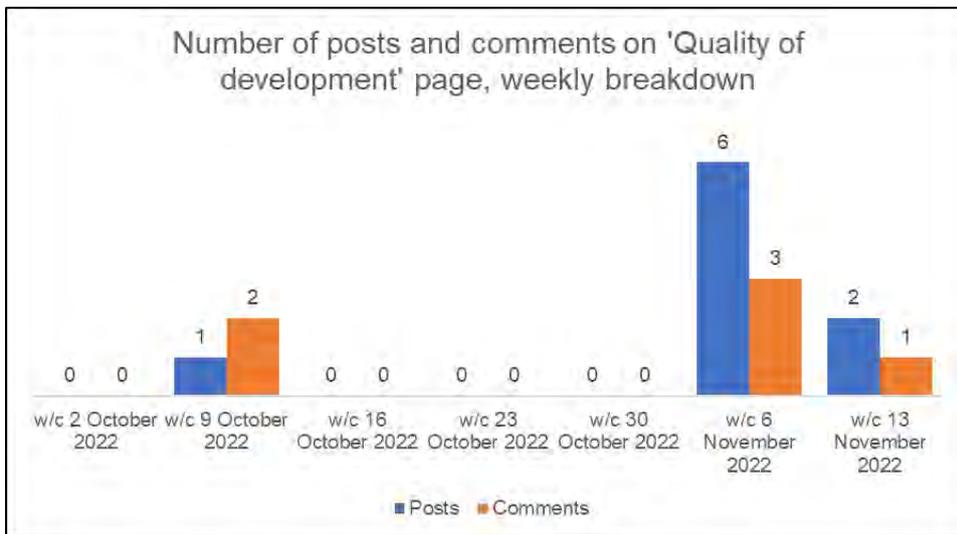


Figure 141: Weekly breakdown of posts and comments on 'Quality of development' page on Citizenlab

Quality of Development page – Visitor statistics

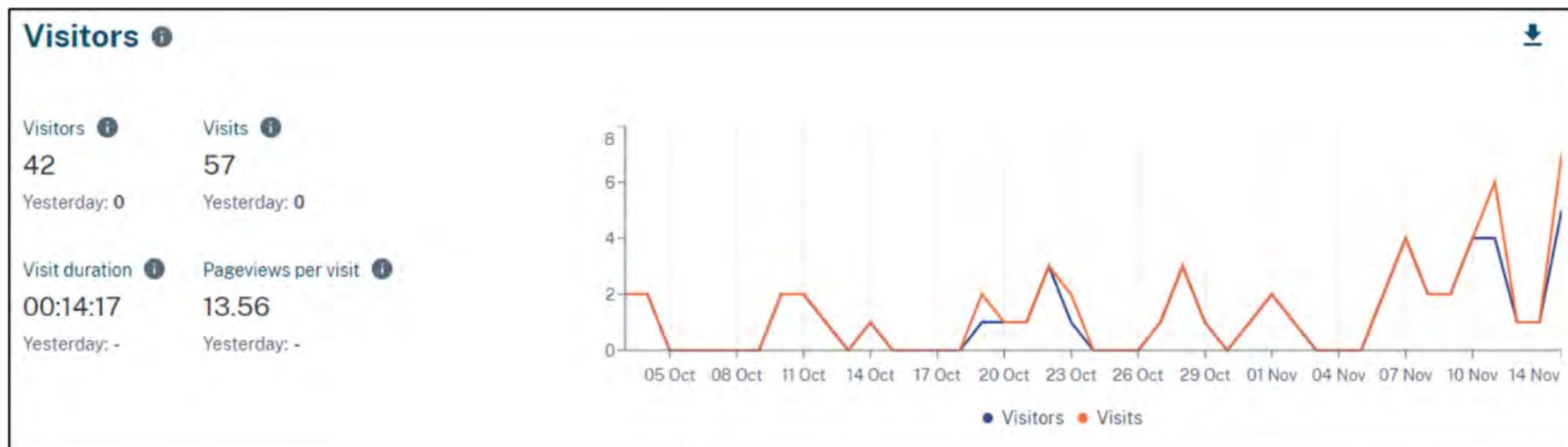


Figure 142 – Visitor statistics for 'Quality of development' page on Citizenlab tool

Traffic sources – visits to this the page came through the following main sources:

- HBC website (53%)
- Direct entry to site (37%)

Your Priorities for Building a Better Future page

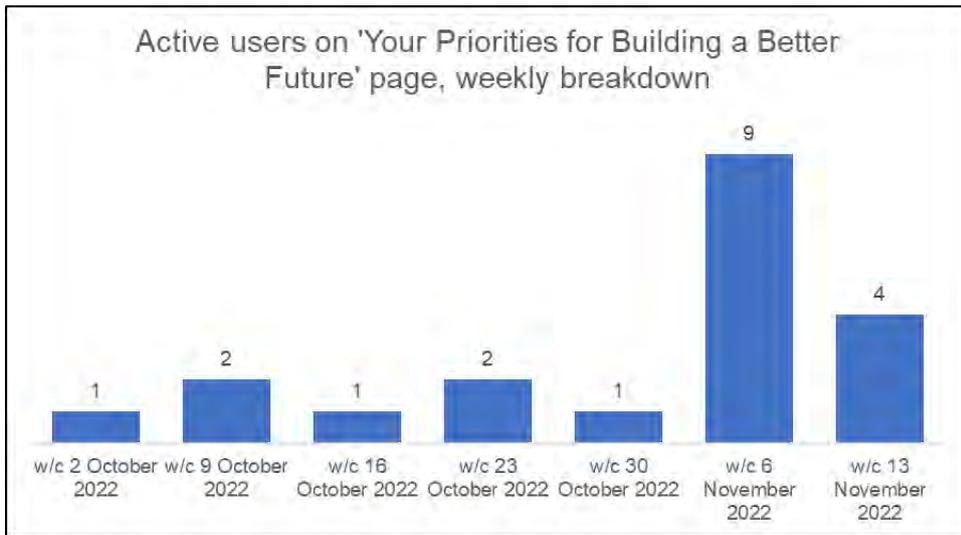


Figure 143: Weekly breakdown of active users on 'Your Priorities for Building a Better Future' page on Citizenlab

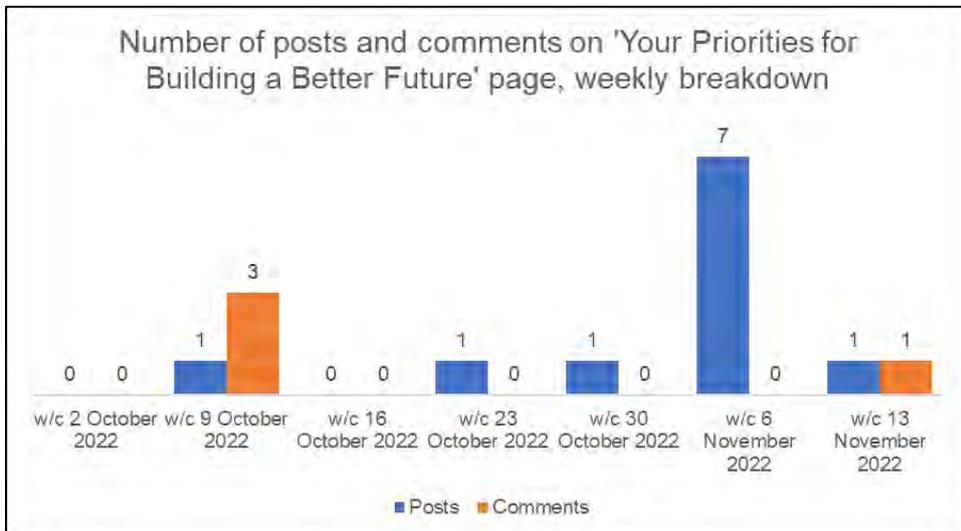


Figure 144: Weekly breakdown of posts and comments on 'Your Priorities for Building a Better Future' page on Citizenlab

Your Priorities for Building a Better Future page – Visitor statistics

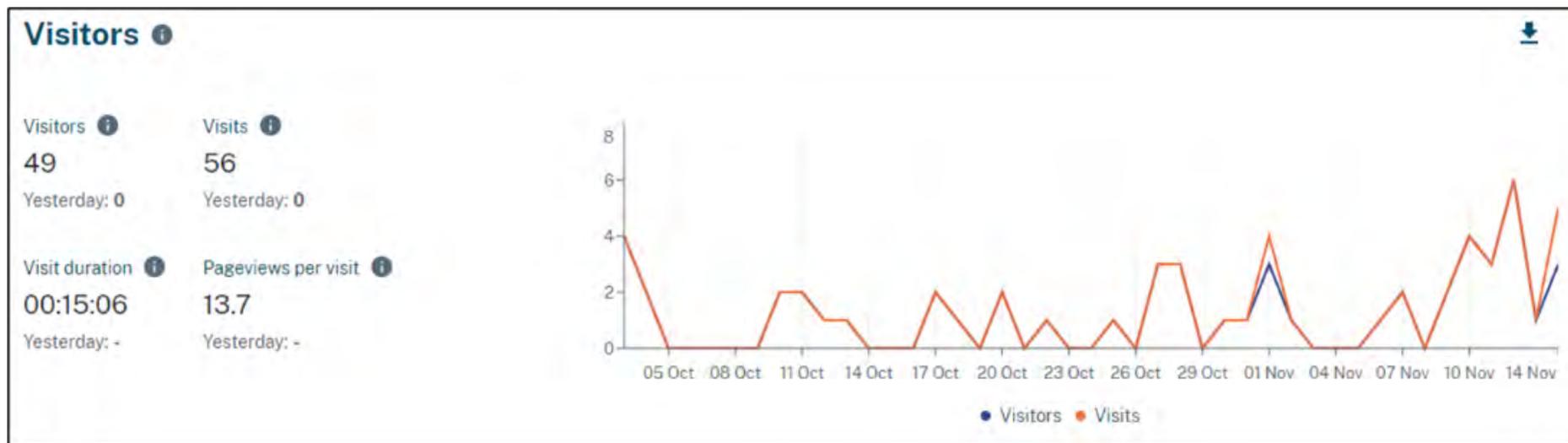


Figure 145 – Visitor statistics for 'Your Priorities for Building a Better Future' page on Citizenlab tool

Traffic sources – visits to this the page came through the following main sources:

- HBC website (68%)
- Direct entry to site (21%)

Appendix J – Citizenlab Screenshots

The following photos are taken from the Building a Better Future Plan pages on the Citizenlab tool.

Building a Better Future – Homepage

Building a Better Future

The Building a Better Future Plan will be the Local Plan for Havant Borough.

Getting involved

We are consulting with as many people as possible as it is vital that we know what local people think so that we can plan for the future of Havant.

Please click here to feed back your views in the Building a Better Future survey.

As part of this consultation, face-to-face exhibition events are also being held across the borough where you can speak to officers from the council on the proposed Plan. Full details of these events can be found in the Events tab at the top of this page.

This consultation is live from 3 October and closes on 14 November.

What is the Building a Better Future Plan?

Local plans are at the heart of the planning system and every local authority in England is required by Government to prepare one. The local plan addresses the needs and opportunities for development in an area setting out how much, what type and where development will take place over at least a 15 year period. It also sets out how development should take place, what infrastructure is required to support development and how harm is avoided.

The Building a Better Future Plan is a key strategy for everyone who lives, works, visits or invests in Havant Borough. It sets out the vision for the Borough's future and how we will collectively meet the challenges ahead. Putting this plan together represents an opportunity to set a fresh direction for how we balance the need to develop and provide the homes and jobs that the Borough needs whilst ensuring the surrounding environment isn't harmed.

Once finalised, the local plan will carry great weight in making decisions on planning applications. As a result, anyone who wants to influence decisions on how much development comes forward, where it should take place, and what form it should take should become involved in the preparation of the Building a Better Future Plan.

To find out about the Plan's proposals for housing, employment and more, click here.

Information

The [Building a Better Future Document](#), which outlines the proposed approach and policies can be found below at the bottom of this page.

The [Building a Better Future Leaflet](#) provides a summary of the above document.

14 days remaining [Submit a comment](#)

How much development

The council is committed to doing everything it can to meet the development needs of the borough. This includes housing and employment areas.

45

14 days remaining [Submit a comment](#)

Pattern of development

The Building a Better Future Plan will influence the pattern of development. This includes regeneration, land and densities, retail and town centres, flood risk and provision for gypsies, travellers and travelling show people.

9

14 days remaining [Submit a comment](#)

Quality of development

As development is inevitable, it is essential that it meets the Borough's needs, is of sufficient quality and will stand the test of time.

2

14 days remaining [Submit a comment](#)

Your priorities for Building a Better Future

The Building a Better Future Plan could place greater emphasis on certain areas. Leave your feedback on what you think should be prioritised.

3

Figure 146 – Screenshot of 'Building a Better Future' homepage on Citizenlab tool

How much development – Page Screenshot

Building a Better Future



How much development

In preparing the Building a Better Future Plan, it must consider what can be done to meet the development needs of the borough. This specifically includes housing and employment sites.

More information about the proposed approach to these can be found below.

Getting involved

You can feed back your views via the green survey button below. This is the same survey as the one on the main Building a Better Future Plan homepage which asks questions on all of the themes in the Plan.

You can also submit general comments on housing and employment via the green "submit a comment" button. All comments submitted can be viewed at the bottom of this page.

Face-to-face exhibition events are also being held across the borough. Full details of these events can be found in the Events tab at the top of this page.

About

- 45 participants
- [45 comments in the current phase](#)
- 6 events
- [Share](#)

[See the comments](#)

[Submit a comment](#)

Feedback your views via the Building a Better Future survey here



Housing

The Government uses a Standard Method for calculating housing need for each local authority. It has set Havant's housing target as 516 new homes per year, although this could rise in the future. The Building a Better Future Plan will be required to address this need.

[The proposed approach](#)



Economy and Employment

The plan needs to help create the conditions in which businesses can invest, expand and adapt. This includes supporting economic growth and productivity taking in to account both local business needs and wider opportunities for development.

[The proposed approach](#)

To navigate to other sections of this website, please use the links below or go back to the top of the page and click the arrow titled "Building a Better Future".

Figure 147 – Screenshot of 'How much development' page on Citizenlab tool

Building a Better Future



Pattern of development

In preparing the Building a Better Future Plan, it must consider the pattern of development. This specifically includes regeneration, land and densities, retail and town centres, flood risk and provision for gypsies, travellers and travelling show people.

More information about the proposed approach to these can be found below.

Getting involved

You can feed back your views via the green survey button below. This is the same survey as the one on the main Building a Better Future Plan homepage which asks questions on all of the themes in the Plan.

You can also submit general comments on regeneration, land and densities, retail and town centres, flood risk and provision for gypsies, travellers and travelling show people via the green "submit a comment" button. All comments submitted can be viewed at the bottom of this page.

Face-to-face exhibition events are also being held across the borough. Full details of these events can be found in the Events tab at the top of this page.

About

- 9 participants
- 5 comments in the current phase
- Share

See the comments

Submit a comment

Feed back your views via the Building a Better Future survey here



Regeneration

The Building a Better Future Plan will highlight four spatial priority areas as the focus for regeneration in the borough. These are: Havant Town Centre, Waterlooville Town Centre, Hayling Island Seafront and Leigh Park.

The proposed approach >



Land and densities

There is a high need for housing but a limited number of sites in the borough. Future development sites will need to consider the best use of the land in providing new homes, but not at the cost of poor quality or design.

The proposed approach >

Figure 148 – Screenshot of 'Pattern of development' page on Citizenlab tool

Building a Better Future



Quality of development

As development is inevitable, it is essential that it meets the Borough's needs, is of sufficient quality and will stand the test of time. The strategy to guide the amount and location of development will be supported by a suite of detailed policies setting out the Council's expectations with regard to development quality.

This consultation looks at the kinds of measures that the Building a Better Future Plan can bring into force in the Borough and seeks your views on where the priorities should be.

More information about the proposed approach to these can be found below.

Getting involved

You can feed back your views via the green survey button below. This is the same survey as the one on the main Building a Better Future Plan homepage which asks questions on all of the themes in the Plan.

You can also submit general comments on any of the themes listed below via the green "submit a comment" button. All comments submitted can be viewed at the bottom of this page.

Face-to-face exhibition events are also being held across the borough. Full details of these events can be found in the Events tab at the top of this page.

About

- 2 participants
- 1 comment in the current phase
- Share

See the comments

Submit a comment

Feedback your views via the Building a Better Future survey here



Climate change

By reducing greenhouse gas emissions and water use, the impacts of development on 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.

The proposed approach >



The natural environment

There are a number of locally led strategies to deal with the environmental issues of the borough. This includes: Solent Recreation and Mitigation Strategy, Solent Waders and Brent Goose Strategy, Protected Species and Water Quality.

The proposed approach >

Figure 149 – Screenshot of 'Quality of development' page on Citizenlab tool

Your priorities for Building a Better Future – Page screenshot

Building a Better Future



Your priorities for Building a Better Future

The below five themes are areas where the Building a Better Future Plan could place greater emphasis if the viability study shows we cannot achieve all of the requirements. We would like your feedback on which themes below are the most important to you and why.

Getting involved

You can feed back your views via the green survey button below. This is the same survey as the one on the main Building a Better Future Plan homepage which asks questions on all of the themes in the Plan.

You can also submit general comments on the five themes below via the green "submit a comment" button. All comments submitted can be viewed at the bottom of this page.

Face-to-face exhibition events are also being held across the borough. Full details of these events can be found in the Events tab at the top of this page.

About

- 3 participants
- 2 comments in the current phase
- Share

See the comments

Submit a comment

Feed back your views via the Building a Better Future survey here



Affordable housing

The Building a Better Future Plan could include a higher proportion of affordable housing or a higher proportion of hard to source properties



Biodiversity net gain

A net gain of more than the statutory 10% would further boost biodiversity, alternatively the plan could explore whether certain types of sites contribute more than others

Figure 150 – Screenshot of 'Your priorities for Building a Better Future' page on Citizenlab tool

Call for sites – Page Screenshot

Building a Better Future



Call for sites

As part of this consultation, we are seeking suggestions of sites which could be used to deliver the Building a Better Future Plan.

Sites will be needed for different kinds of development. Sites are also required for environmental mitigation, for which there is now a flourishing market in South Hampshire.

If you are a landowner or developer who would like to suggest a site, please use our Call for Sites e-form/s provided below.

It is essential that we have the most up to date information about sites, including timescales for when they may come forward and the necessary mitigation measures that might be needed, particularly where these might be off-site. As such, even if you have sent us information on the site before, please do so again, completing the necessary e-form/s comprehensively.

[Development call for sites e-form](#)

[Environmental call for sites e-form](#)

Figure 151 – Screenshot of 'Call for sites' page on Citizenlab tool

Statutory Assessments – Page Screenshot

Building a Better Future



Statutory Assessments

Sustainability Appraisal

This includes:

- The natural environment and biodiversity
- Climate change
- Homes for all
- Healthy and safe communities
- Economy and employment
- Effective transport and communications
- Natural resources
- Landscape, townscape and heritage

Habitats Regulations Assessment

This includes:

- Water Quality
- Solent Wader and Brent Goose Strategy
- Solent Recreation Mitigation Strategy
- Biodiversity Net Gain

Finding out more information

The full documents for both the Sustainability Appraisal and Habitats Regulations Assessment can be found below at the bottom of this page.

Getting involved

You can feed back your views on the Habitats Regulations Assessment and/or the Sustainability Appraisal via the green survey button below. This is the same survey as the one on the main Building a Better Future Plan homepage which asks questions on all of the themes in the Plan.

Face-to-face exhibition events are also being held across the borough. Full details of these events can be found in the Events tab at the top of this page.

[Feedback your views via the Building a Better Future survey here](#)

[Read less](#)

 Sustainability Appraisal.pdf	(1.6 MB)
 Habitat Regulations Assessment.pdf	(1.5 MB)

Figure 152 – Screenshot of 'Statutory Assessments' page on Citizenlab tool

Appendix K – Communications statistics

The following section provides statistics for communications conducted for the Building a Better Future Plan, broken down by communication type.

Press release / bulletin statistics

Date	Title	Subscriber groups sent to	Number of Recipients (delivery rate)	Total unique opens (% of overall recipients)	Total unique clicks (% of overall recipients)
23/09/2022	Building a better future starts now	Latest Council news Media – General Planning and Local Plan information	8,428 (98.2%)	3,869 (47%)	264 (3%)
30/09/2022	Havant Borough Community News Bulletin	Havant Borough Community Mailing List	252 (99.2%)	103 (41%)	6 (2%)
03/10/2022	Building a Better Future	Planning and Local Plan information	4,765 (98.2%)	2,441 (52%)	227 (5%)
03/10/2022	Building a Better Future consultation now live	Latest Council news Media - General	6,705 (98.3%)	2,937 (45%)	33 (1%)
06/10/2022	Tell us your views on how to build a better future	Business news	2,682 (96.8%)	1,148 (44%)	77 (3%)
07/10/2022	Borough-wide public exhibitions start in Hayling for the Local Plan	Latest Council news	6,721 (97.9%)	2,885 (44%)	74 (1%)
12/10/2022	Events to highlight a strategy for Hayling's coast (Reference to Local Plan consultation)	Community news and events Latest Council news Media – General Media – Residents / Consultee	8,309 (98.4%)	3,673 (45%)	178 (2%)
13/10/2022	Serving You	Bin updates – all areas in the borough	10,702 (98.3%)	5,228 (50%)	693 (7%)

		Community news and events Havant Borough Councillors Havant MPs Latest Council news Planning and Local Plan information			
14/10/2022	Local Plan exhibition takes to the road	Community news and events Havant Borough Councillors Havant MPs Latest Council news Local Plan – examination Local Plan examination participants Media – General Media – Infrastructure Planning and Local Plan information	9,892 (98.0%)	4,299 (44%)	115 (1%)
19/10/2022	Local Plan exhibition heads to Waterlooville	Community news and events Havant Borough Councillors Havant MPs Latest Council news Local Plan – examination Local Plan examination participants Media – General Media – Infrastructure Planning and Local Plan information	9,833 (98.2%)	4,178 (43%)	135 (1%)

26/10/2022	Havant Business Bulletin	Business news	2,651 (98.1%)	1,112 (43%)	42 (2%)
26/10/2022	Havant Borough's Local Plan goes back to school	Havant Borough Councillors Latest Council news Local Plan – examination Local Plan examination participants Media – General Planning and Local Plan information	8,529 (98.1%)	3,952 (47%)	85 (1%)
31/10/2022	Havant Borough Community News Bulletin	Havant Borough Community Mailing List	254 (98.8%)	109 (43%)	16 (6%)
31/10/2022	Building a Better Future for the borough	Community news and events Havant Borough Councillors Havant MPs Latest Council news Local Plan – examination Local Plan examination participants Media – General Planning and Local Plan information	9,875 (98.2%)	4,250 (44%)	146 (2%)
02/11/2022	Emsworth is the final destination for Building a Better Future exhibitions	Havant Borough Councillors Havant MPs Latest Council news Local Plan – examination Local Plan examination participants Media – General	8,568 (98.1%)	3,932 (47%)	168 (2%)

		Media – Infrastructure Planning and Local Plan information Public notices and consultations			
08/11/2022	Building a Better Future (One week left to contribute)	Planning and Local Plan Information	4,796 (98.3%)	2,200 (47%)	178 (4%)
08/11/2022	Last chance to have your say on Building a Better Future	Community news and events Havant Borough Councillors Latest Council news Local Plan – examination Local Plan examination participants Media – General Media – Residents/Consultee Media – infrastructure Planning and Local Plan information Public notices and consultations	9,920 (98.2%)	4,099 (42%)	198 (2%)

Figure 153 – Full engagement statistics for Building a Better Future Plan Consultation (Regulation 18) press or bulletin releases

Social Media Statistics

Facebook Posts

Date	Content	Engagement Rate	Reach	Reactions
23/09/22	Announcement of Full Council decision to approve consultation on Local Plan	5.49%	892	4
03/10/22	Launch of consultation	5.57%	449	5
06/10/22	Promotion of exhibition events	2.22%	12,907	7

11/10/22	Promotion of Hayling Island exhibition event (Pre event 1)	10.78%	102	3
11/10/22	Promotion of Hayling Island exhibition event (Pre event 2)	5.62%	1,938	2
11/10/22	Promotion of Hayling Island exhibition event (Pre event 3)	2.21%	1,086	0
11/10/22	Promotion of Hayling Island exhibition event (Mid event)	1.57%	2,298	6
14/10/22	Promotion of Meridian Centre exhibition event	3.34%	449	2
15/10/22	Promotion of Meridian Centre exhibition event	1.37%	804	1
18/10/22	Promotion of Waterlooville exhibition event	1.48%	5,730	11
19/10/22	Promotion of Waterlooville exhibition event	4.15%	2,167	2
20/10/22	Promotion of Waterlooville exhibition event (Pre event 1)	4.88%	205	4
20/10/22	Promotion of Waterlooville exhibition event (Pre event 2)	0.63%	1,267	1
20/10/22	Promotion of Waterlooville exhibition event (Mid event)	4.94%	1,396	1
26/10/22	Promotion of Leigh Park exhibition event	16.67%	18	2
27/10/22	Promotion of Leigh Park exhibition event	28.57%	28	5
28/10/22	Promotion of Public Service Plaza exhibition event	8.33%	24	1
31/10/22	Promotion of Public Service Plaza exhibition event	3.49%	1,547	3
01/11/22	Promotion of Public Service Plaza exhibition event	6.93%	101	2
02/11/22	Launch of youth survey (relevant findings included in Local Plan feedback)	5.46%	2,216	4
03/11/22	Promotion of Emsworth exhibition event	10.42%	96	3
08/11/22	One week remaining to contribute to consultation	1.31%	2,213	3

08/11/22	Promotion of youth survey (relevant findings included in Local Plan feedback)	1.83%	1,698	1
10/11/22	Reminder for response prior to consultation close	2.94%	2,038	2
14/11/22	Last day for response prior to consultation close	5.51%	1,852	5

Figure 154 – Full engagement statistics for Building a Better Future Plan posts on Facebook

Twitter Posts

Date	Content	Engagement Rate	Engagements	Impressions
23/09/22	Announcement of Full Council decision to approve consultation on Local Plan	3.79%	8	211
03/10/22	Launch of consultation	9.4%	39	415
06/10/22	Promotion of exhibition events	2.82%	7	248
07/10/22	Promotion of exhibition events	1.02%	2	196
11/10/22	Promotion of Hayling Island exhibition event (pre-event 1)	2.2%	4	182
11/10/22	Promotion of Hayling Island exhibition event (pre event 2)	3.93%	9	229
11/10/22	Promotion of Hayling Island exhibition event (pre event 3)	6.11%	11	180
11/10/22	Promotion of Hayling Island exhibition event (Mid event)	6.74%	13	193
13/10/22	Promotion of Meridian Centre exhibition event	3.8%	15	395
14/10/22	Promotion of Meridian Centre exhibition event	2.08%	3	144
15/10/22	Promotion of Meridian Centre exhibition event	4.5%	13	289
18/10/22	Promotion of Waterlooville exhibition event	4.4%	7	159
19/10/22	Promotion of Waterlooville exhibition event	0%	0	150

20/10/22	Promotion of Waterlooville exhibition event (pre event 1)	5.86%	13	222
20/10/22	Promotion of Waterlooville exhibition event (pre event 2)	1.49%	3	201
20/10/22	Promotion of Waterlooville exhibition event (Mid event)	1.65%	4	243
26/10/22	Promotion of Leigh Park exhibition event	2.96%	6	203
27/10/22	Promotion of Leigh Park exhibition event	5.45%	9	165
28/10/22	Promotion of Public Service Plaza exhibition event	1.52%	2	132
31/10/22	Promotion of Public Service Plaza exhibition event	2.31%	4	173
01/11/22	Promotion of Public Service Plaza exhibition event	1.6%	3	187
02/11/22	Launch of youth survey (relevant findings included in Local Plan feedback)	0.69%	1	145
03/11/22	Promotion of Emsworth exhibition event	2.89%	10	346
07/11/22	One week remaining to contribute to consultation	0%	0	133
08/11/22	One week remaining to contribute to consultation	4.76%	8	168
08/11/22	Promotion of youth survey (relevant findings included in Local Plan feedback)	0.76%	1	132
10/11/22	Reminder for response prior to consultation close	4.07%	7	172
14/11/22	Last day for response prior to consultation close	5.7%	11	193

Figure 155 – Full engagement statistics for Building a Better Future Plan posts on Twitter

LinkedIn Posts

Date	Title	Engagement Rate	Reactions	Shares
11/10/22	Announcement of Local Plan consultation to businesses	8.03%	8	4
13/10/22	Promotion of Meridian Centre exhibition event	4.9%	4	0
15/10/22	Promotion of Meridian Centre exhibition event	1.58%	0	0
18/10/22	Promotion of Waterloooville exhibition event	2.66%	3	0
27/10/22	Promotion of Leigh Park exhibition event	1.41%	3	0
01/11/22	Promotion of Public Service Plaza exhibition event	3.98%	4	0
03/11/22	Promotion of Emsworth exhibition event	2.05%	1	0
14/11/22	Last day for response prior to consultation close	2.8%	2	0

Figure 156 - Full engagement statistics for Building a Better Future Plan posts on LinkedIn

Appendix L – Media Programme Screenshots

General subscribers – 23 September 2022

Havant
BOROUGH COUNCIL

Government Office, Jersey Road, Havant, Hampshire, PO9 2AX
Phone 01329 244613 Fax 01329 244614

News Release

Building a better future starts now

At a Full Council meeting held on Wednesday 21 September, councillors approved the consultation on a new Local Plan for the borough.

The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough of Havant. The council's Local Plan is entitled **"Building a better future"** and reflects a positive, pro-active approach to development that considers the environment, sustainable low carbon construction and the local needs of residents and businesses.

Whilst proposing the Local Plan, Councillor Elizabeth Lloyd - Cabinet Lead for Local Plan, Environment and Water Quality - also drew attention to supporting data from Southern Water which will be critical to the success of the Local Plan. The council has no choice as to who to work with regarding waste water provision, and requires undisputable facts to inform its future development plans and development of key infrastructure. There was widespread support for Councillor Lloyd's proposal that Havant Borough Council should commission an independent review to assess and critique the data provided by Southern Water. It was agreed that the Planning Policy Committee will now consider this and that their findings and recommendations should be brought back to Full Council.

After the meeting, Councillor Lloyd stated "I'm delighted the new Local Plan is moving forwards. It is absolutely imperative we develop and secure the strategy that will define development in the borough for the next generation. With its firm intent to address climate change and a clear vision as to how to protect our cherished local environment whilst providing the housing we need, it is heartening to know we are at the formative stages of a truly caring, local strategy."

Now that work on a Local Plan has been approved, a public consultation will run from Monday 3 October until Monday 14 November. Furthermore, a series of exhibitions will be held across the borough to allow residents and businesses to find out more. Exhibition dates are as follows:

- Haying Island United Reform Church - PO11 9EY - Tuesday 11 October (15:00 - 19:00)
- Meridian Shopping Centre, Havant - PO9 1UN - Saturday 15 October (10:00 - 16:00)
- St George's Church Hall, St George's Walk, Waterlooville PO7 7EJ - Thursday 20 October (15:00 - 19:00)
- Park Community School, Leigh Park - PO9 4BU - Thursday 27 October (15:00 - 19:00)
- Public Service Plaza (Havant) - PO9 2AX - Tuesday 1 November (10:00 - 16:00)
- Ermsworth Baptist Church - PO10 7BY - Thursday 3 November (15:00 - 19:00)

For further details, visit www.havant.gov.uk/localplan.

Please note, Coastal Partners will be running a separate consultation on the Haying Island Coastal Management Strategy over the same period, outlining how coastal floods and erosion will be managed on the island for the next 100 years. Running from Monday 3 October to Saturday 31 December, it will be supported by two exhibitions:

- Northey Recreation Hall, PO11 6SB - Monday 17 October (14:00 - 17:00)
- South Haying United Reformed Church, PO11 9EY - Wednesday 19 October (16:00 - 19:30)

For further details on the Coastal Partners consultation, visit www.coastalpartners.org.uk/projects/haying-island-coastal-management-strategy-16/.

Support your local good causes and win up to £25,000!

Havant Borough COMMUNITY LOTTERY

For more information call 023 9244 6123 www.havantlottery.co.uk

Having trouble reading this email? [Visit our website for all the latest news.](#)

Figure 157 – Screenshot of general bulletin, 23 September 2022



Building a Better Future – Have your say



The Council is asking for your help - we would like to invite you to submit views on a document – known as a Local Plan - critical to the future development of Havant and the borough.

The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough of Havant. The council's Local Plan is entitled Building a better future and reflects a positive, pro-active approach to development that considers the environment, sustainable low carbon construction and the local needs of residents and businesses. A long-term document, it is critical that is informed by local opinion to make it bespoke to our borough's specific needs.

We would like your feedback via our online survey; We recommend allowing up to 30 minutes to complete the survey, although it may take longer dependent on your level of feedback.

The survey goes live on **Monday 3 October** and runs until **Monday 14 November**.

To view the Building a Better Future document and to submit your views via the online survey from 3 October, please follow this link – www.havant.gov.uk/local-plan.

In addition, we are holding a series of face-to-face exhibition events across the borough, where you will have an opportunity to ask officers question on the proposals. The schedule for these events is as follows:

- Hayling Island United Reform Church - PO11 9EY - Tuesday 11 October - (15:00 - 19:00)
- Meridian Shopping Centre, Havant - PO9 1UN - Saturday 15 October (10:00 - 18:00)
- St George's Church Hall, Waterlooville - PO7 7EH – Thursday 20 October (15:00 – 19:00)
- Park Community School, Leigh Park - PO9 4BU - Thursday 27 October (15:00 - 19:00)
- Public Service Plaza, Havant – PO9 2AX – Tuesday 1 November (10:00 – 16:00)
- Emsworth Baptist Church - PO10 7BY - Thursday 3 November (15:00 - 19:00)

Visit the above webpage for the latest news on these events and to sign up for future updates on the Local Plan.

If you have any queries you wish to discuss about the Local Plan, please email planning.design@havant.gov.uk or call 023 9244 6539 during normal office hours.

Please help make our Local Plan one that meets our social, environmental and business needs for the future, and thanks in advance for any time you can spare.

Figure 158 – Screenshot of community bulletin, 30 September 2022

BUILDING

A BETTER FUTURE



OUR NEW LOCAL PLAN, AND
HOW YOU CAN HELP SHAPE IT

Dear Sir / Madam,

You are invited to submit views on Building a Better Future which will be the new Local Plan for Havant Borough. The Local Plan is an important strategy required by law that will help decide, manage and shape development in the Borough.

The Council has published a Building for a Better Future document for public consultation which considers the environment, infrastructure and the development needs of local residents and businesses and invites local opinion to make it bespoke to the Borough's needs.

To view the Building a Better Future document and to submit your views via the online survey, please follow this link - www.havant.gov.uk/localplan. The survey is open from Monday 3 October until midnight on Monday 14 November 2022.

We are holding a series of public exhibitions throughout the consultation period:

Location	Date	Time
South Hayling United Reform Church, Hollow Lane, Hayling Island, PO11 9EY	Tuesday 11 October	3pm – 7pm
Meridian Shopping Centre, Elm Lane, Havant, PO9 1UN	Saturday 15 October	10am – 4pm
St George's Church, St George's Walk, Waterlooville, PO7 7EH	Thursday 20 October	3pm – 7pm
Park Community School, Middle Park Way, Havant, PO9 4BU	Thursday 27 October	3pm – 7pm
Havant Borough Council, The Plaza, Civic Centre Road, Havant, PO9 2AX	Tuesday 1 November	10am – 4pm
Emsworth Baptist Church, North Street, Emsworth, PO10 7BY	Thursday 3 November	3pm – 7pm

If you have any further queries, please contact the Planning Policy team by emailing policy.design@havant.gov.uk or calling 023 9244 6539.

Kind regards

The Planning Policy Team

Figure 159 – Screenshot of Local Plan bulletin, 3 October 2022



Havant
BOROUGH COUNCIL



Communications & Public Engagement
Planning & Environmental Services

News Release

Building a Better Future consultation now live

A consultation on the future of development within the borough of Havant is now live, and the council is eager to hear the views of residents, businesses and community groups on their approach.

The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough. The borough's Local Plan is titled *Building a Better Future*.

Havant Borough Council has published a document for public consultation which considers the environmental, infrastructure and development needs of local residents and businesses. Feedback on the approach suggested by the council will help refine the Local Plan so that it meets the bespoke needs of the borough.

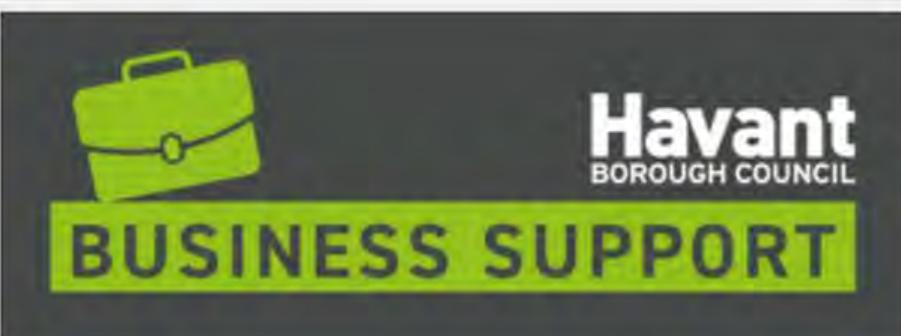
Councillor Elizabeth Lloyd (Cabinet Lead for Local Plan, Environment and Water Quality) said "The importance of the Local Plan in securing the long-term needs of the borough cannot be overstated. I urge anyone with an interest in the borough - personal or business related - to take a moment and provide feedback via our survey. By providing your views you can help shape the Local Plan and meet local need."

A series of public exhibitions are being held as part of the consultation, providing additional insight and the opportunity to talk to members of the Planning Policy Team. Venues are:

- Hayling Island United Reform Church - PO11 9EY
Tuesday 11 October - (15:00 - 19:00)
- Meridian Shopping Centre, Havant - PO9 1UN
Saturday 15 October (10:00 - 16:00)
- St George's Church Hall, Waterlooville - PO7 7EH
Thursday 20 October (15:00 - 19:00)
- Park Community School, Leigh Park - PO9 4BU
Thursday 27 October (15:00 - 19:00)
- Public Service Plaza, Havant - PO9 2AX
Tuesday 1 November (10:00 - 16:00)
- Emsworth Baptist Church - PO10 7BY
Thursday 3 November (15:00 - 19:00)

For more information on the Local Plan and to complete the survey, visit www.havant.gov.uk/localplan. The consultation closes midnight on Monday 14 November.

Figure 160 – Screenshot of general bulletin, 3 October 2022



Tell us your views on how to build a better future

Havant Borough Council would like to invite you to submit views on a document – known as a Local Plan - critical to the future development of Havant and the borough.

The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough of Havant. The council's Local Plan is entitled Building a Better Future and reflects a positive, pro-active approach to development that considers the environment, infrastructure and the development needs of local residents and businesses. Because this is a long-term document, it is critical that it is informed by local opinion to make it bespoke to our borough's specific needs.

We would like your feedback via our online survey. We recommend allowing up to 30 minutes to complete the survey, although it may take longer dependent on your level of feedback.

As a business based within the borough, we would welcome your feedback on what the Local Plan proposes. Your business' perspective on how the Local Plan approaches the economy, employment, regeneration and infrastructure would be most welcome.

[View the Building a Better Future document and submit your views here](#)

The survey is open until Monday 14 November.

If you have any queries you wish to discuss about the Local Plan, please email planning.design@havant.gov.uk or call 023 9244 6539 during normal office hours.

Please help make our Local Plan one that meets our social, environmental and business needs for the future, and thank you in advance for any time you can spare.

Figure 161 – Screenshot of business bulletin, 6 October 2022

Havant
BOROUGH COUNCIL

Communications Office, Havant Borough Council,
Public Service Plaza, Havant, Hants, PO9 2AX

News Release

Borough-wide public exhibitions start in Hayling for the Local Plan

The first in a series of public exhibitions on the borough's new Local Plan will be held on Tuesday 11 October at the South Hayling United Reformed Church. Running between 3pm and 7pm, the exhibition provides the opportunity to input into an important strategy required by law that will help decide, manage and shape development in the borough.

Six exhibitions will be held across the borough to provide residents with the means to find out more. A survey can be completed at the exhibitions to provide feedback on proposals, or filled in online via www.havant.gov.uk/local-plan.

BUILDING
A BETTER FUTURE

The remaining exhibition dates are as follows:

- Meridian Shopping Centre, Havant - PO9 1UN
Saturday 15 October (10:00 - 16:00)
- St George's Church Hall, Waterlooville - PO7 7EH
Thursday 20 October (15:00 - 19:00)
- Park Community School, Leigh Park - PO9 4BU
Thursday 27 October (15:00 - 19:00)
- Public Service Plaza, Havant - PO9 2AX
Tuesday 1 November (10:00 - 16:00)
- Emsworth Baptist Church - PO10 7BY
Thursday 3 November (15:00 - 19:00)

Support your local good causes and win up to £25,000!

Havant Borough
COMMUNITY
LOTTERY

For more information call
023 9244 6123

www.havantlottery.co.uk

Having trouble reading this email? [Visit our website for all the latest news.](#)

Figure 162 – Screenshot of general bulletin, 7 October 2022



Coastal Partners

Events to highlight a strategy for Hayling's coast

A Strategy for the future of Coastal Management on Hayling Island has recently been developed by Havant Borough Council.

The strategy focuses on the growing coastal flood and erosion risk to the Island in the face of climate change. Its proposals set out a vision to manage these risks for the next 100 years. The team responsible for the proposed Strategy is now seeking views from the public via an online consultation at www.coastalpartners.org.uk/authority/havant/



Two public events are also taking place to highlight the strategy. These will provide an opportunity to give views on the plans and talk to the team from 'Coastal Partners' who have developed the strategy. Input from businesses and residents is sought to help shape the Strategy. The events are confirmed for:

- Monday 17th October, 14.00 – 17.00 - Northney Recreation Hall, St Peter's Road, PO11 0SB
- Wednesday 19th October, 16.00 – 19.30 - South Hayling United Reformed Church, Hollow Lane, PO11 9EY

Councillor Clare Satchwell, Cabinet Lead for Planning, Hayling Seafront Strategy and Coastal Management commented on the strategy, 'We are lucky to have incredible beaches on Hayling Island, and a thriving community. This strategy is important to help us manage coastal risks and ensure Hayling Island is resilient to climate change into the future. We would like to hear your views so please get involved online or at one of the events.'

The strategy recommends a delivery action plan with its implementation subject to securing funding. For the majority of the Hayling coastline, private landowners will ultimately be responsible for the successful implementation of the recommendations.

Coastal Partners are a team of Coastal Management specialists that oversee Havant Borough Council's sea defences. The strategy can be viewed at www.coastalpartners.org.uk/authority/havant/. The three-month consultation period runs until 30 December 2022.

The Local Plan

Separate from the Hayling Island Coastal Management Strategy, Havant Borough Council is also engaging with the public as part of the new Local Plan. Find out more on the Local Plan here www.havant.gov.uk/local-plan

Figure 163 – Screenshot of coastal bulletin, 12 October 2022



**BUILDING
A BETTER FUTURE**

Building a better future starts now

The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough of Havant. The council's Local Plan is entitled "**Building a better future**" and reflects a positive, pro-active approach to development that considers the environment and the local needs of residents and businesses.

A series of exhibitions will be held across the borough to allow residents and businesses to find out more. The exhibitions started on Hayling Island and will continue around the borough on the following dates:

- Meridian Shopping Centre (1st Floor), Havant - PO9 1UN - Saturday 15 October (10am - 4pm)
- St George's Church Hall, St George's Walk, Waterlooville PO7 7EH – Thursday 20 October (3pm - 7pm)
- Park Community School, Leigh Park - PO9 4BU - Thursday 27 October (3pm - 7pm)
- Public Service Plaza, Havant – PO9 2AX – Tuesday 1 November (10am - 4pm)
- Emsworth Baptist Church - PO10 7BY - Thursday 3 November (3pm - 7pm)

The public consultation will run until Monday 14 November. For further details, visit www.havant.gov.uk/localplan.

Figure 164 – Screenshot of Serving You excerpt, 13 October 2022

Havant
BOROUGH COUNCIL

Communications Officer, Havant Borough Council
Public Service Plaza, Havant, Hampshire, PO9 2AX



News Release

Local Plan exhibition takes to the road

A series of public exhibitions on Building a Better Future, the borough's new Local Plan moves onto its next destination. The Meridian Shopping Centre in Havant is the next location to provide the opportunity to input into how the borough should be developed in the future.

Come along between 10am and 4pm on Saturday 15 October, you'll find us on the first floor, to share your thoughts on areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

A survey can be completed at the exhibitions to provide feedback on proposals, or filled in online via www.havant.gov.uk/local-plan.



The exhibition kicked off earlier this week on Hayling Island, and will continue around the borough on the following dates:

- Meridian Shopping Centre (1st Floor), Havant - PO9 1UN
Saturday 15 October (10am - 4pm)
- St George's Church Hall, Waterlooville - PO7 7EH
Thursday 20 October (3pm – 7pm)
- Park Community School, Leigh Park - PO9 4BU
Thursday 27 October (3pm - 7pm)
- Public Service Plaza, Havant – PO9 2AX
Tuesday 1 November (10am – 4pm)
- Emsworth Baptist Church - PO10 7BY
Thursday 3 November (3pm - 7pm)

BUILDING A BETTER FUTURE

Having trouble reading this email? [Visit our website for all the latest news.](#)

Figure 165 – Screenshot of general bulletin, 14 October 2022

Havant
BOROUGH COUNCIL

Communications Office, Havant Borough Council
Public Service Plaza, Havant, Hants, PO9 2AX



News Release

Local Plan exhibition heads to Waterlooville

Building a Better Future, Havant borough's new Local Plan exhibition heads to Waterlooville to give residents the opportunity to share their thoughts on areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

St George's Church Hall will open its doors between 3pm and 7pm on Thursday 20 October, to display the proposals, with council officers on hand to answer any questions put to them.



A survey can be completed at the exhibition to provide feedback on proposals, or filled in online via www.havant.gov.uk/local-plan.

The exhibition has already visited Hayling Island and Havant Town Centre, and will continue around the borough on the following dates:

- **St George's Church Hall, Waterlooville - PO7 7EH**
Thursday 20 October (3pm – 7pm)
- **Park Community School, Leigh Park - PO9 4BU**
Thursday 27 October (3pm - 7pm)
- **Public Service Plaza, Havant – PO9 2AX**
Tuesday 1 November (10am – 4pm)
- **Emsworth Baptist Church - PO10 7BY**
Thursday 3 November (3pm - 7pm)



Figure 166 – Screenshot of general bulletin, 19 October 2022

Building a Better Future

A consultation on the future of development within the borough of Havant is now live, and the council is eager to hear the views of local businesses.



Building a Better Future, Havant borough's new Local Plan sets out the vision for future development in the borough, identifies what areas should be developed, and what requirements and standards developers should meet in their proposals.

Havant Borough Council is giving businesses and residents the opportunity to share their thoughts on areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

For more information on the Local Plan and to complete the survey, visit www.havant.gov.uk/localplan. The consultation closes **midnight on Monday 14 November**.

[Take part online here](#)

Figure 167 – Screenshot of business bulletin excerpt, 26 October 2022

Havant
BOROUGH COUNCIL

Communications Office, Havant Borough Council
Public Service Plaza, Havant, Hants, PO9 2AX

News Release

Havant Borough's Local Plan goes back to school

Havant borough's new Local Plan exhibition travels to Leigh Park in its series of public displays on Building a Better Future.

Park Community School in Middle Park Way, Leigh Park is the next destination to give residents the opportunity to share their thoughts on how the borough should be developed in the future.

The proposals will be on display between 3pm and 7pm on Thursday 27 October for everyone to share their thoughts on subjects such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

Officers from Havant Borough Council will also be on hand to answer any questions.

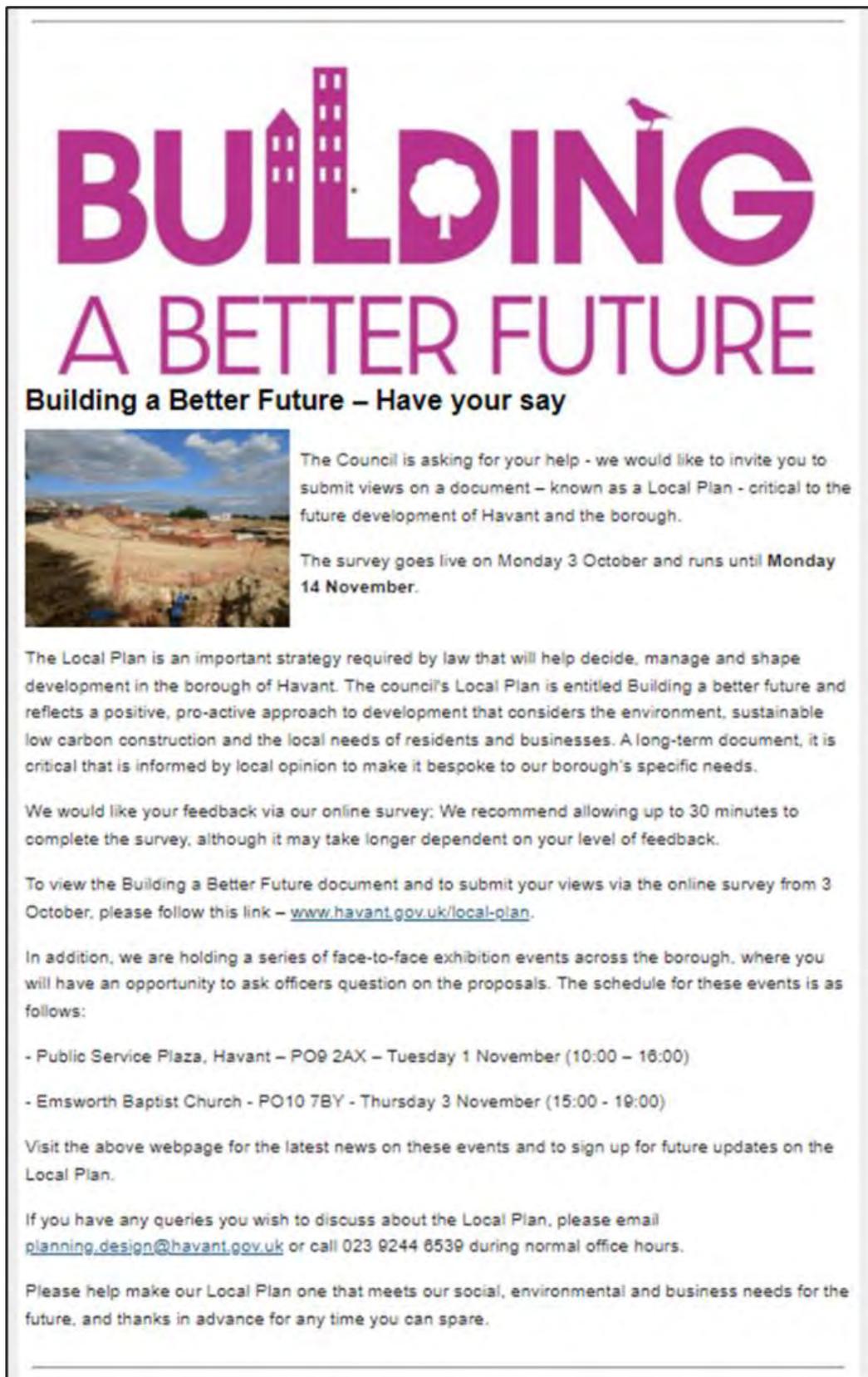
A survey can be completed at the exhibitions to provide feedback on proposals, or filled in online via www.havant.gov.uk/local-plan.

The exhibition has already been to Hayling Island, Havant Town Centre and Waterlooville and will continue around the borough on the following dates:

- Park Community School, Leigh Park, PO9 4BU - Thursday 27 October (3pm - 7pm)
- Public Service Plaza, Havant, PO9 2AX - Tuesday 1 November (10am – 4pm)
- Emsworth Baptist Church, PO10 7BY - Thursday 3 November (3pm - 7pm)

BUILDING
A BETTER FUTURE

Figure 168 – Screenshot of general bulletin, 26 October 2022



**BUILDING
A BETTER FUTURE**

Building a Better Future – Have your say



The Council is asking for your help - we would like to invite you to submit views on a document – known as a Local Plan - critical to the future development of Havant and the borough.

The survey goes live on Monday 3 October and runs until **Monday 14 November**.

The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough of Havant. The council's Local Plan is entitled Building a better future and reflects a positive, pro-active approach to development that considers the environment, sustainable low carbon construction and the local needs of residents and businesses. A long-term document, it is critical that it is informed by local opinion to make it bespoke to our borough's specific needs.

We would like your feedback via our online survey: We recommend allowing up to 30 minutes to complete the survey, although it may take longer dependent on your level of feedback.

To view the Building a Better Future document and to submit your views via the online survey from 3 October, please follow this link – www.havant.gov.uk/local-plan.

In addition, we are holding a series of face-to-face exhibition events across the borough, where you will have an opportunity to ask officers questions on the proposals. The schedule for these events is as follows:

- Public Service Plaza, Havant – PO9 2AX – Tuesday 1 November (10:00 – 18:00)
- Emsworth Baptist Church - PO10 7BY - Thursday 3 November (15:00 - 19:00)

Visit the above webpage for the latest news on these events and to sign up for future updates on the Local Plan.

If you have any queries you wish to discuss about the Local Plan, please email planning_design@havant.gov.uk or call 023 9244 6539 during normal office hours.

Please help make our Local Plan one that meets our social, environmental and business needs for the future, and thanks in advance for any time you can spare.

Figure 169 – Screenshot of community bulletin excerpt, 31 October 2022



Havant
BOROUGH COUNCIL

Communications Officer, Havant Borough Council
Public Service Plaza, Havant, Hants, PO9 2AJ

News Release

Building a Better Future for the borough

Havant Borough's new Local Plan 'Building a Better Future' will be on display tomorrow, Tuesday 1 November, at the Public Service Plaza, Havant.

The exhibition is touring the borough to give residents and businesses the opportunity to have an input into the future development of the area.



The proposals will be on display between 10am and 4pm, with council officers on hand to answer any questions you may have. You can share your thoughts on areas such as housing, employment, local economy, regeneration, the environment, climate change, sports, recreation, and transport.

A survey can be completed at the exhibition to provide feedback on proposals, or filled in online via www.havant.gov.uk/local-plan.

The exhibition has already visited Hayling Island, Havant Town Centre, Waterlooville, and Leigh Park. Tomorrow's exhibition is the penultimate in the borough-wide tour, with Emsworth being the final destination on Thursday 3 November, taking place in Emsworth Baptist Church, PO10 7BY from 3pm - 7pm.

BUILDING A BETTER FUTURE

Figure 170 – Screenshot of general bulletin, 31 October 2022



Havant
BOROUGH COUNCIL

Communications Officer: Havant Borough Council
Public Services Plaza, Havant, Hants, PO9 2AX

News Release

Emsworth is the final destination for Building a Better Future exhibitions

Havant Borough's new Local Plan 'Building a Better Future' exhibition will be heading to Emsworth Baptist Church, North Street, Emsworth as its final destination.

From 3pm on Thursday 3 November, residents and businesses will have the opportunity to see and hear the proposals for the future of the borough. The exhibition will be open until 7pm.



As part of the consultation for the new Local Plan, visitors to the exhibition will be invited to share their thoughts on areas such as housing, employment, local economy, regeneration, the environment, climate change, sports, recreation, and transport. Council officers will also be in attendance to answer any questions

The exhibition has been extremely popular during its tour, which took in Hayling Island, Havant Town Centre, Waterlooville, and Leigh Park, with more than 560 people attending.

Anyone who couldn't make the exhibitions, need not worry, as all the information is available online at www.havant.gov.uk/local-plan and have until midnight on Monday 14 November 2022 to give their feedback on the proposals.

BUILDING

A BETTER FUTURE

Figure 171 – Screenshot of general bulletin, 2 November 2022

One week remaining message – Tuesday 8 November 2022



BUILDING
A BETTER FUTURE

OUR NEW LOCAL PLAN, AND
HOW YOU CAN HELP SHAPE IT

You are reminded that time is running out to have your say on the future development of Havant Borough Council.

The Council has published a Building for a Better Future document for public consultation. This document considers the environment, infrastructure and the development needs of local residents and businesses and invites local opinion to make it bespoke to the Borough's needs. To view the Building a Better Future document and to submit your views via the online survey, please follow this link - www.havant.gov.uk/localplan.

Part of our consultation also involves a new call for sites in order to establish all potential available land in the Borough. If you own or know of any available land for potential development we would ask that you complete the call for sites form which can be found here: www.havant.gov.uk/localplan.

This is a new local plan and therefore a new process. As such, even if you have submitted land previously or had land allocated **you must do this again** in order for the land to be considered. No past submissions will be considered as part of the new Building a Better Future plan.

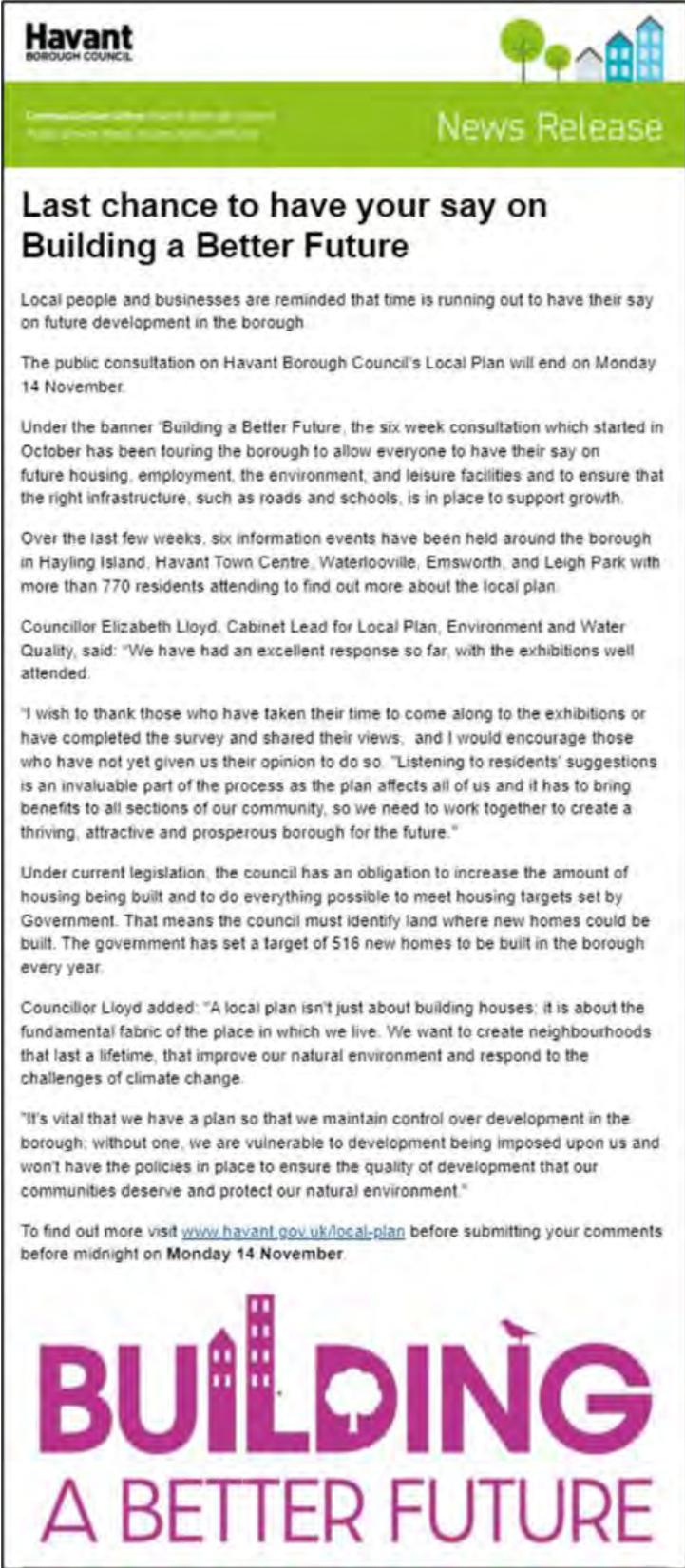
Public consultation on the Havant Borough Council's Local Plan and call for sites **will close at midnight on Monday 14th November**. If you have not yet already submitted your views you are invited to do so.

If you have any further queries, please contact the Planning Policy team by emailing policy.design@havant.gov.uk or calling 02392 446539.

Kind regards,
The Planning Policy Team

Figure 172 – Screenshot of general bulletin (no. 1), 8 November 2022

One week remaining message – Tuesday 8 November 2022



Havant
BOROUGH COUNCIL

Commissioner of the Environment and Planning
Public Services and Customer Experience

News Release

Last chance to have your say on Building a Better Future

Local people and businesses are reminded that time is running out to have their say on future development in the borough.

The public consultation on Havant Borough Council's Local Plan will end on Monday 14 November.

Under the banner 'Building a Better Future', the six week consultation which started in October has been touring the borough to allow everyone to have their say on future housing, employment, the environment, and leisure facilities and to ensure that the right infrastructure, such as roads and schools, is in place to support growth.

Over the last few weeks, six information events have been held around the borough in Hayling Island, Havant Town Centre, Waterlooville, Emsworth, and Leigh Park with more than 770 residents attending to find out more about the local plan.

Councillor Elizabeth Lloyd, Cabinet Lead for Local Plan, Environment and Water Quality, said: "We have had an excellent response so far, with the exhibitions well attended.

"I wish to thank those who have taken their time to come along to the exhibitions or have completed the survey and shared their views, and I would encourage those who have not yet given us their opinion to do so. "Listening to residents' suggestions is an invaluable part of the process as the plan affects all of us and it has to bring benefits to all sections of our community, so we need to work together to create a thriving, attractive and prosperous borough for the future."

Under current legislation, the council has an obligation to increase the amount of housing being built and to do everything possible to meet housing targets set by Government. That means the council must identify land where new homes could be built. The government has set a target of 516 new homes to be built in the borough every year.

Councillor Lloyd added: "A local plan isn't just about building houses; it is about the fundamental fabric of the place in which we live. We want to create neighbourhoods that last a lifetime, that improve our natural environment and respond to the challenges of climate change.

"It's vital that we have a plan so that we maintain control over development in the borough; without one, we are vulnerable to development being imposed upon us and won't have the policies in place to ensure the quality of development that our communities deserve and protect our natural environment."

To find out more visit www.havant.gov.uk/local-plan before submitting your comments before midnight on **Monday 14 November**.

BUILDING A BETTER FUTURE

Figure 173 – Screenshot of general bulletin (no. 2), 8 November 2022

Appendix M– Social Media Screenshots

Facebook – 23 September 2022

Havant Borough Council
23 September · 🌐

At a Full Council meeting held on Wednesday 21 September, councillors approved the consultation on a new Local Plan for the borough.

The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough of Havant. The council's Local Plan is entitled "Building a better future" and reflects a positive, pro-active approach to development that considers the environment, sustainable low carbon construction and the local needs of residents and businesses.

Havant
BOROUGH COUNCIL

HAVANT.GOV.UK
Building a better future starts now | Havant Borough Council
Friday, 23 September, 2022
At a Full Council meeting held on Wednesday 21 September, councillors approved the consultation on a new Local Plan for the borough. The Local Plan is an important strategy required by law that will help decide, manage and shape development in the borough of Havant. The cou...

👍 4

1 comment 6 shares

🔗 Share

Figure 174 – Screenshot of Facebook post, 23 September 2022



Figure 175 – Screenshot of Twitter post, 23 September 2022

← Tweet

 **Havant Borough Council** ...
@HavantBorough

A consultation on the future of development within the borough of Havant is now live, and the council wants the views of residents, businesses and community groups on their approach.

The online survey can be accessed at havant.gov.uk/local-plan. The survey closes Mon 14 Nov.



12:30 pm · 3 Oct 2022 · Hootsuite Inc.

4 Retweets 5 Likes

Figure 176 – Screenshot of Twitter post, 3 October 2022

← **Tweet**

Havant Havant Borough Council
@HavantBorough

We are holding an exhibition next Tuesday between 3pm and 7pm as part of a series of consultations to help shape Havant Borough. We want to hear from you about how Havant should be developed. The event takes place at Hayling Island, United Reform Church.

havant.gov.uk/local-plan



3:23 pm · 6 Oct 2022 · Hootsuite Inc.

1 Retweet 1 Quote Tweet

Figure 177 – Screenshot of Twitter post, 6 October 2022

← Tweet

 **Havant Borough Council** ...
@HavantBorough

We are holding a consultation next Tuesday between 3pm and 7pm to help shape Havant Borough. We want to hear from you on how Havant should be developed. The event takes place at Hayling Island, United Reform Church.

havant.gov.uk/local-plan

[#Havant](#) [#HavantBorough](#) [#HaylingIsland](#)



The graphic features the text 'BUILDING A BETTER FUTURE' in a stylized font where the letter 'I' is replaced by a building icon. Below this, there is a silhouette of a landscape with a bridge, trees, and people. At the bottom, the text 'LOCAL PLAN EXHIBITION' is written in white on a purple background.

5:01 pm · 7 Oct 2022 · Hootsuite Inc.

1 Retweet 1 Quote Tweet 1 Like

Figure 178 – Screenshot of Twitter post, 7 October 2022

Havant **Havant Borough Council** 1,744 followers
2w · Edited

Are you a local business based in Havant?

We have launched a new Local Plan that will shape the Havant Borough.

It is called Building a Better Future and the aim is to decide, manage and shape development in the borough.

We will be covering areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

We want to hear from you on your thoughts about how Havant should be developed, you can find out more here:

<https://lnkd.in/eUgkACTQ>

We are also seeking suggestions of sites which could be used to deliver the Building a Better Future Plan. Project

Call for sites (citizenlab.co)

#Havant #HavantBorough #HavantBoroughCouncil #HaylingIsland #UnitedReformChurch



7

Figure 179 – Screenshot of LinkedIn, 11 October 2022

← Tweet

 **Havant Borough Council** ...
@HavantBorough

The first in a series of public exhibitions on the new Local Plan is being held later today at South Hayling United Reformed Church between 3pm & 7pm. Can't make it today – don't worry; more are planned across the borough. More info at havant.gov.uk/local-plan.



11:00 am · 11 Oct 2022 · Hootsuite Inc.

1 Retweet 1 Quote Tweet

Figure 180 – Screenshot of Twitter post (pre-event 1), 11 October 2022

← Tweet

 **Havant Borough Council**
@HavantBorough

Join us today at an exhibition to help shape Havant Borough. We want to hear from you on how Havant should be developed.

The event takes place at between 3pm and 7pm at Hayling Island, United Reform Church.

havant.gov.uk/local-plan

[#Havant](#) [#HavantBorough](#) [#HaylingIsland](#)



12:00 pm · 11 Oct 2022 · Hootsuite Inc.

2 Retweets 1 Quote Tweet 1 Like

Figure 181 – Screenshot of Twitter post (pre-event 2), 11 October 2022

Twitter – 11 October 2022 (Pre-event 3)

← **Tweet**

Havant Havant Borough Council
@HavantBorough

We're here at the Hayling Island United Reform Church til 7pm today. Come and join us at an exhibition to help shape Havant Borough. We want to hear from you on how the borough should be developed.
havant.gov.uk/local-plan
[#Havant](#) [#HavantBorough](#) [#HaylingIsland](#)



3:12 pm · 11 Oct 2022 · Twitter Web App

1 Quote Tweet

🗨️ ↻️ ❤️ ↗️

Figure 182 – Screenshot of Twitter post (pre-event 3), 11 October 2022

Twitter – 11 October 2022 (Mid event)

← **Tweet**

Havant Havant Borough Council
@HavantBorough

There is still time to join us at South Hayling United Reformed Church for the opportunity to input into the new Local Plan - Building a Better Future. We're here until 7pm
Can't make it today—don't worry; six more exhibitions are being held. More info at havant.gov.uk/local-plan.



5:30 pm · 11 Oct 2022 · Hootsuite Inc.

1 Quote Tweet 1 Like

Figure 183 – Screenshot of Twitter post (mid-event), 11 October 2022

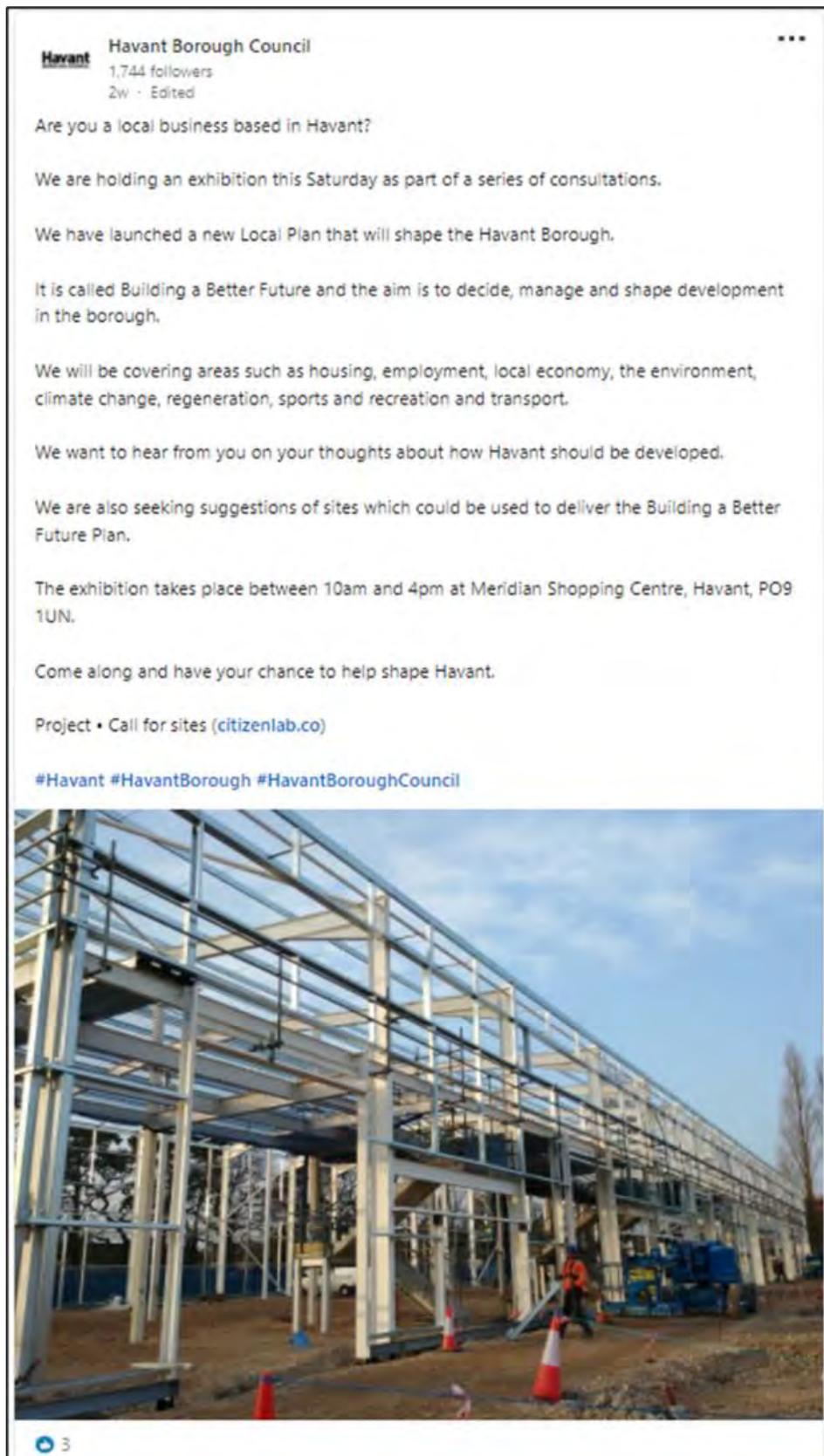


Figure 184 – Screenshot of LinkedIn post, 13 October 2022

← Tweet

Havant Havant Borough Council @HavantBorough

We are holding an exhibition this Saturday between 3pm and 7pm as part of a series of consultations to help shape Havant Borough.

The event takes place at Meridian Shopping Centre, Havant, PO9 1UN.

havant.gov.uk/local-plan

[#Havant](#) [#HavantBorough](#) [#HaylingsIsland](#)



1:00 pm · 13 Oct 2022 · Hootsuite Inc.

3 Retweets 2 Quote Tweets 2 Likes

Figure 185 – Screenshot of Twitter post, 13 October 2022

← **Tweet**

Havant Havant Borough Council
@HavantBorough

Join us tomorrow at an exhibition to help shape Havant Borough. We want to hear from you about how Havant should be developed.

The event takes place at between 10am and 4pm at Meridian Shopping Centre, Havant, PO9 1UN.

havant.gov.uk/local-plan

[#HavantBorough](#) [#Havant](#)



11:00 am · 14 Oct 2022 · Hootsuite Inc.

1 Retweet 1 Quote Tweet 1 Like

Figure 186 – Screenshot of Twitter post, 14 October 2022

← **Tweet**

 **Havant Borough Council**
@HavantBorough

Join us today at an exhibition to help shape Havant Borough.

We want to hear from you about how the borough should be developed.

The event takes place between 10am and 4pm at Meridian Shopping Centre, Havant, PO9 1UN.

havant.gov.uk/local-plan

[#Havant](#) [#HavantBorough](#)



9:00 am · 15 Oct 2022 · Hootsuite Inc.

2 Retweets 1 Quote Tweet

Figure 187 – Screenshot of Twitter post, 15 October 2022

Havant Havant Borough Council
1,744 followers
2w

Are you a local business based in Havant?

We are holding an exhibition today between 10am and 4pm as part of a series of consultations.

We have launched a new Local Plan that will shape the Havant Borough.

It is called Building a Better Future and the aim is to decide, manage and shape development in the borough.

We will be covering areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

We want to hear from you on your thoughts about how Havant should be developed.

We are also seeking suggestions of sites which could be used to deliver the Building a Better Future Plan.

The exhibition takes place at Meridian Shopping Centre, Havant, PO9 1UN.

Come along and have your chance to help shape Havant.

citizenlab.co

#Havant #HavantBorough #HavantBoroughCouncil



Like Comment Share

Figure 188 – Screenshot of LinkedIn post, 15 October 2022

← **Tweet**

Havant Havant Borough Council
@HavantBorough

We are holding another exhibition on Thursday between 3pm and 7pm, as part of a series of consultations to help shape Havant Borough.

The event takes place at St George's Church Hall, Waterlooville, PO7 7EH.

ow.ly/alwO50LcMSg

[#Havant](#) [#HavantBorough](#)



3:01 pm · 18 Oct 2022 · Hootsuite Inc.

1 Quote Tweet 1 Like

Figure 189 – Screenshot of Twitter post, 18 October 2022

Havant **Havant Borough Council**
1,744 followers
1w

Are you a local business based in Havant?

We are holding an exhibition on Thursday as part of a series of consultations.

We have launched a new Local Plan that will shape the Havant Borough.

It is called Building a Better Future and the aim is to decide, manage and shape development in the borough.

We will be covering areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

We want to hear from you on your thoughts about how Havant should be developed.

We are also seeking suggestions of sites which could be used to deliver the Building a Better Future Plan.

The exhibition takes place between 3pm and 7pm at St George's Church Hall, Waterlooville - PO7 7EH.

Come along and have your chance to help shape Havant.

Project • Call for sites (citizenlab.co)

[#Havant](#) [#HavantBorough](#) [#HavantBoroughCouncil](#) [#waterlooville](#)



3

Figure 190 – Screenshot of LinkedIn post, 18 October 2022

← **Tweet**

Havant Havant Borough Council @HavantBorough

Join us tomorrow at an exhibition to help shape Havant Borough.

We want to hear from you on how Havant should be developed.

The event takes place between 3pm and 7pm at St George's Church Hall, Waterlooville, PO7 7EH.

havant.gov.uk/local-plan

[#Havant](#) [#waterlooville](#)



1:01 pm · 19 Oct 2022 · Hootsuite Inc.

1 Quote Tweet

Figure 191 – Screenshot of Twitter post, 19 October 2022

Twitter – 20 October 2022 (Pre event 1)

← **Tweet**

Havant Havant Borough Council
@HavantBorough

Join us today at an exhibition to help shape Havant Borough.

We want to hear from you about how Havant should be developed.

The event takes place between 3pm and 7pm at St George's Church Hall, Waterlooville, PO7 7EH.

ow.ly/Mmeh50LcNqp

[#Havant](#) [#waterlooville](#)



10:00 am · 20 Oct 2022 · Hootsuite Inc.

2 Retweets 1 Quote Tweet

Figure 192 – Screenshot of Twitter post (pre-event 1), 20 October 2022

Twitter – 20 October 2022 (Pre event 2)

← **Tweet**

Havant **Havant Borough Council** ...
@HavantBorough

Help us Build a Better Future for the borough by joining us today between 3pm & 7pm at St George's Church Hall, #Waterlooville, PO7 7EH. We want to hear your thoughts on housing, employment, the environment, regeneration, recreation & transport.
havant.gov.uk/local-plan
#havant



1:01 pm · 20 Oct 2022 · Hootsuite Inc.

1 Quote Tweet

Figure 193 – Screenshot of Twitter post (pre-event 2), 20 October 2022

Twitter – 20 October 2022 (Mid event)

← **Tweet**

 **Havant Borough Council**
@HavantBorough

We are at St George's Church Hall, Waterlooville until 7pm this evening and would like to hear your views on our Local Plan 'Building a Better Future'. Tell us your thoughts on housing, employment, the environment, regeneration, recreation & transport.
havant.gov.uk/local-plan



5:02 pm · 20 Oct 2022 · Hootsuite Inc.

1 Retweet 1 Quote Tweet

Figure 194 – Screenshot of Twitter post (mid-event), 20 October 2022

← Tweet

 **Havant Borough Council**
@HavantBorough

Join us tomorrow at an exhibition to shape Havant Borough. We are still running events to discuss how Havant should be developed. We would love to hear your opinions. The event takes place between 3pm and 7pm at Park Community School, Leigh Park, PO9 4BU.

havant.gov.uk/local-plan



1:00 pm · 26 Oct 2022 · Hootsuite Inc.

1 Quote Tweet 1 Like

Figure 195 – Screenshot of Twitter post, 26 October 2022

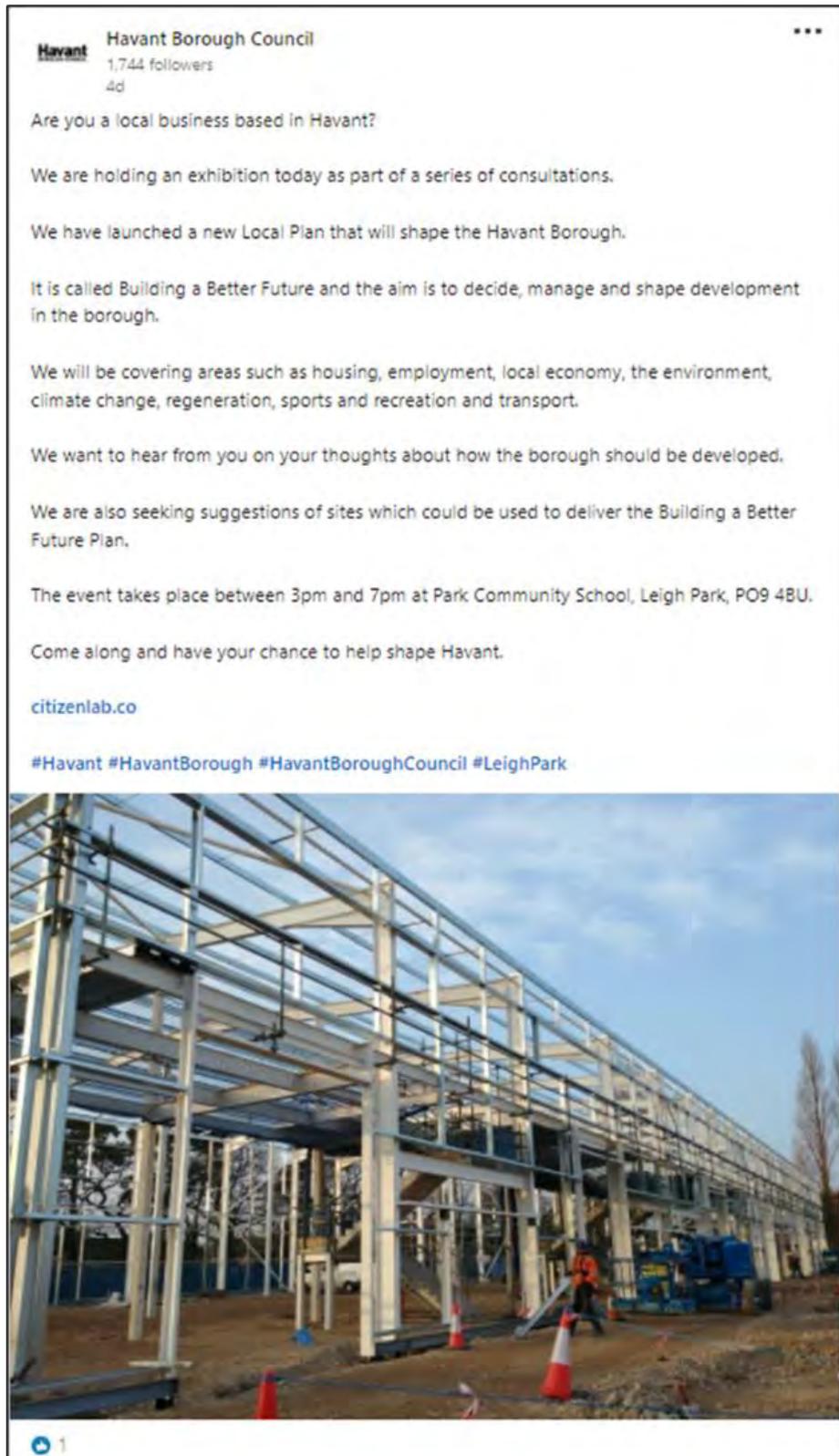


Figure 196 – Screenshot of LinkedIn post, 27 October 2022

← Tweet

Havant Havant Borough Council
@HavantBorough

Join us today at an exhibition to help shape Havant Borough.

We want to hear from you about how Havant should be developed.

The event takes place between 3pm and 7pm at Park Community School, Leigh Park, PO9 4BU.

havant.gov.uk/local-plan



9:00 am · 27 Oct 2022 · Hootsuite Inc.

1 Quote Tweet

Figure 197 – Screenshot of Twitter post, 27 October 2022

← **Tweet**

 **Havant Borough Council** @HavantBorough

We are holding another exhibition next Tuesday between 10am and 4pm, as part of a series of consultations to help shape Havant Borough and how it should be developed.

The event takes place at Public Service Plaza, Havant, PO9 2AX.

ow.ly/FPKZ50LnIEL

[#HavantBorough](#)



3:00 pm · 28 Oct 2022 · Hootsuite Inc.

1 Quote Tweet

Figure 198 – Screenshot of Twitter post, 28 October 2022

← Tweet

Havant Havant Borough Council
@HavantBorough

Join us tomorrow at an exhibition to help shape Havant Borough. We want to hear how you think Havant should be developed.

The event takes place between 10am and 4pm at Public Service Plaza, Havant, PO9 2AX.

ow.ly/OTte50LpjuU

[#Havant](#) [#HavantBorough](#) [#HavantBoroughCouncil](#)



11:00 am · 31 Oct 2022 · Hootsuite Inc.

1 Quote Tweet 1 Like

Figure 199 – Screenshot of Twitter post, 31 October 2022

← Tweet

Havant Havant Borough Council
@HavantBorough

Join us today at an exhibition to help shape Havant Borough.

We want to hear from you on your thoughts about how Havant should be developed.

The event takes place between 10am to 4pm at Public Service Plaza, Havant, PO9 2AX.

[havant.gov.uk/corporate-str...](https://havant.gov.uk/corporate-strategy)

#Havant #HavantBorough



9:00 am · 1 Nov 2022 · Hootsuite Inc.

Figure 200 – Screenshot of Twitter post, 1 November 2022

Havant **Havant Borough Council** 1,757 followers 6d

Are you a local business based in Havant?

We are holding an exhibition today as part of a series of consultations.

We have launched a new Local Plan that will shape the Havant Borough.

It is called Building a Better Future and the aim is to decide, manage and shape development in the borough.

We will be covering areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

We want to hear from you on your thoughts about how the borough should be developed.

We are also seeking suggestions of sites which could be used to deliver the Building a Better Future Plan.

The event takes place between 10am and 4pm at Public Service Plaza, Havant, PO9 2AX.

Come along and have your chance to help shape Havant.

Project • Call for sites (citizenlab.co)

[#Havant](#) [#HavantBorough](#) [#HavantBoroughCouncil](#)



5

Figure 201 – Screenshot of LinkedIn post, 1 November 2022

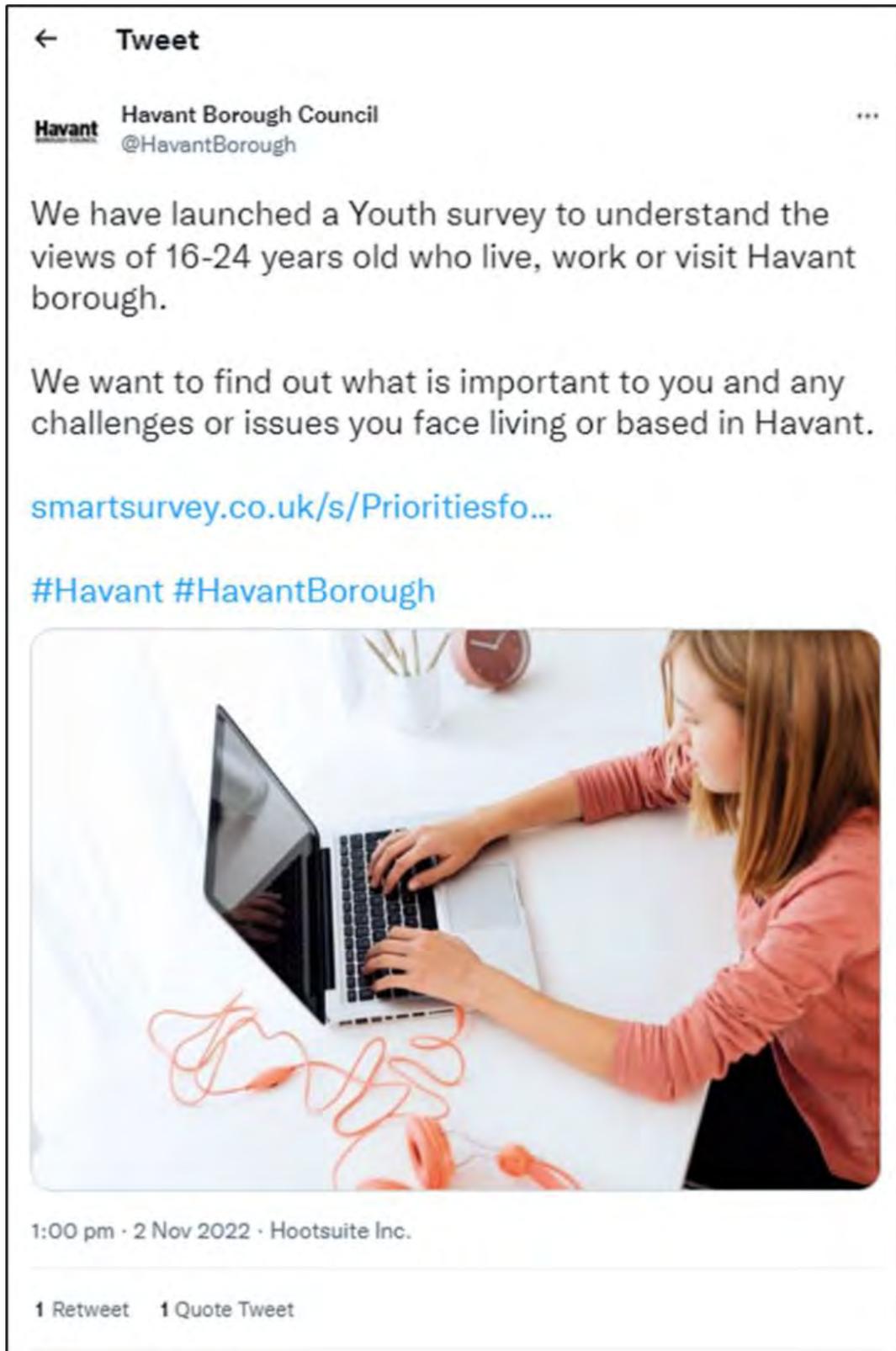


Figure 202 – Screenshot of Twitter post, 2 November 2022

← Tweet

Havant Havant Borough Council
@HavantBorough

Join us today at an exhibition to help shape Havant Borough.

We want to hear from you on your thoughts about how Havant should be developed.

The event takes place between 3pm to 7pm at Emsworth Baptist Church, PO10 7BY.

ow.ly/Im2250LsTrv



10:00 am · 3 Nov 2022 · Hootsuite Inc.

2 Retweets 2 Quote Tweets

Figure 203 – Screenshot of Twitter post, 3 November 2022

Havant Havant Borough Council
1,757 followers
4d

Are you a local business based in Havant?

We are holding an exhibition today as part of a series of consultations.

We have launched a new Local Plan that will shape the Havant Borough.

It is called Building a Better Future and the aim is to decide, manage and shape development in the borough.

We will be covering areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.

We want to hear from you on your thoughts about how the borough should be developed.

We are also seeking suggestions of sites which could be used to deliver the Building a Better Future Plan.

The event takes place between 3pm to 7pm at Emsworth Baptist Church, PO10 7BY.

Come along and have your chance to help shape Havant.

citizenlab.co

#Havant #HavantBorough #HavantBoroughCouncil



2

Figure 204 – Screenshot of LinkedIn post, 3 November 2022

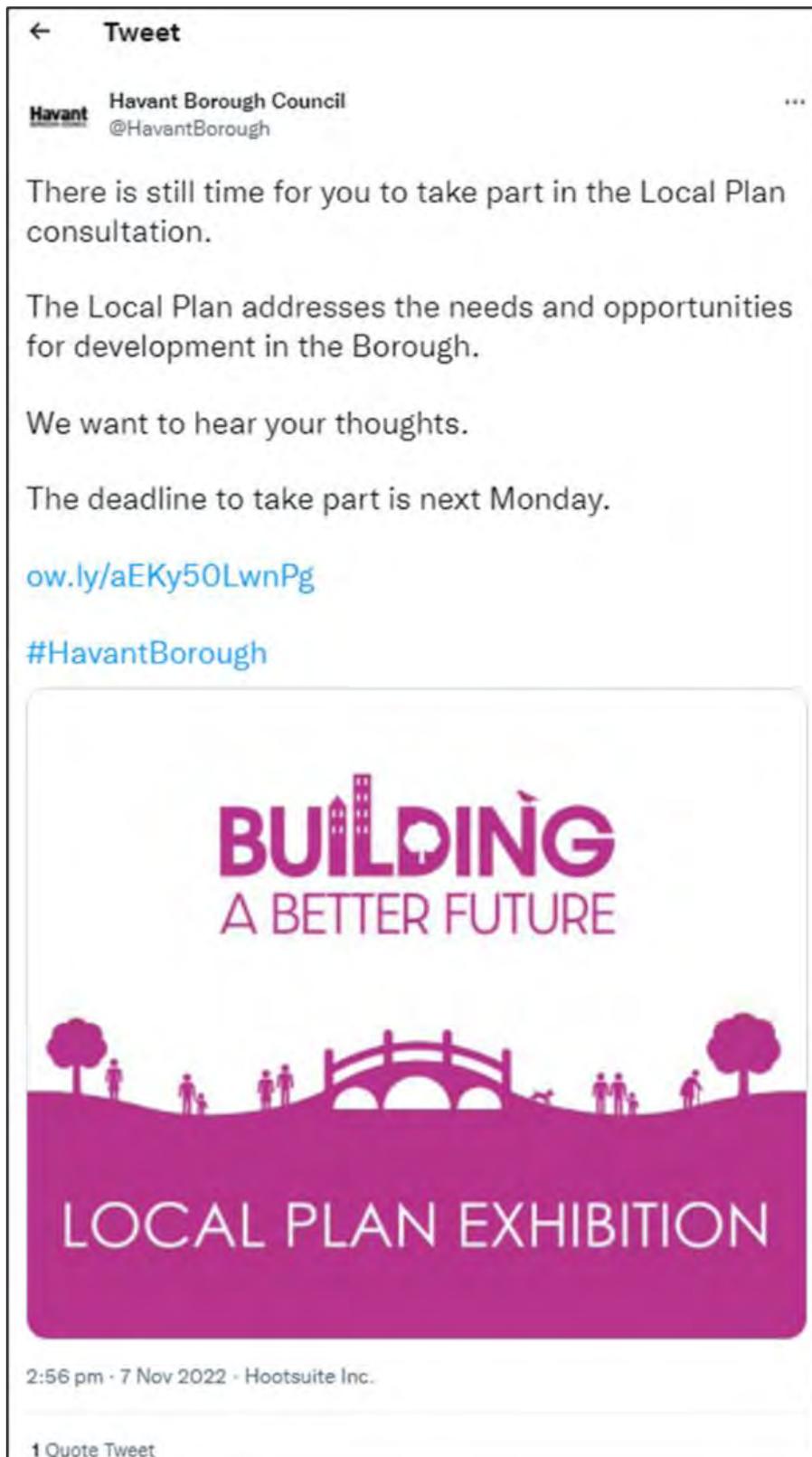


Figure 205 – Screenshot of Twitter post, 7 November 2022

Facebook – 8 November 2022

 **Havant Borough Council**
1d · 🌐

There is still time for you to take part in the Local Plan consultation.
The Local Plan will address the needs and opportunities for development in the Borough.
We want to hear from you about how Havant should be developed.
The plan covers areas such as housing, employment, local economy, the environment, climate change, regeneration, sports and recreation and transport.
The deadline is next Monday.
<https://www.havant.gov.uk/local-plan>
#Havant #HavantBorough #HavantBoroughCouncil



 3

5 shares

Figure 206 – Screenshot of Facebook post, 8 November 2022

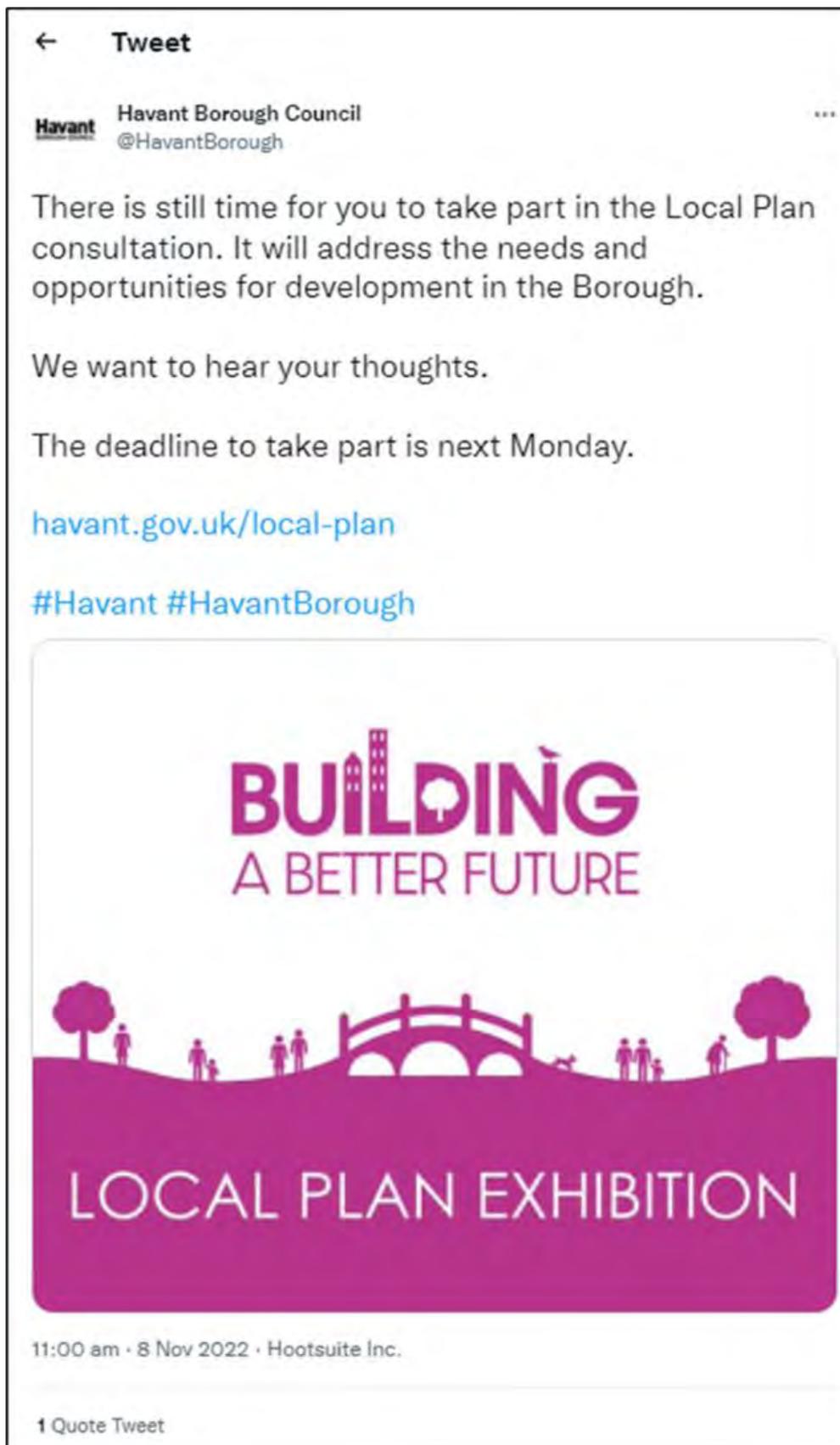


Figure 207 – Screenshot of Twitter post, 8 November 2022

← **Tweet**

Havant Havant Borough Council
@HavantBorough

We have launched a Youth survey to understand the views of 16-24 years old who are based in Havant.

We want to find out what is important to you and any challenges you face.

This will help us when planning future services for young adults.

ow.ly/XVEP50Lxgq5



12:00 pm · 8 Nov 2022 · Hootsuite Inc.

1 Quote Tweet 1 Like

Figure 208 – Screenshot of Twitter post (youth survey), 8 November 2022

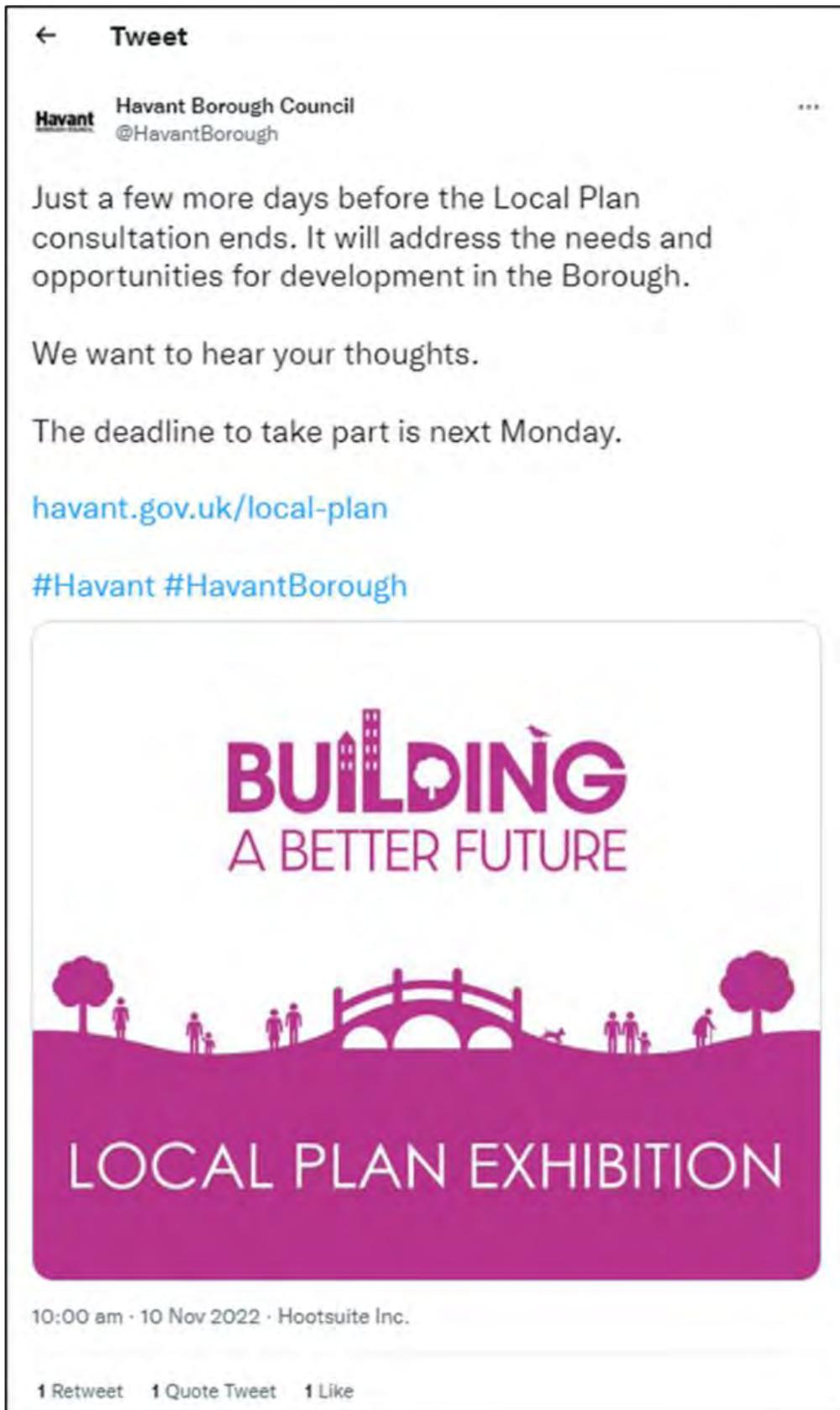


Figure 209 – Screenshot of Twitter post, 10 November 2022



Figure 210 – Screenshot of Twitter post, 14 November 2022

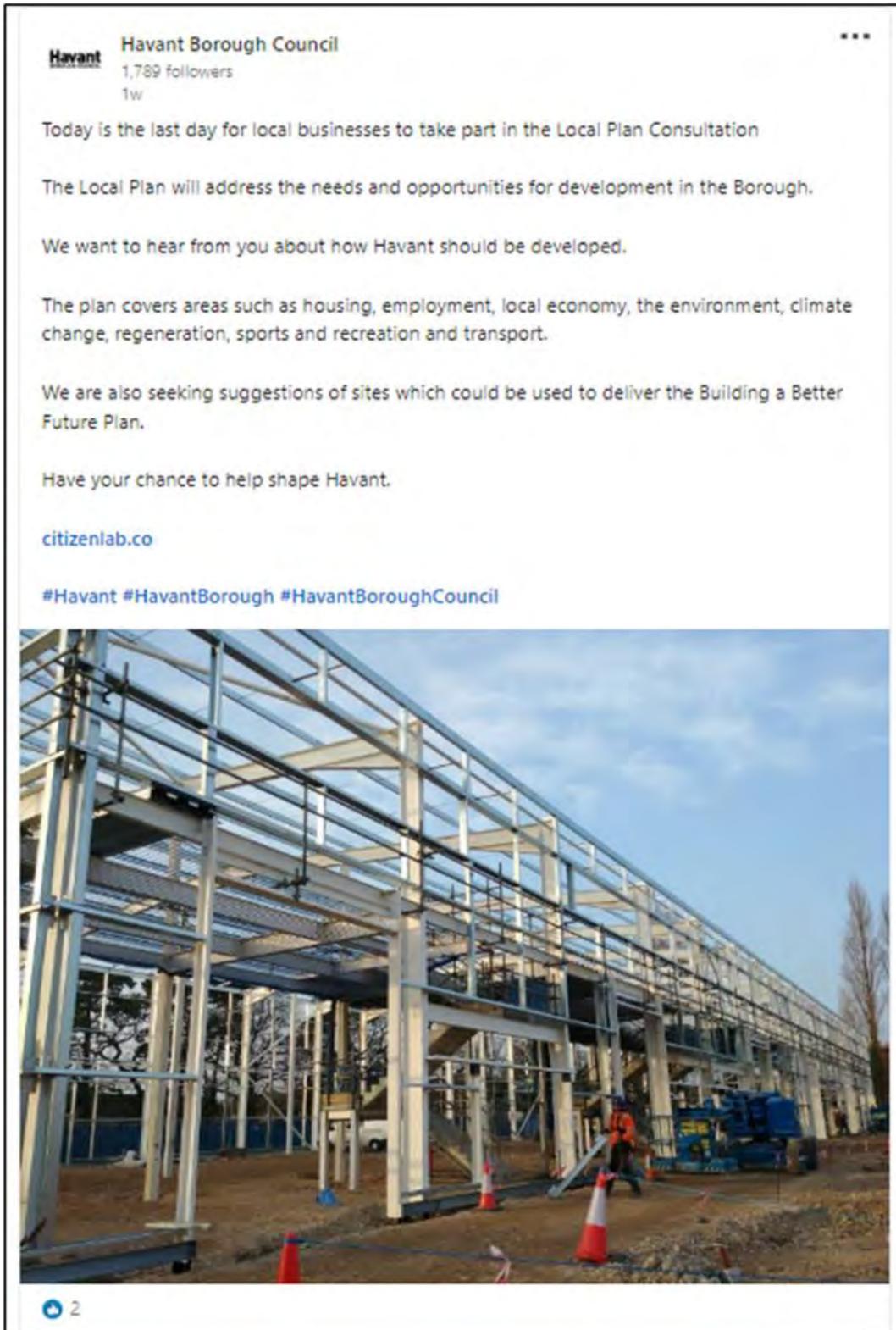


Figure 211 – Screenshot of LinkedIn post, 14 November 2022

Appendix N – Full breakdown of respondents / participants / attendees by engagement method

Survey respondents

About You Section

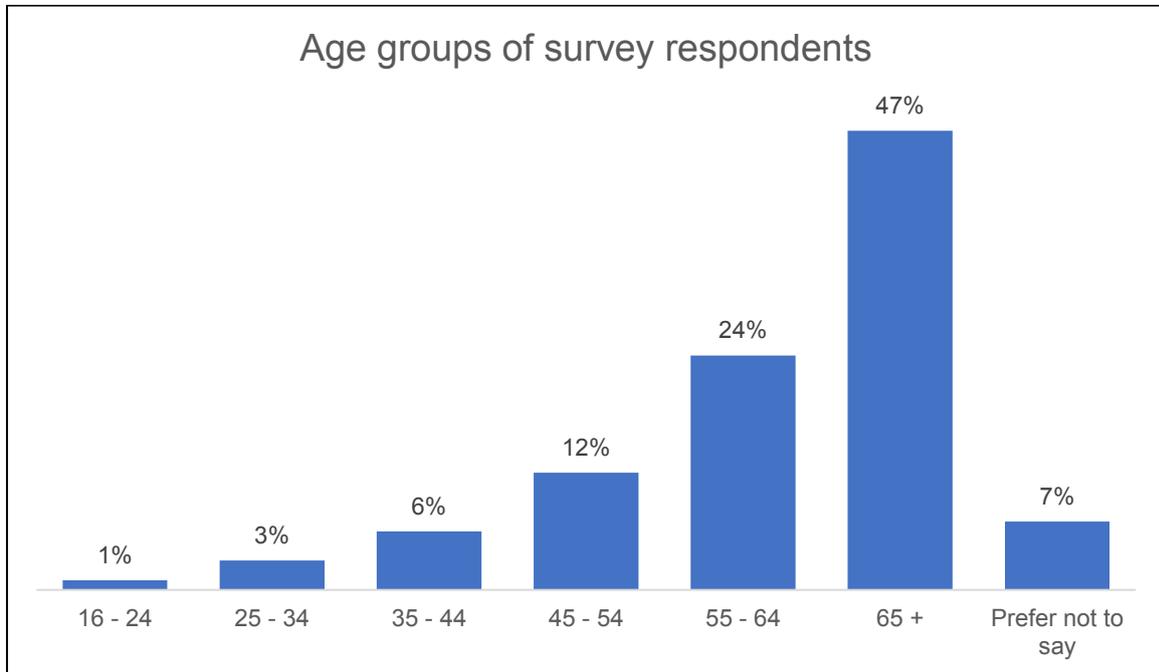


Figure 212: Responses to Q1 – Which of the following age bands do you fall into?
SAMPLE: 532

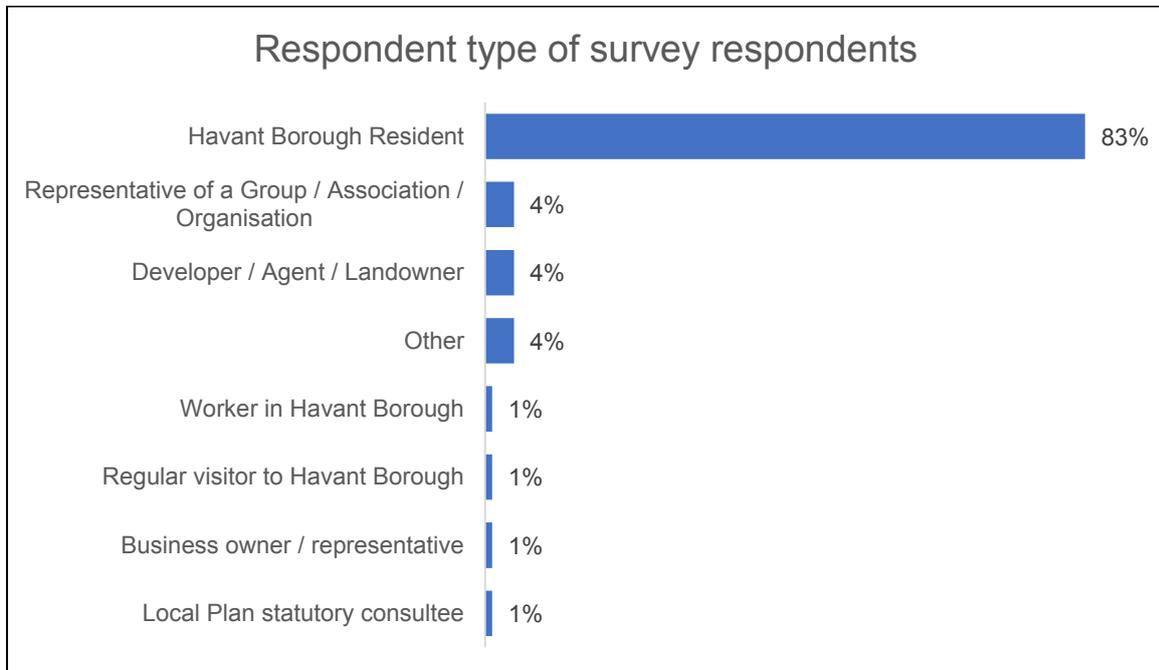


Figure 213: Responses to Q2 – Are you completing this questionnaire mainly as ...?
SAMPLE: 538

About You (Resident)

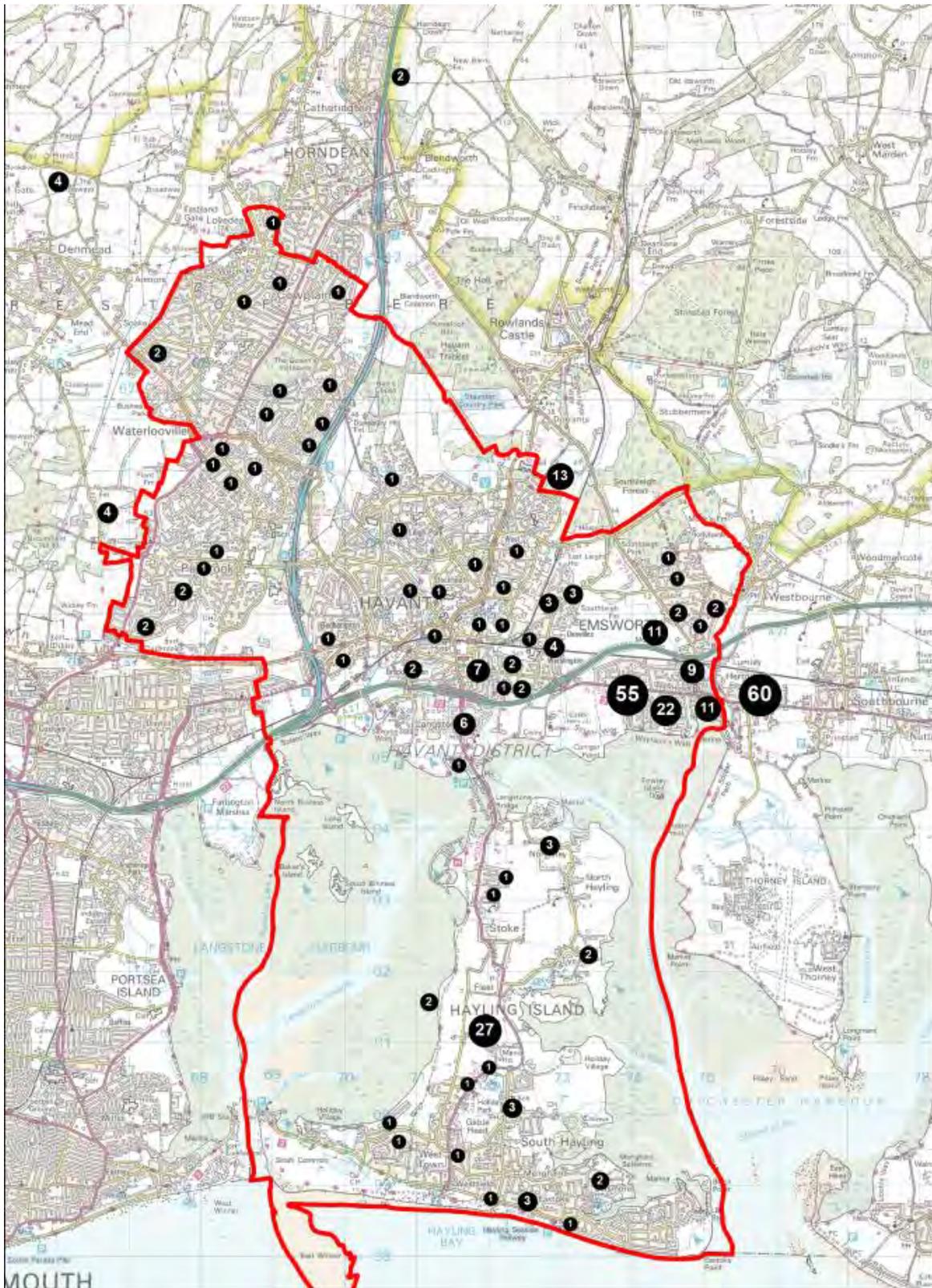


Figure 214 – Map of survey respondents by postcode

Postcodes entered by respondents who indicated that they were a Havant Borough Resident have been mapped in the below chart -

Please note the '60' figure on the east of the borough boundary is the aggregated number for those who entered PO10 as a response

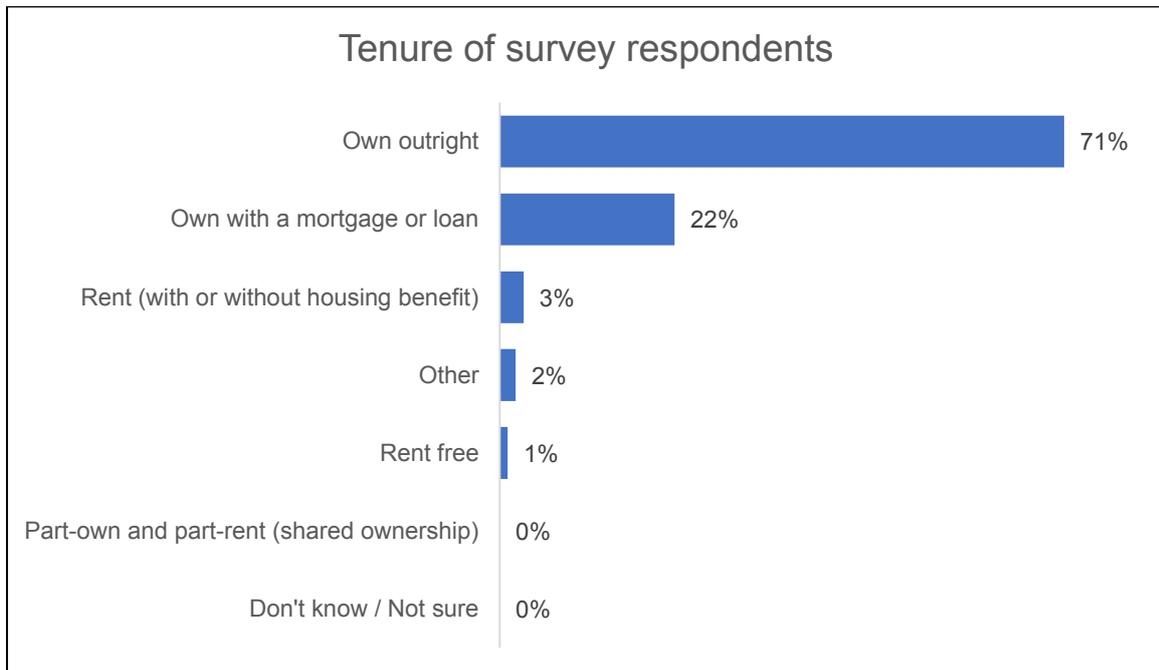


Figure 215: Responses to Q4 – Do you own or rent your property? Note question only asked of those who indicated that they were a Havant Borough Resident at Q2. 0% may be rounded to the nearest 1% and not indicate a nil response rate.

SAMPLE: 447

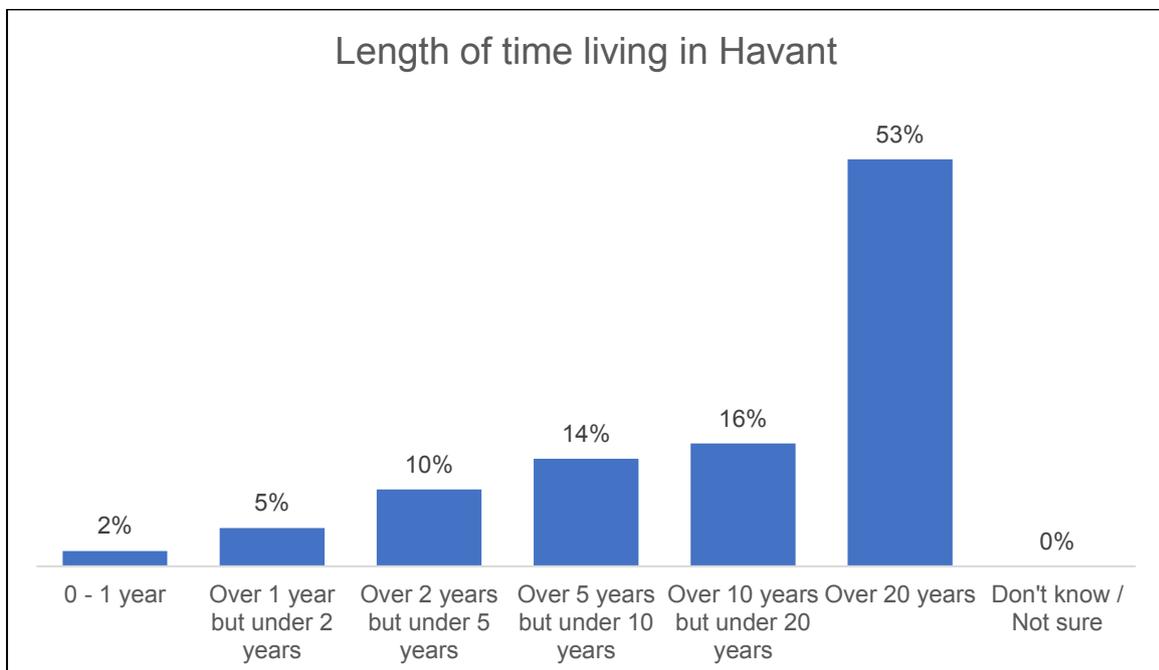


Figure 216: Responses to Q5 – How long have you lived in the borough of Havant? Note question only asked of those who indicated that they were a Havant Borough Resident at Q2. 0% may be rounded to the nearest 1% and not indicate a nil response rate.

SAMPLE: 447

About You (Worker)

7 responses provided the postcode of their place of work.

About You (Visitor)

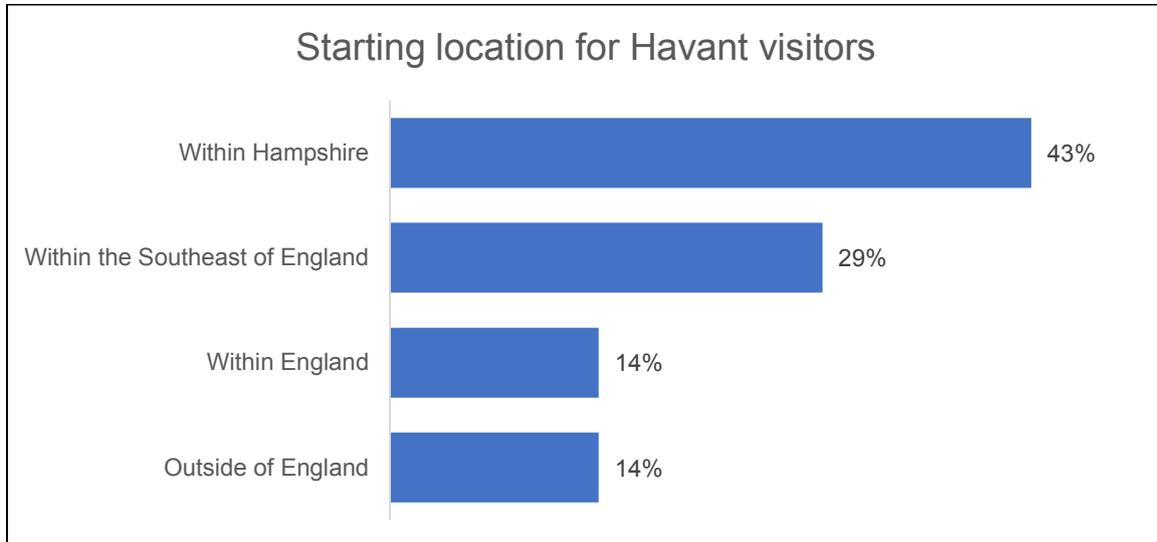


Figure 217: Responses to Q7 – Where are you visiting Havant from? Note question only asked of those who indicated that they were a Regular visitor to Havant Borough at Q2.

SAMPLE: 7

About You (Business)

4 respondents gave name, full address and postcode of the business they own or represent.

When asked for type of business, respondents indicated the following sectors:

- Office (1 response)
- Leisure (1 response)
- Manufacturing (1 response)
- Other (1 response)

About You (Group / Organisation / Association)

23 respondents gave the name of the group, association or organisation that they were representing in their response.

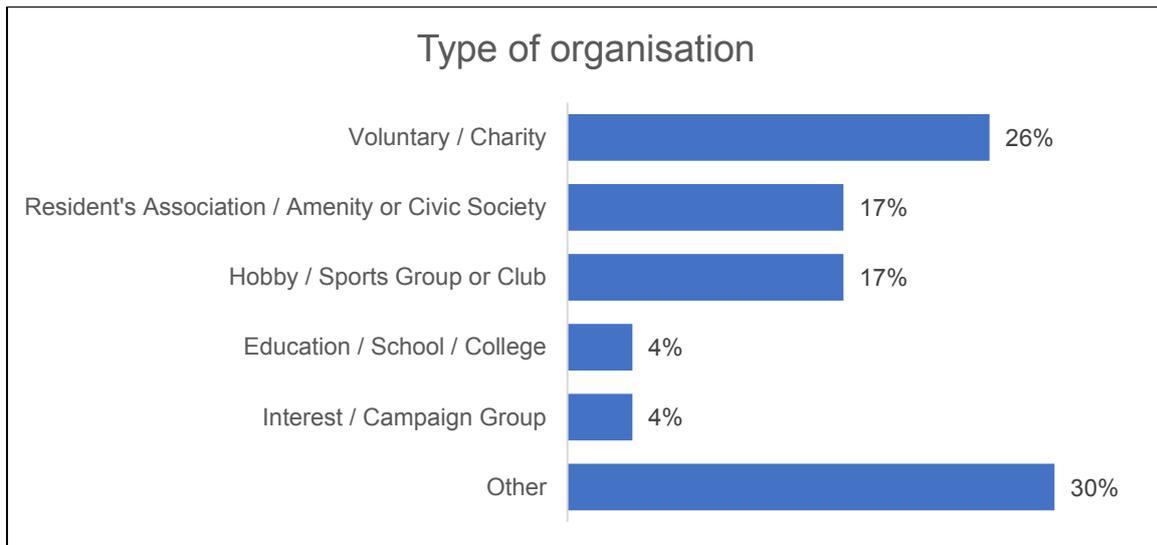


Figure 218: Responses to Q11 – What type of organisation are you representing? Note question only asked of those who indicated that they were a representative of a Group / Association / Organisation at Q2.

SAMPLE: 23

About You (Developer / Agent / Landowner)

24 respondents gave the name, full address and postcode of the developer, agent or landowner that they work for.

About You (Statutory consultee)

5 respondents gave the name of the organisation that they work for / represent.

Citizenlab Participant Breakdown

The following statistics provide a breakdown of users who contributed to the Building a Better Future Citizenlab project.

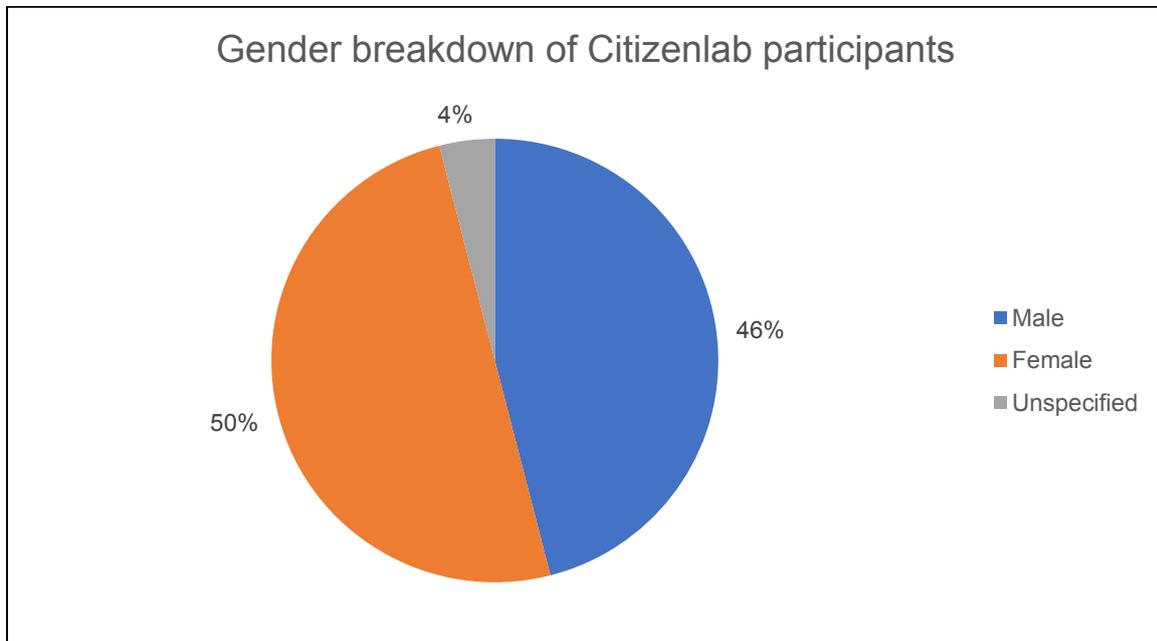


Figure 219: Gender breakdown of respondents to Building a Better Future project on Citizenlab tool
SAMPLE: 105

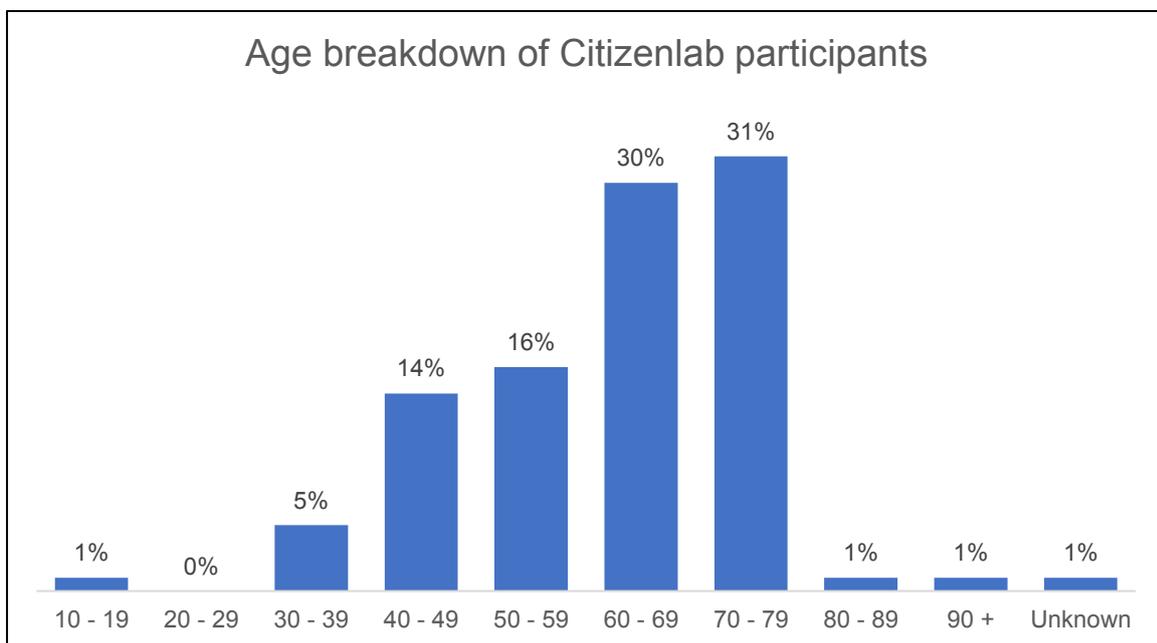


Figure 220: Age breakdown of respondents to Building a Better Future project on Citizenlab
SAMPLE: 105

Note sample sizes are calculated by users who contributed to the Building a Better Future Plan project on Citizenlab. This includes a comment or post on any of the pages of the project.

Exhibition event attendee information

Attendees to the face-to-face exhibition events were asked to provide the following information via a sign-in sheet:

- Detail on what 'type' of attendee they were (e.g., resident in area, worker in area, business representative, developer)
- How they heard about the event (e.g., online, social media, word of mouth, press)
- Where they lived (broad area, not exact details such as postcode)

Please note that this information was not collected at the Meridian Centre or Public Service Plaza events due to the nature of these exhibitions.

Type of attendee

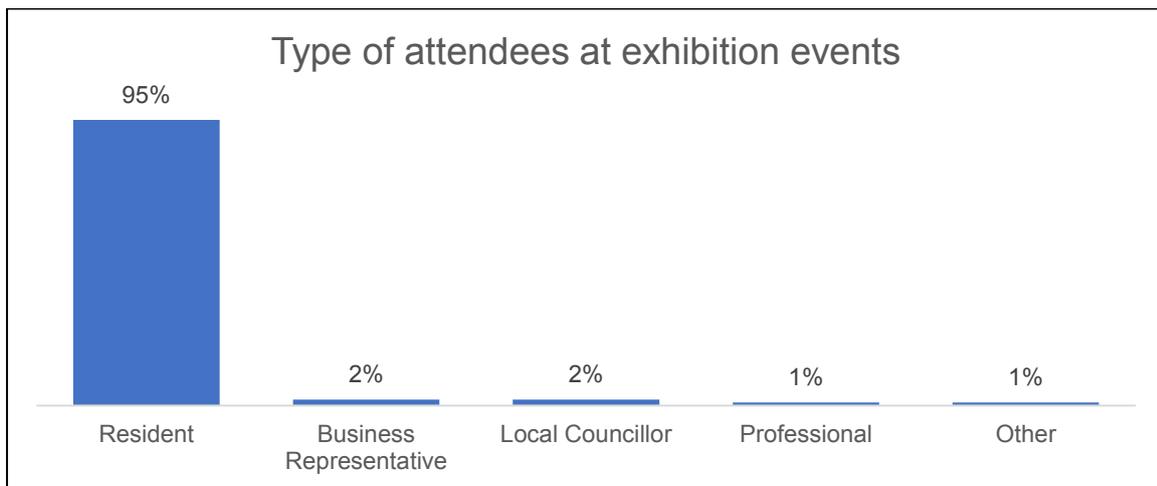


Figure 221: Breakdown of exhibition event attendees by respondent type
SAMPLE: 365

'Other' attendees included professionals, resident association representatives, journalists, developers and local authority officers.

How they heard about the exhibition event

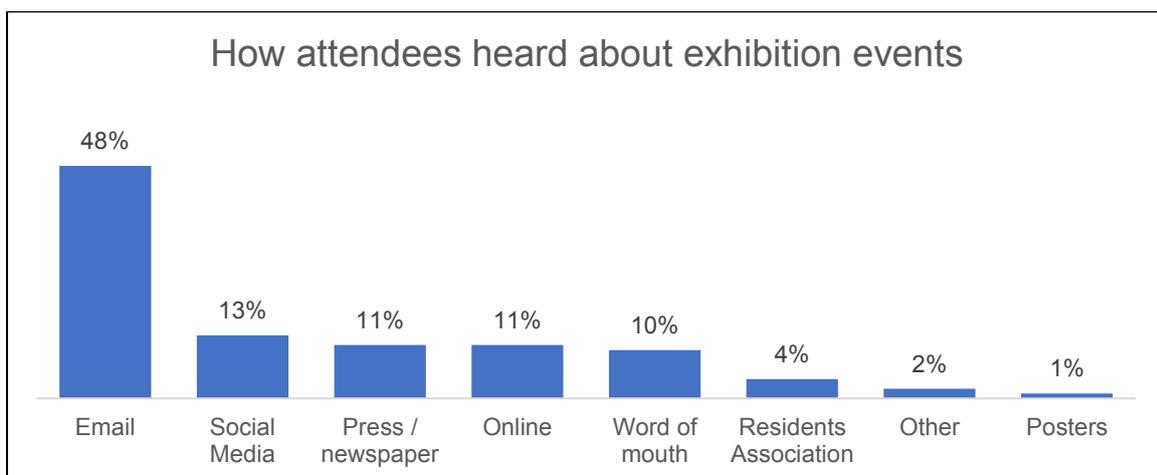


Figure 222: Breakdown of exhibition event attendees by respondent type
SAMPLE: 341

'Other' included passers-by, via specific communications from other organisations (including Clean Harbours and Park Community School) and respondents who stated other.

Living location of attendees

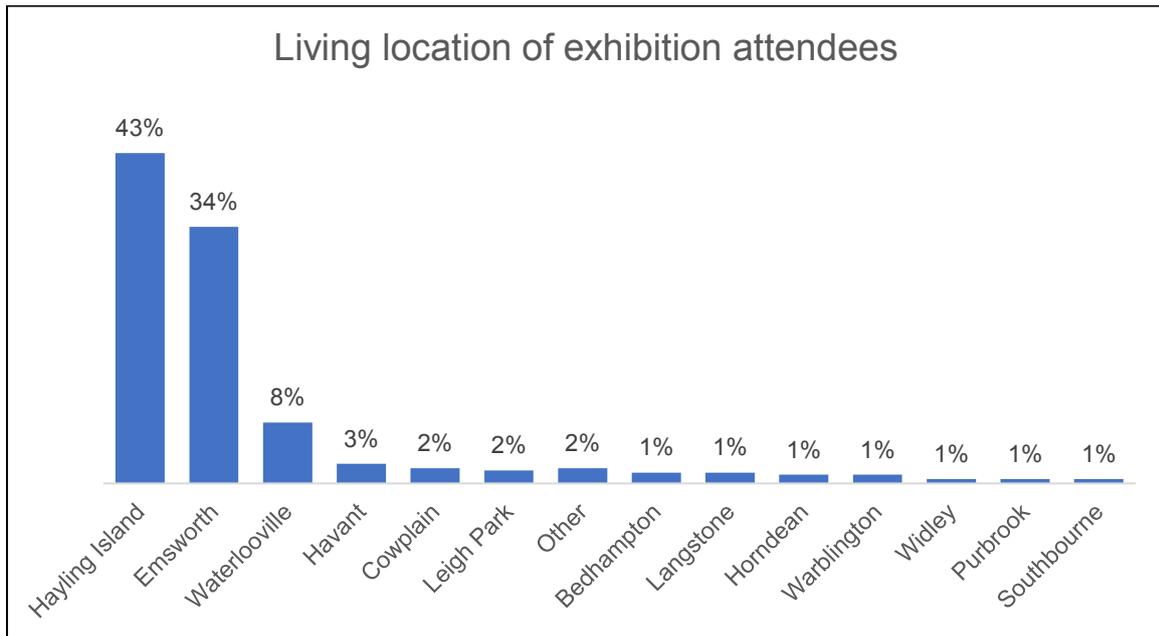


Figure 223 – Breakdown of exhibition event attendees by respondent type
SAMPLE: 351

Building a Better Future Consultation

The **Building a Better Future Plan** is a key strategy for everyone who lives, works, visits, or invests in Havant borough. It will be the Local Plan for the Borough, setting out the vision for the borough's future and how we will collectively meet the challenges ahead. Putting this plan together represents an opportunity to set a fresh direction for how we balance the need to provide the homes and jobs that the borough needs whilst ensuring the surrounding environment isn't harmed.

Taking part

The **Building a Better Future Plan** is for everyone, and **it is vital that we know what local people think so that we can plan for the future. We do hope that you can spare around 15 minutes of your time to answer these very important questions.**

The questions in this survey ask about the themes in the Building a Better Future document. Please use the following questions as your opportunity to contribute and feed into the formulation of the final plan.

This survey will close on Monday 14 November.

If you have any questions about this survey, please contact our Planning Policy Team at 023 9244 6539

Privacy notice

The information you provide will not be used in a manner which would identify you. **You do not have to participate and even if you do, you do not have to answer any questions you would rather not.**

This data may be used for other council related projects, for example regeneration projects in the borough.

Once completed, please use the pre-paid envelope provided with this survey to post your response back to Havant Borough Council.

About you

We are interested in the views of a wide range of people and organisations. Therefore, to help us analyse the results of this survey, we would appreciate it if you could tell us a bit more about yourself.

Which of the following age bands do you fall into? Please select one option.

- | | |
|----------------------------------|--|
| <input type="checkbox"/> 16 - 24 | <input type="checkbox"/> 55 - 64 |
| <input type="checkbox"/> 25 - 34 | <input type="checkbox"/> 65 + |
| <input type="checkbox"/> 35 - 44 | <input type="checkbox"/> Prefer not to say |
| <input type="checkbox"/> 45 - 54 | |

Are you completing this questionnaire mainly as ...? Please select one option.

- Havant Borough Resident
- Worker in Havant Borough
- Regular visitor to Havant Borough
- Business owner / representative
- Representative of a Group / Association / Organisation
- Developer / Agent / Landowner
- Local Plan statutory consultee
- Other (please specify):

For the next section, please complete the questions relevant to your answer above

About you (Resident)

If you are a Havant Borough Resident, please answer the following questions and then move to the 'Key Themes' section

What is the postcode of your home?

We ask for your postcode to ensure the final plan considers the needs of residents living in different areas of Havant.

By breaking down the responses to this survey by particular "catchments" (i.e. groups of postcodes) this really helps the Council make area based decisions.

If you would prefer to only provide the first part of your postcode rather than full postcode, please do so.

We will process the views you provide in the responses for the purpose of informing the development of the Building a Better Future Plan and related projects, for example, regeneration projects in the borough.

Do you own or rent your property? Please select one option.

- | | |
|--|---|
| <input type="checkbox"/> Own outright | <input type="checkbox"/> Rent free |
| <input type="checkbox"/> Own with a mortgage or loan | <input type="checkbox"/> Rent (with or without housing benefit) |
| <input type="checkbox"/> Part-own and part-rent (shared ownership) | <input type="checkbox"/> Don't know / not sure |

Other (please specify):

How long have you lived in the borough of Havant? Please select one option.

- | | |
|--|---|
| <input type="checkbox"/> 0 – 1 year | <input type="checkbox"/> Over 10 years but under 20 years |
| <input type="checkbox"/> Over 1 year but under 2 years | <input type="checkbox"/> Over 20 years |

- Over 2 years but under 5 years
- Over 5 years but under 10 years
- Don't know / Not sure

About you (Worker)

If you are a worker in Havant Borough, please answer the following question and then move to the 'Key Themes' section

What is the postcode of the place where you work?

We ask for this postcode to ensure the final plan considers the needs of people working in different areas of Havant. We will process the views you provide in the responses for the purpose of informing the development of the Building a Better Future Plan and related projects, for example, regeneration projects in the borough.

About you (Visitor)

If you are a regular visitor to Havant Borough, please answer the following question and then move to the 'Key Themes' section

Where are you visiting Havant from? Please select one option.

- | | |
|--|---|
| <input type="checkbox"/> Within Hampshire | <input type="checkbox"/> Within England |
| <input type="checkbox"/> Within the Southeast of England | <input type="checkbox"/> Outside of England |

About you (business)

If you are a business owner or representative, please answer the following question and then move to the 'Key Themes' section

What is the name, full address and postcode of the business you own / represent?

We ask for this information to ensure the final plan considers the needs of businesses operating in different areas of Havant. We will process the views you provide in the responses for the purpose of informing the development of the Building a Better Future Plan and related projects, for example, regeneration projects in the borough.

Please provide address and postcode information for your HQ or any sites/offices that are based in Havant only. If you have multiple sites/offices, please provide details of those in the borough of Havant.

Business name

Address

Postcode

Additional details for multiple sites (if required):

What type of business are you? Please select one option.

Office

Food and Beverage

Retail

Manufacturing

Leisure

Other (please specify):

About you (Group/Organisation/Association)

If you are a representative of a group, organisation or association, please answer the following question and then move to the 'Key Themes' section

What is the name of the group / association / organisation you are representing?

We ask for this information to ensure the final plan considers the needs of those people represented by groups, associations and organisations from different areas of Havant or covering different interests. We will process the views you provide in the responses for the purpose of informing the development of the Building a Better Future Plan and related projects, for example, regeneration projects in the borough.

Name of Group / Association / Organisation

What type of organisation are you representing? Please select one option.

- | | |
|--|---|
| <input type="checkbox"/> Residents' Association / Amenity or Civic Society | <input type="checkbox"/> Voluntary / Charity |
| <input type="checkbox"/> Education / School / College | <input type="checkbox"/> Hobby / Sports Group or Club |
| <input type="checkbox"/> Interest / Campaign Group | |
| <input type="checkbox"/> Other (please specify): | |

How many members/people does your group / association / organisation have/work with? This enables us to understand how many members or employees you are representing when taking part in this survey.

About you (Developer/Agent/Landowner)

If you are a developer, agent or landowner, please answer the following question and then move to the 'Key Themes' section

What is the name, full address and postcode of the developer, agent, or landowner that you work for?

We ask for this information to ensure the final plan considers the views of developers, agents and landowners in different areas of Havant. We will process the views you provide in the responses for the purpose of informing the development of the Building a Better Future Plan and related projects, for example, regeneration projects in the borough

If you are not based in Havant, please provide the details of the main sites/areas you operate in that are in Havant.

Name of
Developer /
Agent /
Landowner

Address

Postcode

Further information (If required):

About you (Statutory consultee)

If you are a statutory consultee, please answer the following question and then move to the 'Key Themes' section

What is the name of the organisation which you work for/represent?

We ask for this information to ensure all statutory consultees have been given the opportunity to respond.

Key themes

The consultation document for the Building a Better Future Plan outlines key themes to support the future needs of the borough and how to collectively meet challenges ahead.

When thinking about these themes in setting the Building a Better Future Plan, what do you think are the most important for the Plan to place greater emphasis on.

Please rank the top 5 themes in order of importance to you.

	1	2	3	4	5
Providing affordable housing as part of relevant schemes	<input type="checkbox"/>				
Addressing potential impacts of development on transport networks	<input type="checkbox"/>				
Securing the timely provision of infrastructure to support the level of development	<input type="checkbox"/>				
The council meeting climate change targets	<input type="checkbox"/>				
Managing the flood risk to the borough	<input type="checkbox"/>				
Conserving and enhancing heritage sites and the historic environment of the borough	<input type="checkbox"/>				
Supporting businesses to create more and better jobs in the borough	<input type="checkbox"/>				
Ensuring development in the borough achieves more than the minimum (10%) biodiversity net gain	<input type="checkbox"/>				
Supporting education and training establishments to improve local skills and job opportunities	<input type="checkbox"/>				
Providing specialist accommodation in the borough, including retirement, self and custom-build housing	<input type="checkbox"/>				
Regenerating Waterlooville Town Centre	<input type="checkbox"/>				
Retaining and enhancing open spaces	<input type="checkbox"/>				
Requiring housing development to provide high-quality accommodation	<input type="checkbox"/>				
Reducing the impact of development on the natural environment	<input type="checkbox"/>				

	1	2	3	4	5
Regenerating Leigh Park	<input type="checkbox"/>				
Protecting from and mitigating levels of pollution (e.g. air, noise, light)	<input type="checkbox"/>				
Regenerating Hayling Island Seafront	<input type="checkbox"/>				
Recognising, protecting, and enhancing designated landscapes	<input type="checkbox"/>				
Protecting and enhancing sports and recreation provision	<input type="checkbox"/>				
Protecting, conserving, and enhancing the borough's local nature designations	<input type="checkbox"/>				
Aspiring to a high-quality level of design to development in the borough	<input type="checkbox"/>				
Securing the expansion and delivery of telecommunications networks	<input type="checkbox"/>				
Providing new homes to meet housing need	<input type="checkbox"/>				
Safeguarding provision for gypsies, travellers and travelling showpeople	<input type="checkbox"/>				
Regenerating Havant Town Centre	<input type="checkbox"/>				
Striking the right balance between the efficient use of land and the quality of development	<input type="checkbox"/>				
Protecting current employment sites	<input type="checkbox"/>				

How much development

This section asks questions about the provision of housing and meeting the targets set by central government, and meeting the needs for employment and business sites to provide local jobs for local people.

Housing

The Government has a national target of delivering 300,000 new homes a year. They use a standard method for calculating housing need, and they have set a housing need of 516 new homes per year in Havant. The Building a Better Future Plan is required to set out a local housing requirement, identify all possible available and suitable land that could contribute, and then allocate a set of sites to meet that requirement.

Brownfield land is any previously developed land. Greenfield land is undeveloped land. Of the sites that come forward, the Council will prioritise brownfield sites, but with such a high housing need to be met, all available and suitable greenfield sites will be needed as well.

However it is unlikely that the need can be met in full due to the environmental constraints which the Borough faces. This will mean working with neighbouring authorities to ask whether they are able to plan for additional homes over their own need. The Council will continue to discuss this with neighbouring and nearby local authorities.

To what extent do you agree or disagree with the council's strategy for addressing the need for housing? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?



When thinking about brownfield sites (previously developed land that is already built upon), we are keen to hear if there are any sites felt to be currently unused or underused and could be available for development.

At this stage we are only asking for suggestions as sites can only be allocated if the landowner would want to see them developed.

Please note that if you would like to promote land that you own for allocation in the Building a Better Future Plan, please complete a separate Development call for sites and/or Environmental call for sites submission.

Are there any brownfield sites that you think may have the potential for development? Please provide as much information as you can including where the site is (address if possible) and why you think it could potentially be developed.

If you do not have an answer to this question, please skip and go on to the next question

Where the site is located

Why it could potentially be developed

The Government's housing target for Havant of 516 new homes per year is a significant step change for how much is needed to be built in the borough compared to previous years (the previous target was 315 new homes per year). Therefore, the Council is also exploring the option of a "stepped trajectory" in the new Plan. This is where a different housing requirement target is used for different years in the Plan. For example, the Building a Better Future Plan could set a lower rate of new homes to be built in the early part of the plan period and then increase for later years of the plan once larger and more complex sites are brought forward (such as Havant and Waterlooville Town Centres and Southleigh).

To what extent do you agree or disagree with the proposed approach for a stepped trajectory? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Economy and employment

National planning policy expects local plans to set out a clear economic vision and strategy which positively and proactively encourages sustainable economic growth. The borough has a number of strategic employment sites with potential to generate employment opportunities for local residents. This includes the designation of Dunsbury Park as a 'tax site' within the national flagship Freeports programme which incentivises new investment and employment creation. Within this context, local plans should help create the conditions in which businesses can invest, expand and adapt.

The borough has a number of employment areas with older stock which offer affordable accommodation to occupiers but may no longer suit modern-day working practices. As such, the Building a Better Future Plan will need to consider which employment sites are no longer needed. The mixed-use redevelopment at the former Colt site on New Lane is one such example where the Council has released part of an older employment area for housing.

To what extent do you agree or disagree with the proposed approach to meet the need for employment development, including releasing sites for housing if no longer required for employment use? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Which existing employment or commercial sites, if any, do you think should be designated as protected sites for continued employment use in the Building a Better Future Plan? Please provide as much information as you can.

If you do not have an answer, please skip and go on to the next question.

Name of site	<input type="text"/>
Address of site	<input type="text"/>
Postcode	<input type="text"/>
Reason for protection	<input type="text"/>

Any further information:

Are there any older or disused employment or commercial sites that could be used for housing/mixed-use development? If so, please detail any sites below.

Please note that if you are a landowner / representing a landowner, a development call for sites submission should be completed separately to your survey response.

If you do not have an answer, please skip and go on to the next question.

Name of site	<input type="text"/>
Address of site	<input type="text"/>
Postcode	<input type="text"/>
Reason for changing use	<input type="text"/>

Any further information:

Pattern of development

This section asks questions about the pattern of development, particularly:

Development allocations which earmark sites for development

Safeguarding land, which can be used to protect sites from development or retain them for certain uses

Criteria based policies, which set the council's expectations of new development and allow future planning applications to be assessed for their overall sustainability.

This section includes regeneration, land and densities, retail and town centres, flood risk, accommodation for gypsies, travellers and travelling show people.

Your views on each of these topics are welcome, but you do not have to respond to any questions that you do not wish to.

Regeneration

The Havant Borough Regeneration and Economy Strategy 2022– 2036 identifies four spatial priority areas: Havant Town Centre, Waterlooville Town Centre, Leigh Park, and Hayling Island Seafront. The Building a Better Future Plan proposes to set a strategic policy for each priority area.

Havant Town Centre

Havant town centre is a key employment hub for the borough and has good connections to major transport networks. The proposed policy is for specific sites to have mixed use redevelopments including a mix of town centre uses such as shops, leisure, culture, and restaurants alongside significant residential development as they would have good access to shops, services, and facilities. Key opportunity areas suggested are at the Public Service Plaza campus, Bulbeck Road car park, the Meridian Centre, Market Parade, and the environment around Havant Railway Station.

To what extent do you agree or disagree with the proposed approach for regeneration in Havant Town Centre? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed?

Waterlooville Town Centre

Waterlooville town centre and its surroundings serves a large section of the borough and is home to the borough's highest concentration of businesses. Like many town centres, it suffers from high vacancy rates and a limited sense of character. There is an opportunity to provide short term interventions to give the town centre an immediate boost. Longer term options are currently being explored and residents and stakeholders will be kept informed and engaged with.

When thinking about short term options to give the town centre an immediate boost, what do you think are the main interventions that the town centre would benefit from? Please pick the top three.

- | | |
|--|---|
| <input type="checkbox"/> Improved street market / street food offer | <input type="checkbox"/> New / more outdoor seating |
| <input type="checkbox"/> Address visual appeal of vacant properties/shops | <input type="checkbox"/> Faster removal of litter / graffiti |
| <input type="checkbox"/> Address visual appeal of public spaces such as new planting and signage | <input type="checkbox"/> Space for outdoor entertainment and events |

Other (please specify):

When thinking about longer term options for Waterlooville, this needs to be balanced between the needs of the local community and what is economically viable. Nationally, the trends of town centres have seen a decline in retail as this moves more to online. Visits to larger entertainment spaces such as cinemas and bowling alleys has also dropped following the pandemic. This means these types of providers are less likely to open up new spaces.

When thinking about longer term options for Waterlooville town centre, what are the key challenges or problems that you think need to be addressed?

Hayling Island Seafront

Hayling Island is a unique area in the borough in the sense that it requires the balance of meeting the needs of those that live and work in the borough, but also the needs of visitors and tourists as it is a key destination in Havant.

Previous public engagement on the draft ambition for Hayling Island Seafront (undertaken by us in late 2021) identified key areas of importance or concern for the local area namely:

The road network and access on and off the island

Coastal erosion, sea defences and flooding

The impact of regeneration upon the local characteristics of the Island

Protection of the natural environment and wildlife

Water quality

This feedback will inform the next stages of the regeneration programme.

Building on previous engagement that has been undertaken on the ambition for Hayling Island seafront, are there any further areas of importance or concern to inform the next stages of the programme and developing the regeneration strategy?

Leigh Park

Regeneration in Leigh Park will look to address inequalities, particularly tackling the economic and social challenges the local community are more likely to face. Regeneration also needs to ensure it works alongside other programmes or initiatives such as the recent opening of the Link Up Hub to support young people into employment & training.

When thinking about regeneration in Leigh Park in the future, what are the top three things that are most important to consider/address? Please choose up to three options.

- | | |
|---|---|
| <input type="checkbox"/> More sports, recreation, or leisure provision | <input type="checkbox"/> Local employment opportunities |
| <input type="checkbox"/> Better transport links | <input type="checkbox"/> More entertainment provision/facilities |
| <input type="checkbox"/> More places to eat and drink (such as restaurants) | <input type="checkbox"/> Addressing crime and anti-social behaviour |
| <input type="checkbox"/> Affordable housing | <input type="checkbox"/> Making outdoor/public spaces more visually appealing (e.g. more planting, signage) |
| <input type="checkbox"/> More spaces for the community to get together | |

Other (please specify):

Land and Densities

There is a high need for housing and a limited number of sites in the borough. As such, the density (number of homes in a given area or site) of development sites in the future needs to be a step change higher than it has been in the past.

In areas that are close to public transport, shops and services, there is a particularly good opportunity to provide even higher density development. Nonetheless, high density development does not mean poor design. It is perfectly possible to design schemes to a high quality whilst also achieving a high density.

In town centres, this can mean the use of tall buildings, freeing up space around them for landscaping and public spaces. In suburban housing developments, this can be through minor design elements which add visual interest within development schemes. Nonetheless, whilst the approach in the plan should be of higher densities, there will be instances where this is not appropriate due to the specific constraints on a site.

It is proposed that the Building a Better Future Plan will expect minimum densities of 40 dwellings per hectare (dph) across the borough with much higher densities of at least 55 dph close to town centres and 70dph in the town centres themselves. Any proposal that appears to have an artificially lowered density in order to avoid the affordable housing requirement may be refused planning permission.

To what extent do you agree or disagree that the proposed approach above strikes the right balance between making the most efficient use of land and the quality of development? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density? If so, which and why?

Retail and town centres

Town centres are at the heart of our local communities and the Building a Better Future Plan seeks a positive approach to support their growth, management, and adaptation. It is proposed that the Plan will be flexible about the types of uses it supports in town centres, acknowledging that their role is no longer just focused on retail, and includes services, entertainment, and places to live.

The Building a Better Future Plan will set out a hierarchy of centres as follows:

Town Centres: Havant and Waterlooville, supporting larger format retail and leisure, as well as small to mid-scale town centre uses and high-density residential development

District Centres: Cowplain, Leigh Park, Mengham and Emsworth, supporting small to mid-scale retail, small scale financial and professional services, cafés, and restaurants

Local Centres across the Borough: Small scale shops, professional services, cafés and restaurants to meet the day-to-day top-up needs of the surrounding population

To what extent do you agree or disagree with the proposed level of flexibility of uses in town centres (as outlined above)? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Please bear in mind that the Building a Better Future Plan cannot force a particular business to open or remain open, this is down to market forces.

Fast food outlets have been mapped across Hampshire and the Isle of Wight. This has shown a higher concentration of takeaways and fast-food outlets in Havant town centre and Waterlooville. Havant also has one of the highest levels of gambling premises in Hampshire (144 gambling premises are currently registered with Havant Borough Council), and most of these premises are in the town centres of Havant and Waterlooville and on Hayling Island.

Takeaways and gambling venues can negatively impact on the physical and mental health of residents by encouraging unhealthy eating and problem gambling. The Council therefore proposes it is important that the design and concentration of such venues is controlled to protect residential amenity and health.

To what extent do you agree or disagree that the Building a Better Future Plan should seek to control the design and concentration (number) of takeaways / fast food outlets and gambling establishments in the borough? Please select one option per row.

	Strongly Agree	Tend to Agree	Neither agree nor disagree	Tend to Disagree	Strongly Disagree	Don't know / Not sure
Takeaways / fast food outlets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gambling establishments	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you selected tend to disagree or strongly disagree for takeaways / fast food outlets, why do you disagree and what do you think needs to be considered / addressed in this approach?

If you selected tend to disagree or strongly disagree for gambling establishments, why do you disagree and what do you think needs to be considered / addressed in this approach?

In addition, it is proposed that outside of designated town centres, for stores up to 280 square metres of sales area, the sequential test set out in the National Planning Policy Framework would not apply. This would allow shops and other Class E uses up to the floorspace limit of the Sunday trading laws. This provides for small-scale top up shops and smaller employment premises, expanding the availability of these facilities within the Borough's communities.

To what extent do you agree or disagree with the above proposal which provides for small-scale shops and smaller employment premises? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Flood risk

The Building a Better Future Plan, through its development strategy and policies, will seek to manage flood risk from all sources. In doing so it will consider both the present-day situation, as well as climate change scenarios.

The Council will take into account flood risk and coastal change now and in the future when deciding which sites to allocate and for development through the Plan. The Plan will actively support investment in coastal defence, drainage, and wastewater infrastructure.

Policies will set out what is expected of developers in terms of addressing any flood risk and drainage issues on their site and demonstrating that development is safe for its lifetime without increasing flood risk elsewhere.

To what extent do you agree or disagree with the above proposed approach to manage flood risk? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Gypsies, Travellers and Travelling Show people

The government's overarching aim is to ensure fair and equal treatment for travellers, in a way that facilitates their traditional and nomadic way of life while respecting the interests of the settled community. It should be noted that this does not include unauthorised encampments.

The Council jointly commissioned a Gypsy, Traveller and Travelling Show people Accommodation Assessment (GTAA) with six other local authorities in Hampshire. The GTAA identified 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. A single pitch along Long Copse Lane in Emsworth was subsequently granted planning permission in 2018 thereby meeting this requirement. Planning permission was recently granted through appeal for a second pitch at the same site. Havant Borough Council plans to update the GTAA in order to ensure there is an up-to-date assessment of travellers needs in the borough and proposes to safeguard the existing provision at Long Copse Lane in Emsworth.

To what extent do you agree or disagree with the above proposed approach to safeguard the existing site and assess whether there is a need to identify further provision? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Quality of development

As development is inevitable, it is essential that it meets the borough's needs, is of sufficient quality and will stand the test of time. The strategy to guide the amount and location of development will be supported by a suite of detailed policies setting out the Council's expectations with regard to development quality.

This section includes questions on the following topics:

Climate change

Natural environment

Biodiversity net gain

Local nature designations

Affordable housing

Housing design standards and specialist accommodation

Landscape and loss of agricultural land

Infrastructure

Transport and Communications

Green Infrastructure

Sports and Recreation

High quality design

Heritage and the historic environment

Pollution

Your views on each of these topics are welcome, but you do not have to respond to any questions that you do not wish to.

Climate Change

By reducing greenhouse gas emissions and water use, the impact of development on climate change can be lessened in the future. It is critical that development is planned and designed considering its full environmental footprint, and the proposed approach incorporates several supporting measures to meet low carbon design principles.

The proposed policies for the Building a Better Future Plan include:

A policy for low carbon design/ zero net carbon in new housing development would be recommended to outline what developments need to be achieving to reduce this impact and provide more sustainable and green development.

Having a policy around sustainable construction will inform and direct what design and materials etc should be used in development.

A drainage and waste policy will help ensure the removal and disposal of development waste is done as sustainably as possible.

Having a policy to encourage the installation of electric vehicle charging points in all new developments would contribute directly to improving accessibility of this source.

Existing trees, hedgerows and woodland need to be protected and enhanced alongside new developments providing new trees and planting and increased green infrastructure.

A policy protecting all existing green infrastructure and requiring new green infrastructure as part of new development schemes would ensure the borough is retaining and growing its supply of green space.

To what extent do you agree or disagree with the above proposed approach to reduce the impact on climate change? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

The Natural Environment

There are a number of locally led strategies to deal with the environmental issues within the borough. The proposed approach will be for each of these environmental issues to have their own standalone policy in the Building a Better Future Plan.

The Council will take into account these environmental issues when deciding which sites to allocate for development in the Plan, to avoid or mitigate any significant effect on designated sites.

The policies will set out the requirements that development has to meet in order for a planning permission to be legally compliant under the Habitat Regulations. If a development cannot remove the significant effect it is having on the designated sites then planning permission will be refused.

To what extent do you agree or disagree with the above proposed approach to avoid or mitigate significant effect on the natural environment? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Biodiversity Net Gain

Biodiversity net gain will deliver measurable improvements for biodiversity by creating or enhancing habitats in association with new development in the borough. In England, it is a mandatory requirement of the Environment Act 2021 to ensure that the natural environment is in a measurably better state than it was beforehand. The Environment Act sets out:

A minimum of 10% biodiversity net gain is required using a biodiversity metric

Secure habitat creation through biodiversity net gain for a minimum of 30 years via legal obligations/conservation covenants

Habitats can be delivered on-site, off-site or via statutory biodiversity credits which can be purchased by developers

There will be a national register for net gain sites

The mitigation hierarchy still applies avoid, mitigate, and compensate for biodiversity loss

The Building a Better Future Plan will be prepared in line with the above and secondary legislation (awaiting publish.) The Council's proposed approach to achieving biodiversity net gain includes the following:

A strategic policy setting out the requirements for development to achieve biodiversity net gain on-site first before looking at off-site net gain options.

Mapping to define areas which could be improved for biodiversity net-gain purposes if it cannot be provided on the development site.

Allocation of strategic mitigation options which development could contribute to within the Borough

To what extent do you agree or disagree with the above proposed approach to achieve biodiversity net gain? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Do you think a biodiversity net gain of 10% is the right amount for the borough, or should a higher amount be considered? Please select one option.

10% is the right requirement

Higher than 10%

If you have selected higher than 10%, why do you think this should be higher?

Local Nature Designations

There are two types of local nature designations in the borough: Local Nature Reserves (LNRs) and Sites of Importance for Nature Conservation (SINCs). The proposed approach will be to protect, conserve and enhance sites with these local nature designations, and to ensure that development avoids fragmentation of the local ecological network. Should a development impact a local nature designation, then an avoidance and mitigation plan should be submitted which includes provision for ongoing management and maintenance.

The benefit of any development on a local nature site should be shown to clearly outweigh the substantive conservation value of the site and where an impact cannot be avoided, or mitigated compensation is provided.

The Council will aim to ensure connectivity across boundaries by working with neighbouring local authorities to ensure the ecological network within the Borough connects with ecological sites outside of the Borough as best as possible.

To what extent do you agree or disagree with the above proposed approach to protect, conserve and enhance sites with local nature designations? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Are there any sites of ecological value that you think should be assessed for SINC (Sites of Importance for Nature Conservation) status in the borough? If so, please detail below. Please provide as much detail as possible including where the site is (address if possible) and why you think it should be assessed.

Where the site is

Why you think it should be assessed

Affordable housing

National planning policy expects local plan policies to reflect the size, type and tenure of housing needed for different groups in the community. This includes affordable housing and the type of affordable housing required.

Affordable housing is specific types of housing for sale or rent, for those who needs are not met by the market. This is different to the overall affordability of housing on the open market.

The Council proposes commissioning further evidence to provide up to date information on the current needs for affordable housing, including for different types and tenures of affordable housing, and how they can be met in the borough.

This will include exploring how First Homes may help meet these needs compared to other affordable ownership products as part of the mix of affordable housing to ensure the affordable housing supply help meets the needs of those who wish to purchase a property but cannot afford to compete in the open market.

The proposed policy is to ensure that affordable housing is provided on schemes of 10+ homes, subject to viability.

To what extent do you agree or disagree with the above proposed approach to address the need for affordable housing? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Which type of affordable housing do you feel would best address the borough's needs?

Please choose one option.

- Rented products to provide homes to those who cannot afford to rent in the private market (this would be affordable rent and social rent)

- Products designed to help households get onto the housing ladder who otherwise would not be able to (this would be part rent part buy, shared ownership and discounted market sales housing)

- Products specifically to help first time buyers get on the housing ladder (this would be First Homes, Starter Homes)

- All of the above products

- None of the above products

- Other (please specify):

Please state why you have selected the above option as the best type of affordable housing to address the borough's needs.

If you selected none of the above products, please state why you feel none of the affordable housing products listed address the borough's needs.

Housing design standards and specialist accommodation

It is essential that not only is the right amount of new housing delivered but it is of the correct type – otherwise the new homes will not address the need for housing in a genuine way. This includes housing for families with children, older people, students, people with disabilities, service families and people wishing to commission or build their own homes.

The Council aims to require housing development to provide high quality accommodation that meets the needs of future occupiers of those homes. This could, for example, cover:

Minimal internal space standards

Gardens and balconies

Homes with enhanced accessibility

Wheelchair accessible homes

The proposed policies could also include:

High quality new homes – including any requirements for minimum internal space standards, outdoor amenity space, accessibility and adaptability standards and wheelchair accessibility standards.

Housing mix – to ensure that the right size of property is provided to meet identified needs.

Retirement and specialist housing – to ensure that provision is made to meet the needs of an aging population.

Self and custom build housing – to ensure that provision is made for those who want to build or commission their own home

To what extent do you agree or disagree with the above proposed approach to set requirements for housing standards and specialist accommodation? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

When thinking about the following standards below, how important or unimportant are these for inclusion on future housing developments? Please select one option per row.

	Very important to include	Important to include	Neither important nor unimportant	Not very important to include	Not important at all	Don't know / No opinion
Wheelchair accessibility standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Enhanced accessibility and adaptability standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor amenity space standards (such as gardens and balconies)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum internal space standards	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Any building of new homes must reflect the needs of different groups in the local area. This includes people with disabilities, those who wish to build their own homes and the older population or those who are retired.

Do you think there are particular areas or development sites in the borough that should provide these types of homes to meet the needs of these groups? Please select one option per row.

	Yes	No
Retirement housing - These developments are aimed at older people, they are built as individual flats or houses but will usually have some communal facilities.	<input type="checkbox"/>	<input type="checkbox"/>
Care Homes and Assisted Living - These are places to live which provide accommodation together with nursing and/or personal care	<input type="checkbox"/>	<input type="checkbox"/>
Self or custom build housing	<input type="checkbox"/>	<input type="checkbox"/>

If you selected yes for any of the options above, please provide as much detail as you can in terms of (for each option you selected yes):

Where
(particular
areas or
development
sites or address
if possible)

Why you think
this area/site
would meet the
needs of this
group

Landscape and loss of agricultural land

Legislation and national guidance awards specific protections to designated landscapes. This includes the Chichester Harbour Area of Outstanding Natural Beauty (AONB) and the South Downs National Park. Although no part of the borough lies within the park, some potential development sites on the Borough boundary are within its setting.

The Building a Better Future Plan will recognise, protect, and enhance designated landscapes, both through criteria-based policies for these areas and through its selection of development sites, which will avoid protected landscapes unless their development would meet the specific criteria in the National Planning Policy Framework (NPPF) associated with designated landscapes.

In selecting sites for development, other sensitive landscape features will also be mapped and acknowledged. However, given development pressures, it is likely not possible for the Council to make landscape an absolute constraint ('showstopper') on development. Rather, criteria policies and site allocations will set out requirements for development to minimise impacts on valued landscapes, ensure it is of the highest quality and respects its surroundings.

To what extent do you agree or disagree with the above proposed approach to recognise, protect and enhance designated landscapes? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Infrastructure

Timely provision of infrastructure to support the level of development proposed 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.

The most efficient way to plan for infrastructure is to make existing facilities and services more resilient to higher levels of use as the population rises. This can take such forms as upgrading grass pitches to artificial pitches that are more hardwearing and can be played all year round or freeing up capacity on the roads by improving walking and cycling facilities. The Building a Better Future Plan will support such measures.

However, new or expanded 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. The Council will actively support efforts to expand infrastructure where it is required, by collaborative working with its partners, setting out development requirements in the Building Better Future Plan and safeguarding land through the plan where necessary.

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.

To what extent do you agree or disagree with the above proposed approach to existing and new infrastructure provision? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Are there other ways in which you consider the Building a Better Future Plan can support infrastructure provision? Are there any infrastructure needs that have not yet been identified in the Plan or that have changed in recent years and therefore the Plan needs to account for?



Transport and Communications

The borough's development pattern of low to medium density suburban style housing estates of recent decades has contributed to the area having a heavily car reliant population.

Hampshire County Council, as the highways authority in Havant, are preparing a new Local Transport Plan (LTP4) and a Local Cycling and Walking Investment Plan (LCWIP). They represent a marked shift in approach to the local transport network towards sustainable travel, which is in line with both the County Council and the Borough Council's strategies on climate change.

As such, it is proposed that the Building a Better Future Plan follow the approach of LTP4, focussing development on locations that give residents of new developments good access to shops, services and facilities. The Plan will also support higher densities across the board, but particularly in locations with better access to public transport, shops, and services. Finally, when looking at transport mitigation for new development, the focus will be to provide mitigation through improvements to walking and cycling facilities predominantly with improvements to the highway network a secondary consideration.

To what extent do you agree or disagree with the above proposed approach to transport, with a focus on active travel and public transport? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Green Infrastructure

Green infrastructure includes all types of open spaces, which can be green (such as parks), grey (such as public spaces) and blue (such as the seafront).

The Building a Better Future Plan proposes to include two separate policies to cover the retention and enhancement of existing green infrastructure and open spaces, as well as the creation of new spaces in new developments. This will ensure that as well as putting in measures to retain the existing provision, the Borough will be increasing the amount of open spaces available, making them accessible to more people, contributing to the beauty of the Borough and helping support the Borough’s initiative to reduce its impact on climate change.

To what extent do you agree or disagree with the above proposed approach to cover the retention and enhancement of existing open spaces and the creation of new spaces in new developments? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

The Building a Better Future Plan is also proposing to create new spaces in new development. How important or unimportant do you think it is to create these types of new spaces in new developments in the borough? Please select one option per row.

	Very important	Important	Not very important	Not important at all	Don't know / I do not have a view	I think there is enough /provision of this type of space in the borough already
Green open space (such as parks)	<input type="checkbox"/>	<input type="checkbox"/>				

	Very important	Important	Not very important	Not important at all	Don't know / I do not have a view	I think there is enough provision of this type of space in the borough already
--	----------------	-----------	--------------------	----------------------	-----------------------------------	--

Grey open space (such as public spaces)

<input type="checkbox"/>						
--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

Sports and Recreation

The role of access to high quality sport and recreation facilities makes an important contribution to the physical and mental health and wellbeing of communities.

The Building a Better Future Plan proposes that existing provision will be protected unless either a robust assessment demonstrates that the facility and/ or land is surplus to requirements; replacement provision is made available of an equal or greater community benefit; or alternative sports and recreation facilities and/or use are being proposed. 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.

These questions include (but not exhaustive list) indoor facilities (such as swimming pools, sports halls, health and fitness facilities, indoor bowls, squash courts, martial arts dojos and gymnastics halls) and outdoor facilities (such as tennis courts, bowls, multi-use games areas, skate parks, sports pitches, playing fields and children’s play equipment).

To what extent do you agree or disagree with the proposed approach to protect all existing sports and recreation facilities in Havant? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don’t know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

When thinking about sports and recreation in Havant, to what extent do you think there is currently enough of the following facilities? Please select one option per row.

	Enough facilities	Not enough facilities	I do not have a view / I do not use
Swimming pools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sports halls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indoor bowls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Health and fitness facilities (e.g. gyms)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Squash courts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Martial Arts dojos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Gymnastics halls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tennis courts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Outdoor bowls	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Multi-use games areas (e.g. for football, basketball and tennis)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sports pitches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Skate parks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Playing fields	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Children's play equipment	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

For each of the options that you feel do not have enough facilities, how could the provision be improved? Please make clear in your answer which facilities you are referring to.

High quality design

The Building a Better Future Plan will set out design expectations for development, covering not only the proposed buildings themselves, but also their context and surroundings. Good design is not only about visual appeal, but also about amenity, ease of getting around, crime prevention and environmental considerations, and the policies in the plan will reflect this. The proposed approach includes:

A policy setting out in broad terms the parameters that should be considered in development to achieve well-designed buildings in their wider context, and an expectation for developers to engage with the Council early on in their design process

Site allocation policies which highlight any particular features on a site or its context which should be taken into consideration in design strategies

Possible Local Design Code to support the Building a Better Future Plan (depending on progress and detail of Levelling Up and Regeneration Bill)

To what extent do you agree or disagree with the proposed approach to ensure high quality design? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Heritage and the historic environment

The Building a Better Future Plan will seek to protect, conserve, and enhance the Borough's heritage assets and their setting, both through criteria-based policies and the development allocations. Development in these sensitive areas will be limited and where it does take place would have to be of the highest quality, retaining as much of the heritage as possible.

Any proposal which would affect, or has the potential to affect, a heritage asset will be required to provide a Heritage Statement in order for all potential harm caused as a result to be assessed.

Conservation character appraisals and management plans will continue to be updated where appropriate in order to ensure the conservation areas.

To what extent do you agree or disagree with the above proposed approach to protect, conserve and enhance heritage? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree, why do you disagree and what do you think needs to be considered / addressed in this approach?

Pollution

Pollutants can come from a number of sources including soil, air, light, water, noise or land instability. The approach to this topic will be to expect developers to submit information sufficient to establish whether a significant negative effect is likely to result, either from the development in isolation and in combination with other development. If it is, then a mitigation strategy would be needed to ensure that there is no adverse impact on the environment.

To what extent do you agree or disagree with the above proposed approach to tackle pollution? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree above, why do you disagree and what do you think needs to be considered / addressed in this approach?

Your priorities for 'Building a Better Future'

The following themes are broadly the areas where the Building a Better Future Plan could place greater emphasis if the viability study shows we cannot achieve all of the requirements. We would like your feedback on the relative importance to you of each of these.

We will then consider your feedback when deciding how to balance them in the policies in the Plan. It should be stressed that the below measures are not in any order of priority and are ideas for you to consider.

Thinking about the potential areas for focus within the 'Building a Better Future Plan', please rank the following in order of importance to you. (Ranking where 1 is most important and 5 is least important). Please select one option for each column.

1 2 3 4 5

Affordable housing - The Building a Better Future Plan could include a higher proportion of affordable housing or a higher proportion of hard to source properties.

Biodiversity net gain - a net gain of more than the statutory 10% would further boost biodiversity, alternatively the plan could explore whether certain types of sites contribute more than others.

Housing design standards - design features of new housing developments that would improve their overall sustainability. This includes enhanced standards of accessibility, minimum size standards for new housing and provision of private outdoor space as part of every new home.

Infrastructure - this is primarily through the setting of a new Community Infrastructure Levy (CIL) charging schedule which will happen alongside the development of the Building a Better Future Plan.

Low carbon design - enhanced energy efficiency and provision of electric vehicle charging points

1 2 3 4 5

mean that new development minimises its contribution to climate.

Please tell us why you have selected your number 1 priority above as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan.

Is there anything further that you think needs to be included or highlighted in the Building a Better Future Plan for your top priority?

Sustainability Appraisal

The purpose of the planning system is to contribute to the achievement of sustainable development. Sustainability Appraisal (SA) is a process undertaken at each stage of drafting a new plan, to assess the likely environmental, social, and economic effects of the plan, and alternatives to it. The aim is to highlight, and then to avoid or mitigate adverse effects and maximise positive ones.

This document includes information on the following:

The natural environment and biodiversity

Climate Change

Homes for all

Healthy and safe communities

Economy and employment

Effective transport and communications

Natural resources

Landscape, townscape and heritage

To what extent do you agree or disagree with the proposed Sustainability Appraisal?

Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree above, why do you disagree and what do you think needs to be considered / addressed in this approach?

Habitats Regulations Assessment

Habitats Regulations Assessment (HRA) is a legal requirement under the Habitats Regulations. The Council must consider whether the Local Plan will have a 'likely significant effect' on a European protected habitat site. The first step, which accompanies the Regulation 18 consultation, is a 'screening' of the plan to assess whether a full assessment is required as the Plan is developed. It has been concluded that parts of the Plan have the potential to have significant effects on habitat sites, so mitigation will need to be explored and the detail assessed through a full HRA alongside the next stages of plan preparation.

This document includes information on the following:

Water Quality

Solent Wader and Brent Goose Strategy

Solent Recreation Mitigation Strategy

Biodiversity Net Gain

To what extent do you agree or disagree with the proposed Habitat Regulations Assessment? Please select one option.

- | | |
|---|--|
| <input type="checkbox"/> Strongly agree | <input type="checkbox"/> Tend to disagree |
| <input type="checkbox"/> Tend to agree | <input type="checkbox"/> Strongly disagree |
| <input type="checkbox"/> Neither agree nor disagree | <input type="checkbox"/> Don't know / Not sure |

If you have selected tend to disagree or strongly disagree above, why do you disagree and what do you think needs to be considered / addressed in this approach?

Final comments

And finally, do you have any further comments you would like to submit for consideration?

A large, empty rectangular box with a thin blue border, intended for the user to provide final comments. The box is currently blank.

Thank you for submitting your views to this important consultation.

Please use the pre-paid envelope provided with this survey to post your response back to Havant Borough Council.

Appendix P – Full list of themes raised in survey responses

Q17 - (For those who disagreed with the proposed approach for addressing the need for housing) Why do you disagree and what do you think needs to be considered / addressed in this approach?

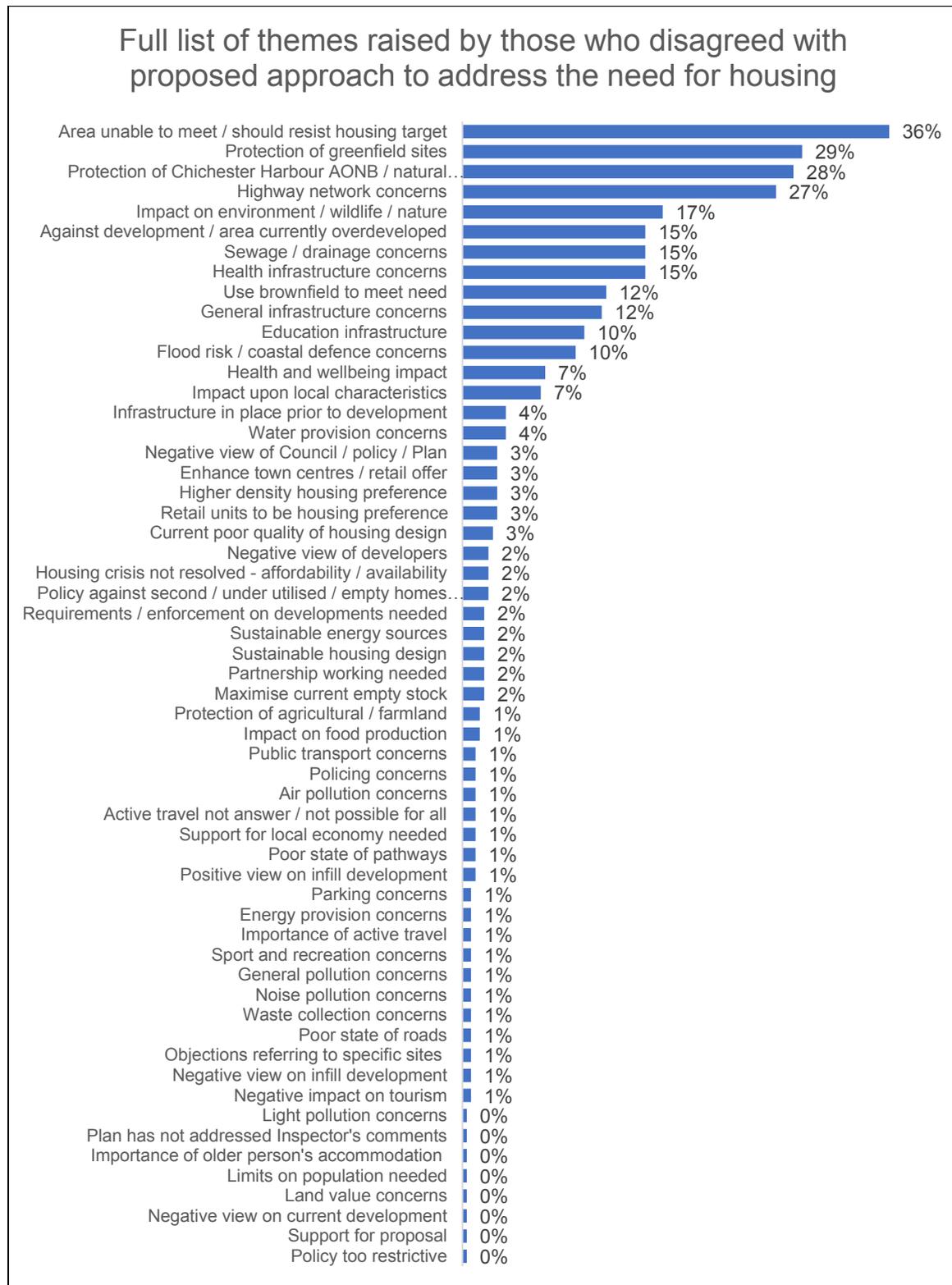


Figure 224 - Full list of themes raised in responses at Q17 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 271

Q20 - (For those who disagreed with the proposed approach for a stepped trajectory to meet housing need) Why do you disagree and what do you think needs to be considered / addressed in this approach?

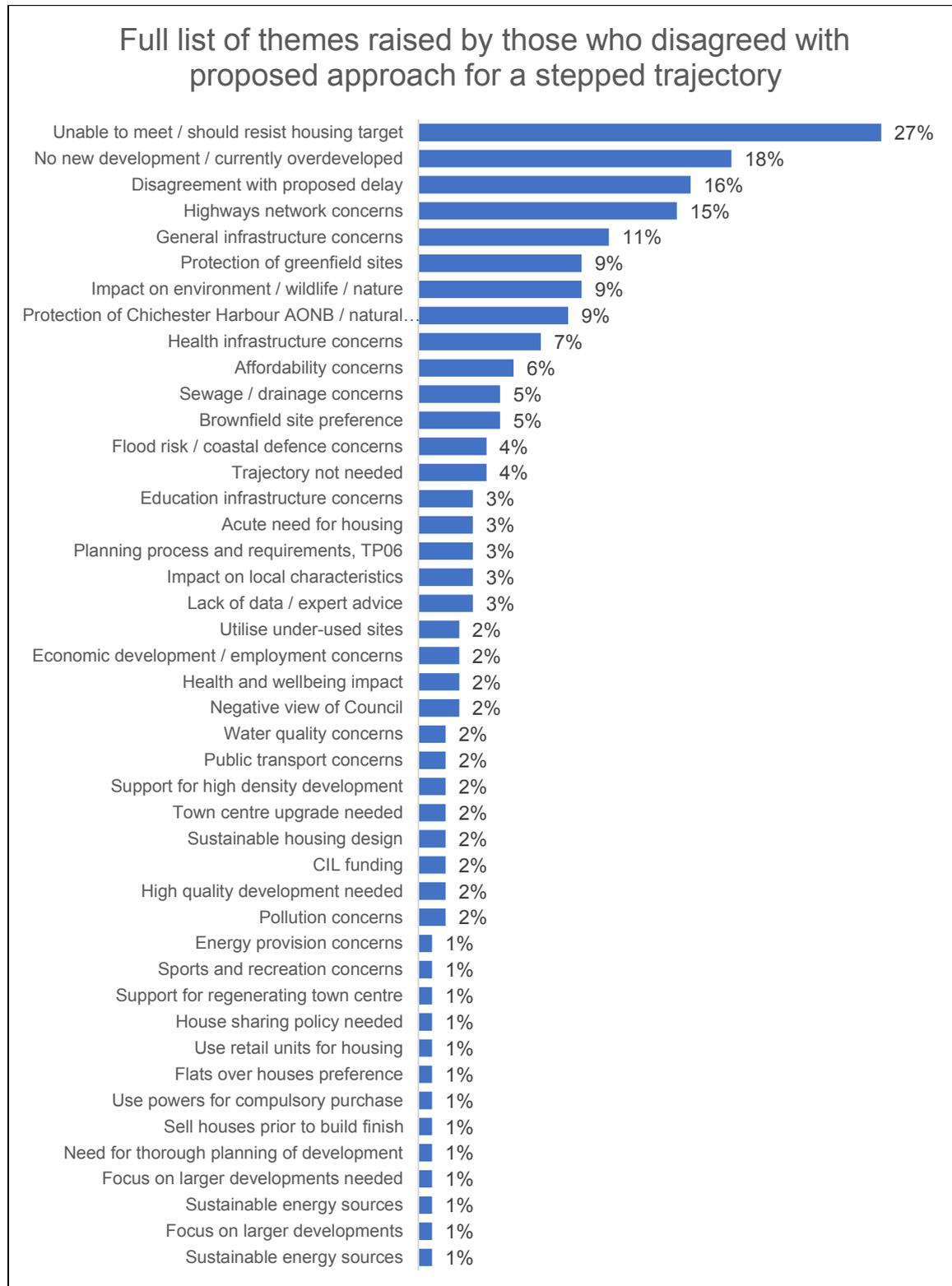


Figure 225 - Full list of themes raised in responses at Q20 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 127

Q22 - (For those who disagreed with the proposed approach to meet the need for employment development) Why do you disagree and what do you think needs to be considered / addressed in this approach?

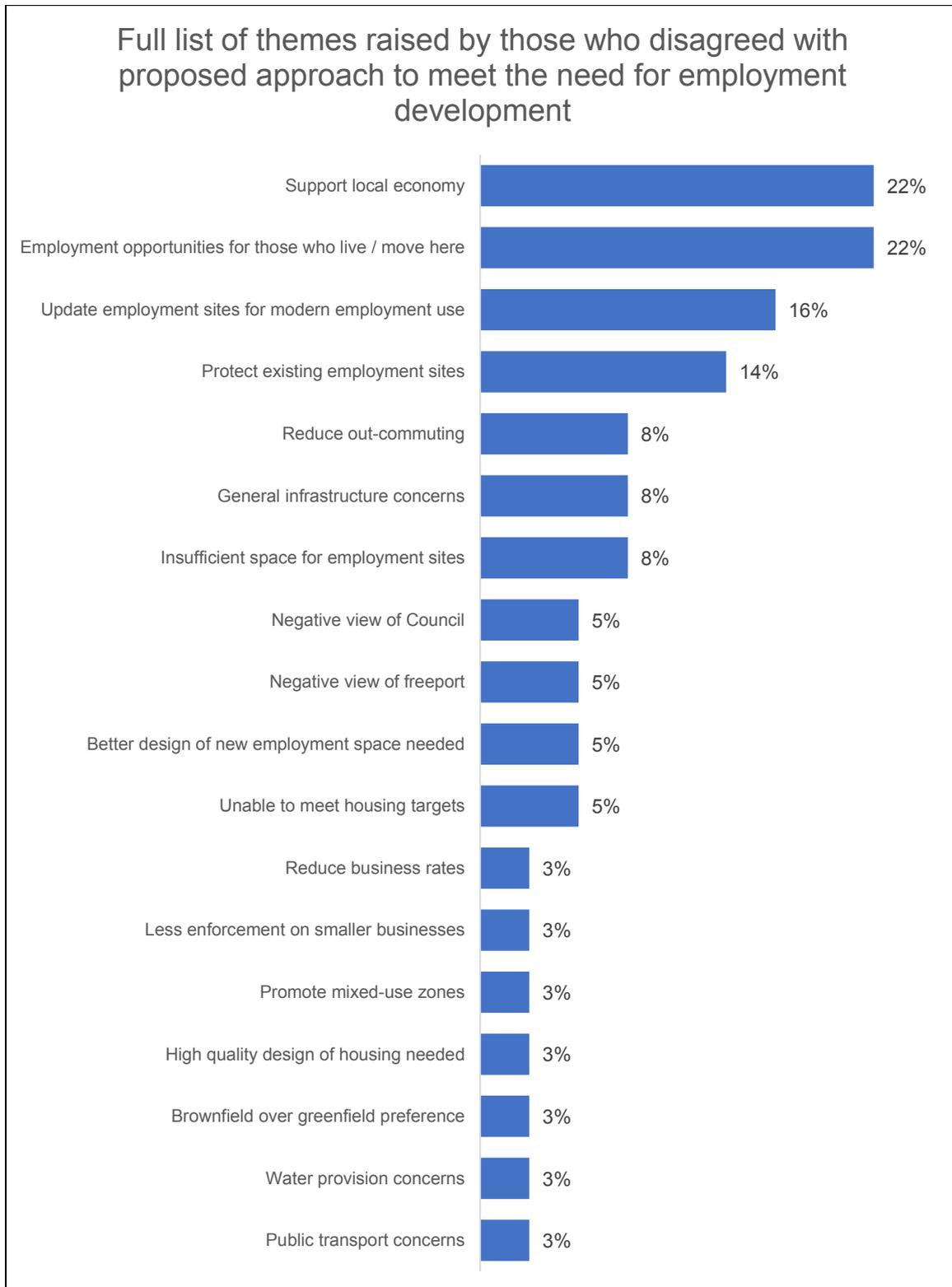


Figure 226 - Full list of themes raised in responses at Q22 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 37

Q27 - (For those who disagreed with the proposed approach to regeneration in Havant Town Centre) Why do you disagree and what do you think needs to be considered / addressed in this approach?

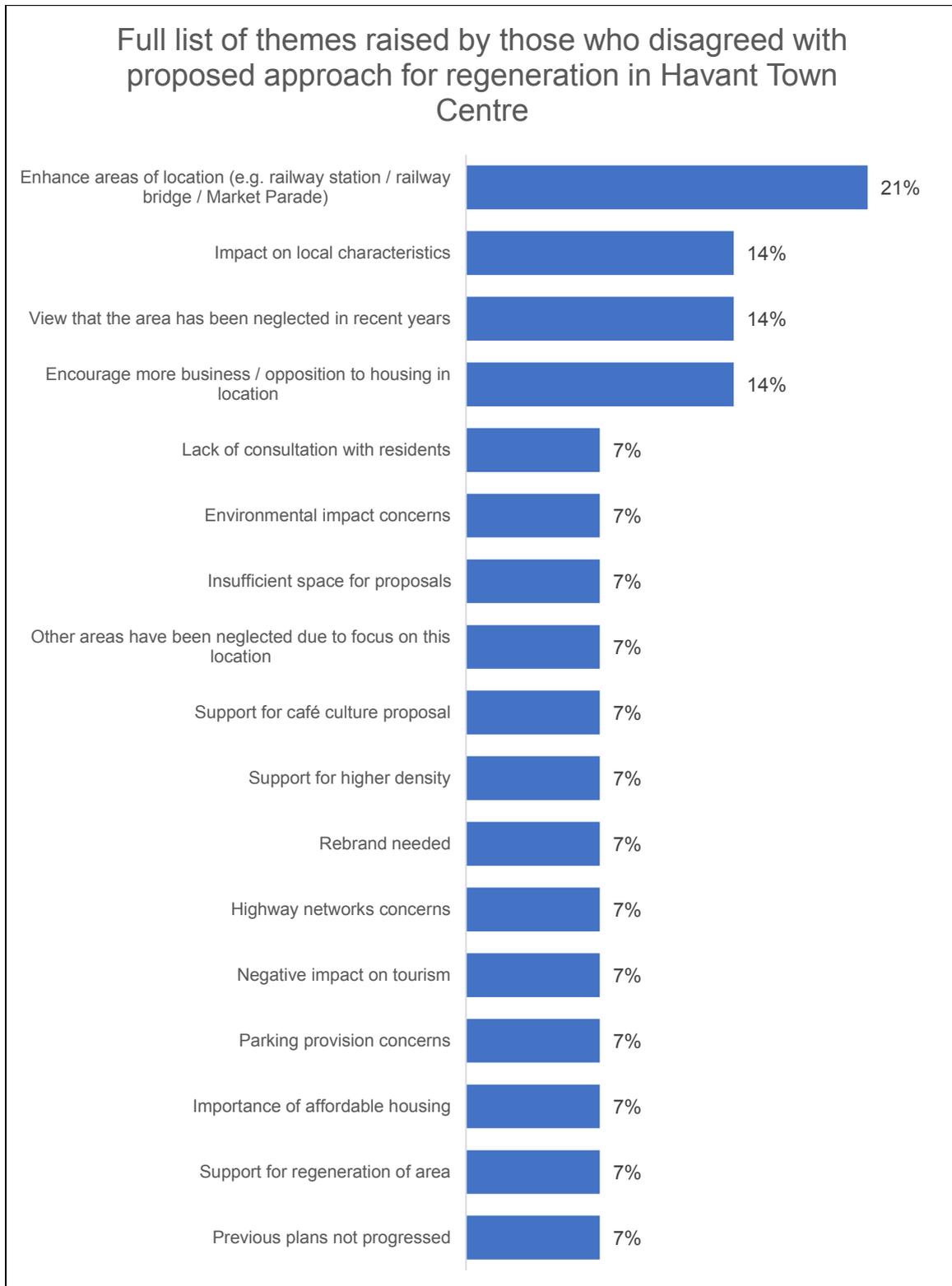


Figure 227 - Full list of themes raised in responses at Q24 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 14

Q29 - When thinking about longer term options for WaterlooVille Town Centre, what are the key challenges or problems that you think need to be addressed?

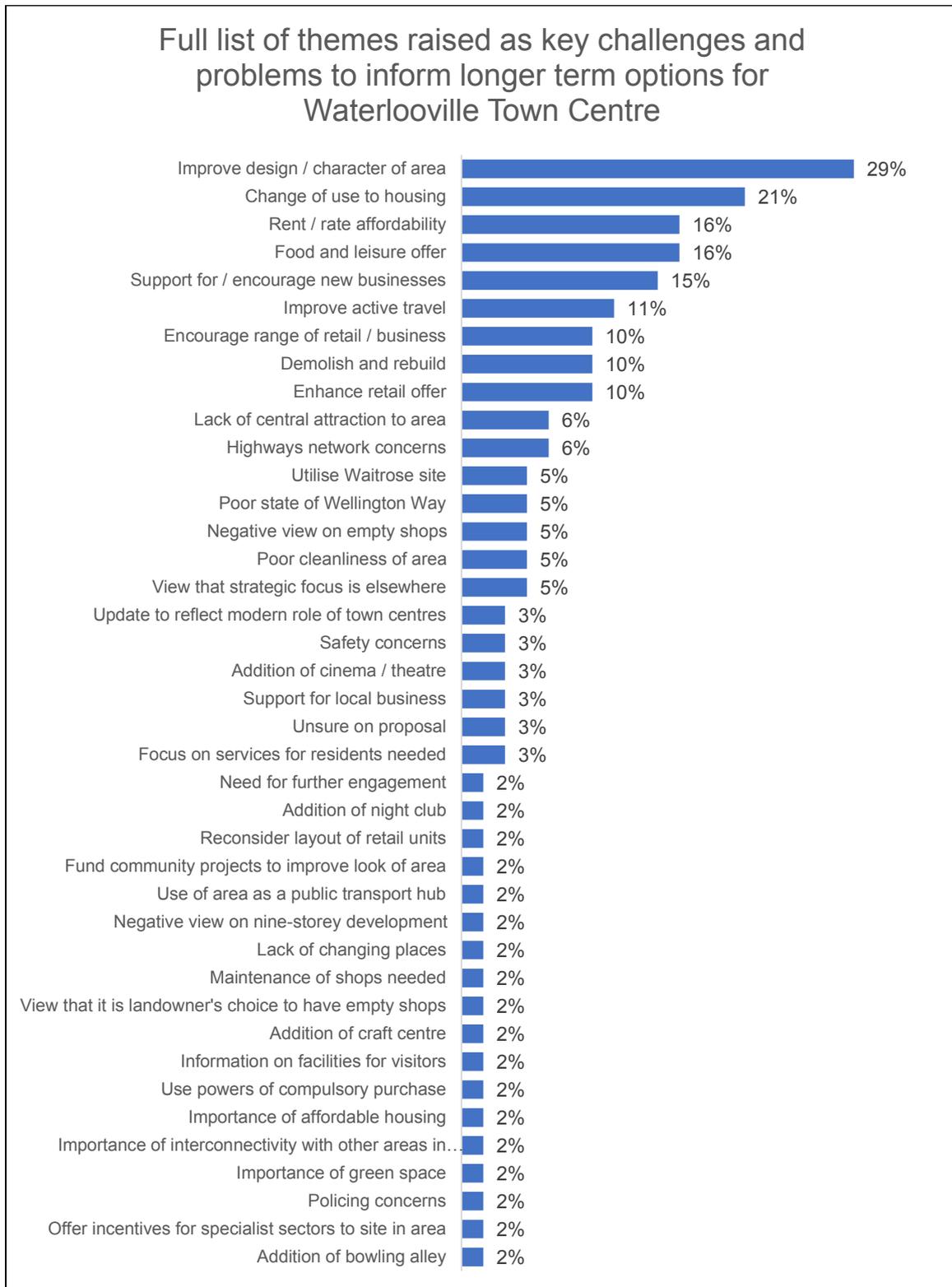


Figure 228 - Full list of themes raised in responses at Q20 – When thinking about longer term options for WaterlooVille Town Centre, what are the key challenges or problems that you think need to be addressed?

SAMPLE: 62

Q30 - Building on previous engagement that has been undertaken on the ambition for Hayling Island seafront, are there any further areas of importance or concern to inform the next stages of the programme and developing the regeneration strategy?

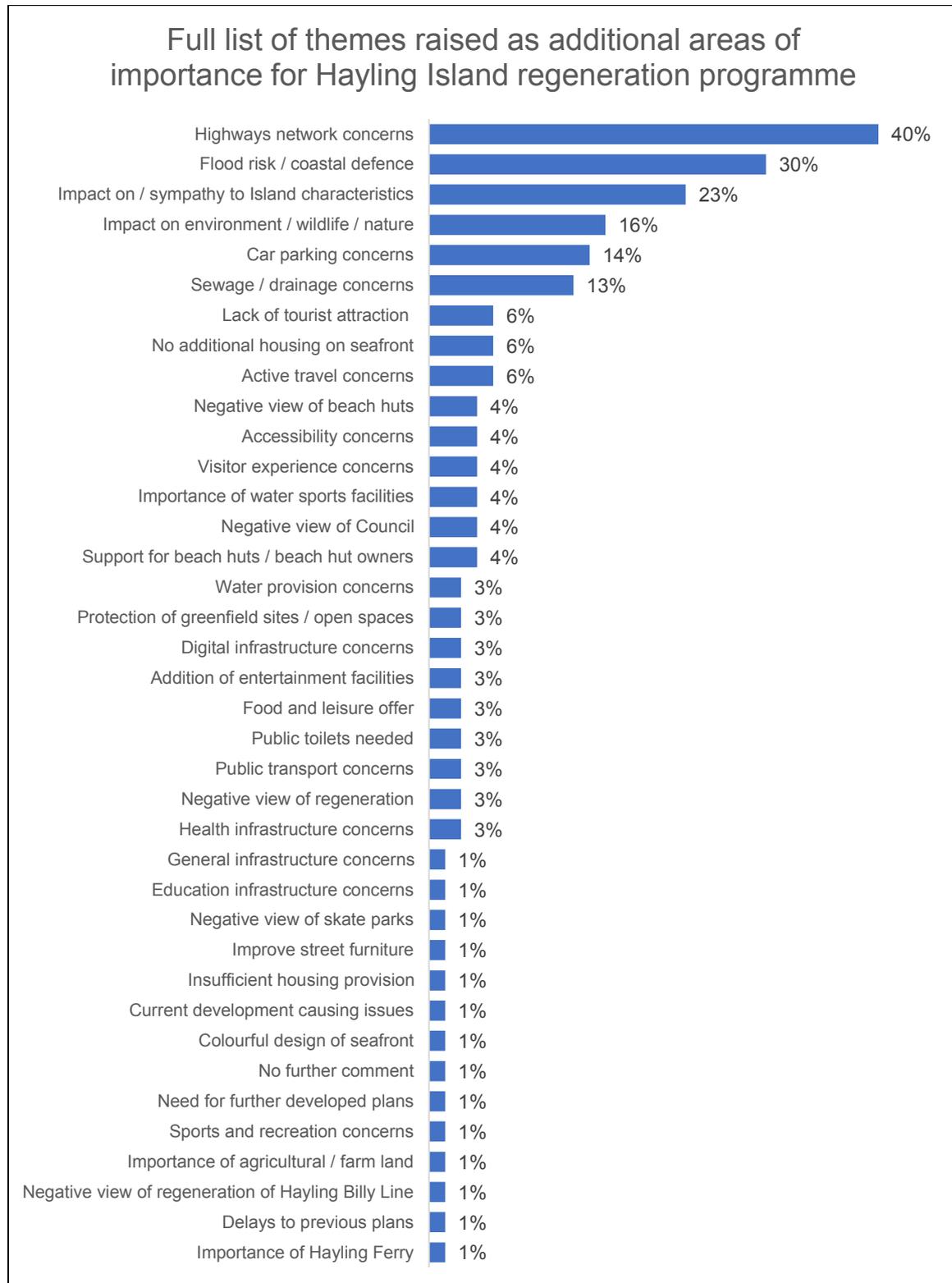


Figure 229 - Full list of themes raised in responses at Q30 – Building on previous engagement that has been undertaken on the ambition for Hayling Island seafront, are there any further areas of importance or concern to inform the next stages of the programme and developing the regeneration strategy?

SAMPLE: 70

Q33 - (For those who disagreed with the proposed approach to balance land and densities)
 Why do you disagree and what do you think needs to be considered / addressed in this approach?

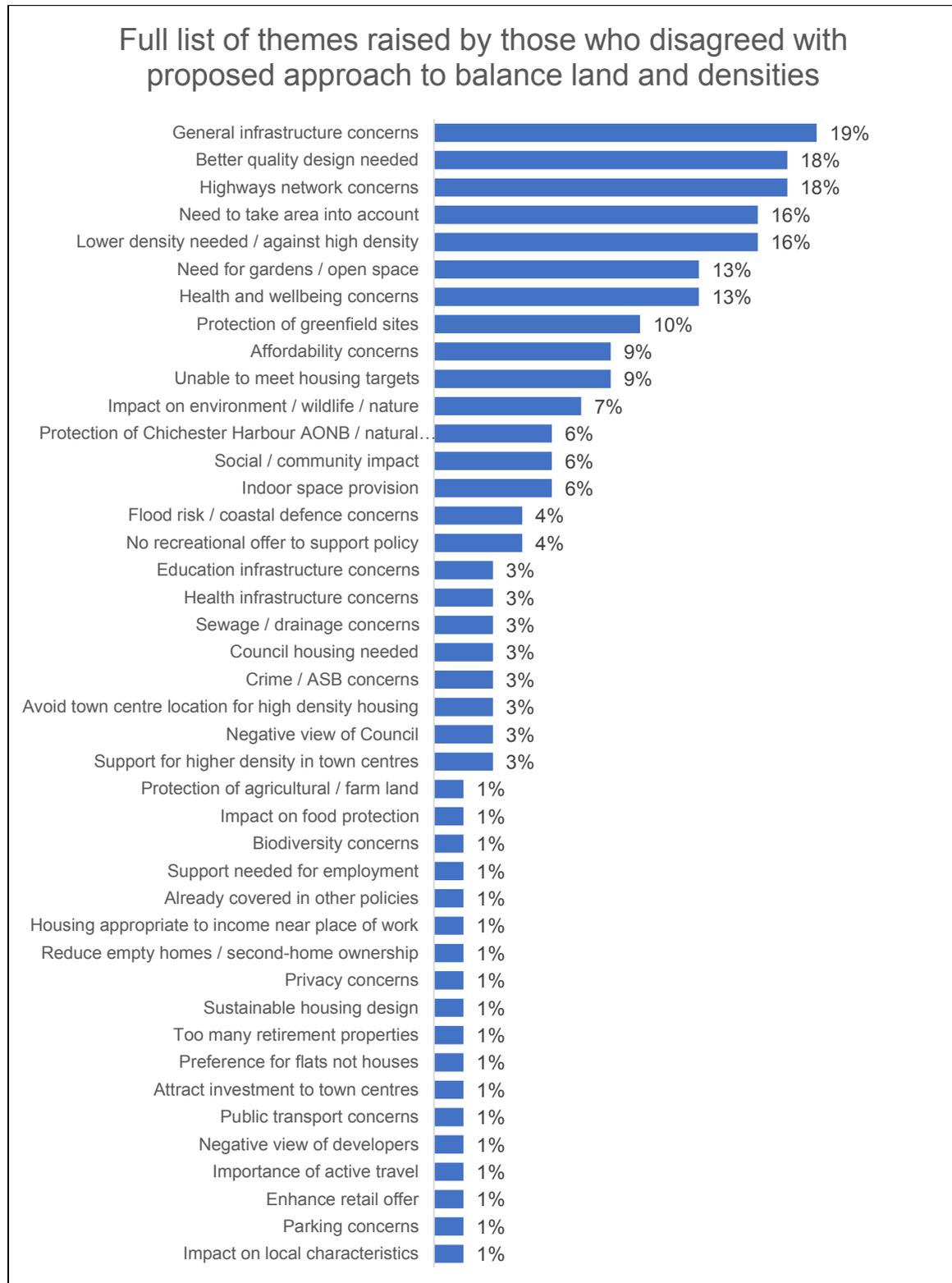


Figure 230 - Full list of themes raised in response to Q33 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?

SAMPLE: 60

Q35 - (For those who disagreed with the proposed level of flexibility of uses in town centres.)
 Why do you disagree and what do you think needs to be considered / addressed in this approach?

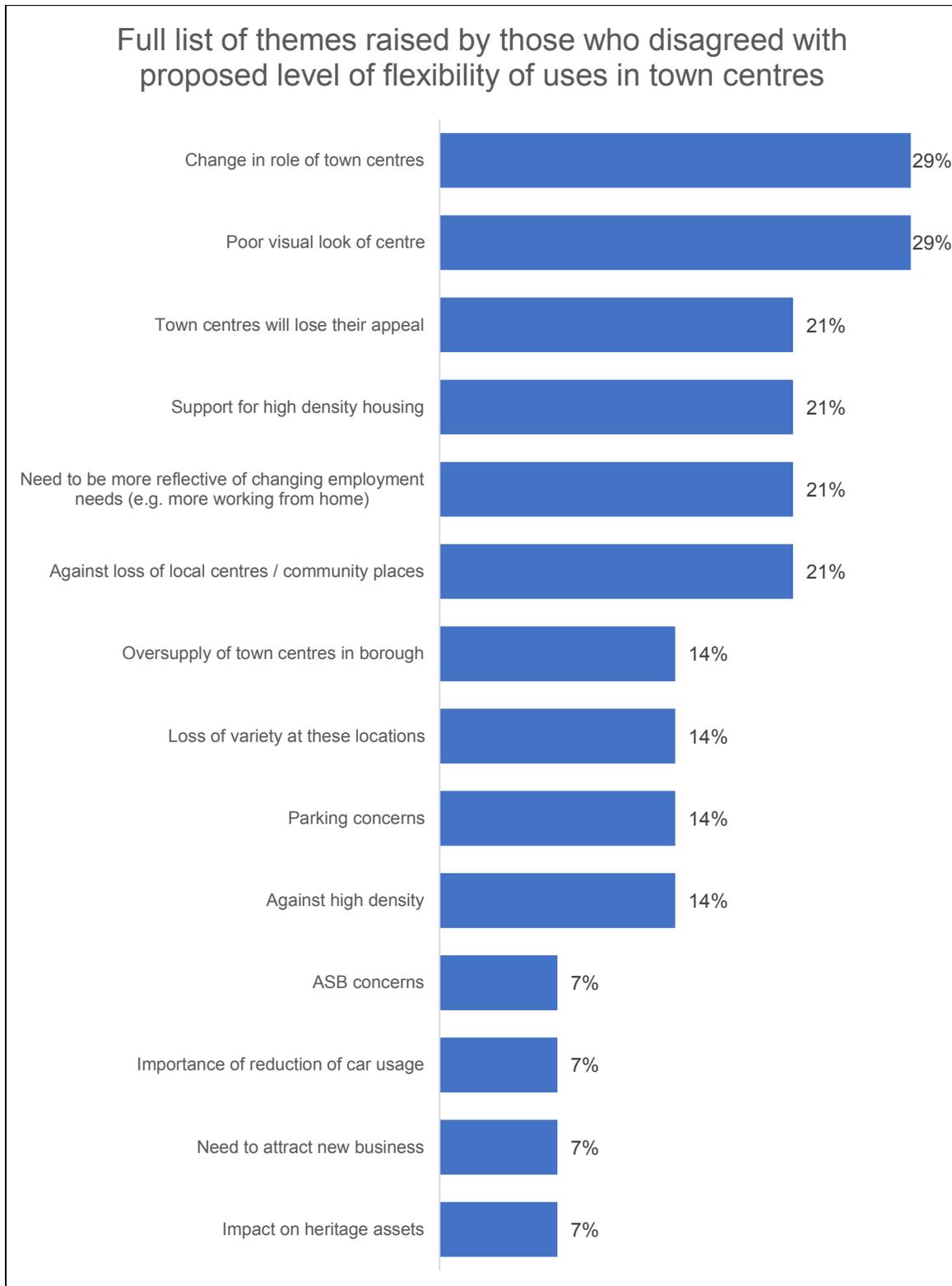


Figure 231 - Full list of themes raised in response to Q35 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?

SAMPLE: 14

Q37 - (For those who disagreed with the proposed approach to takeaways and fast food outlets). Why do you disagree and what do you think needs to be considered / addressed in this approach?

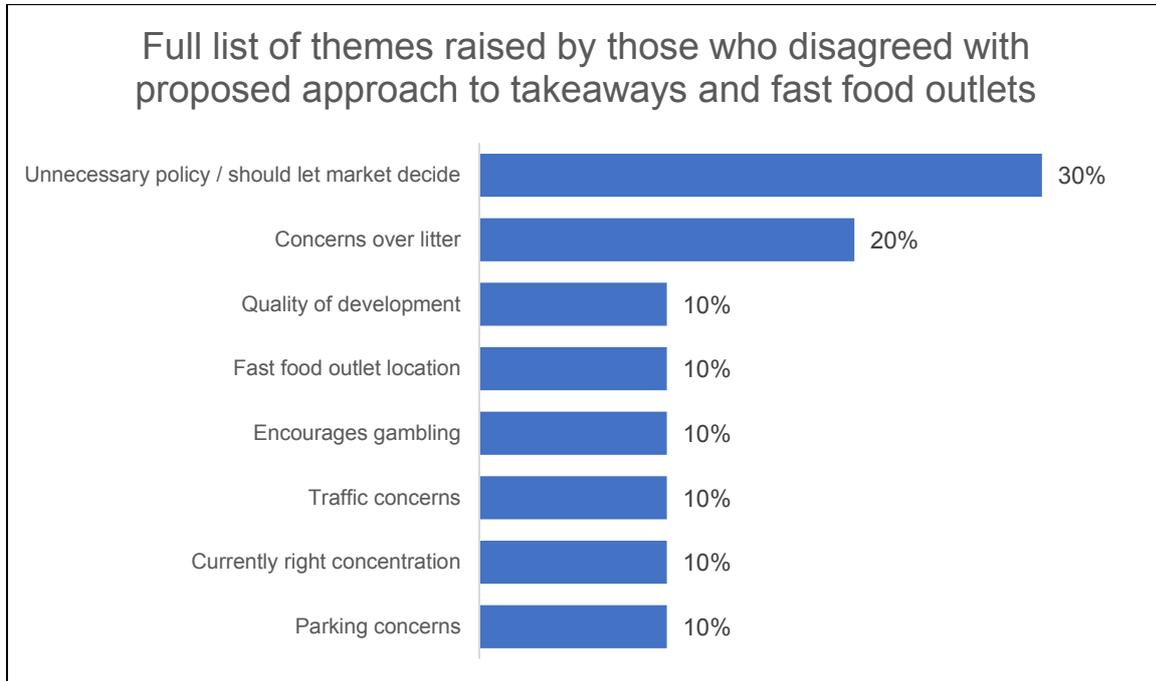


Figure 232 - Full list of themes raised in response to Q37 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?

SAMPLE: 10

Q37 - (For those who disagreed with the proposed approach to gambling establishments). Why do you disagree and what do you think needs to be considered / addressed in this approach?

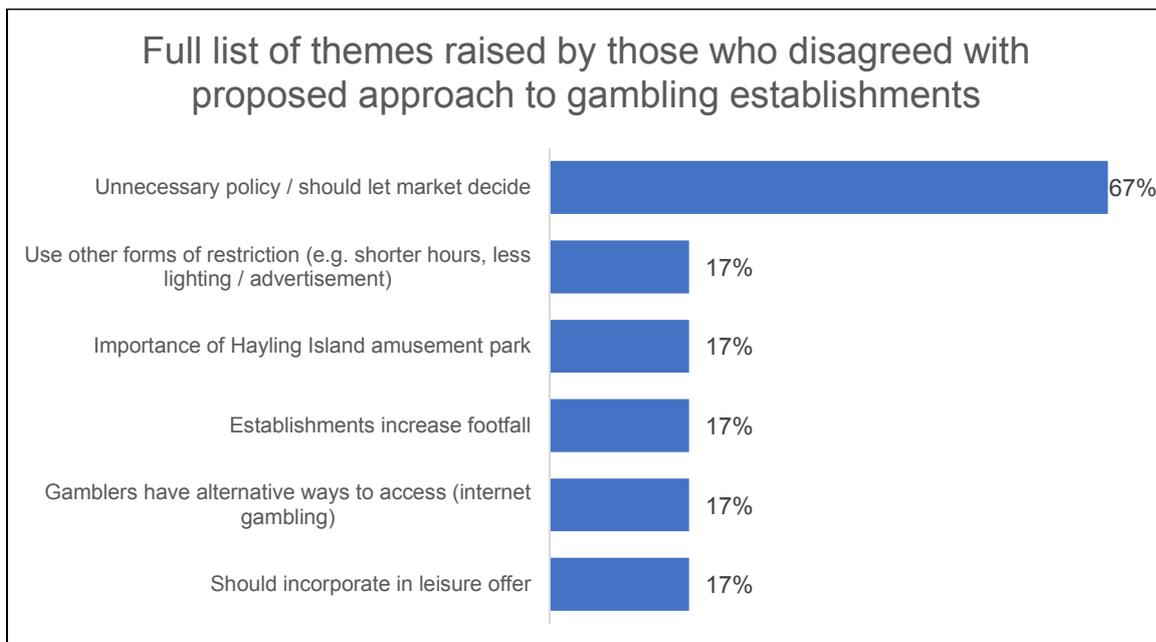


Figure 233 - Full list of themes raised in response to Q38 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?

SAMPLE: 6

Q42 - (For those who disagreed with the proposed approach to manage flood risk) Why do you disagree and what do you think needs to be considered / addressed in this approach?

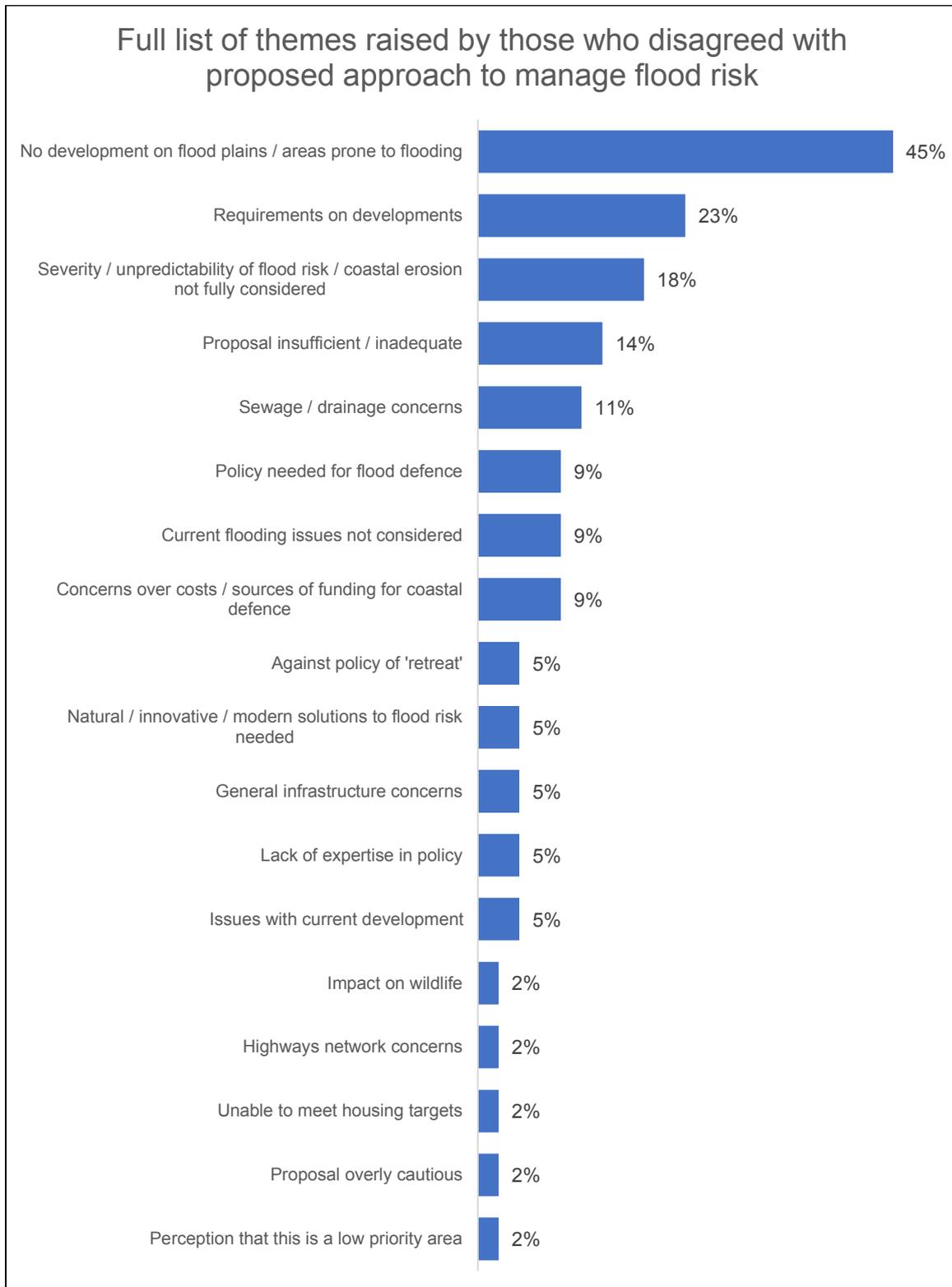


Figure 234 - Full list of themes raised in response to Q42 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 44

Q42 - (For those who disagreed with the proposed approach to manage flood risk) Why do you disagree and what do you think needs to be considered / addressed in this approach?

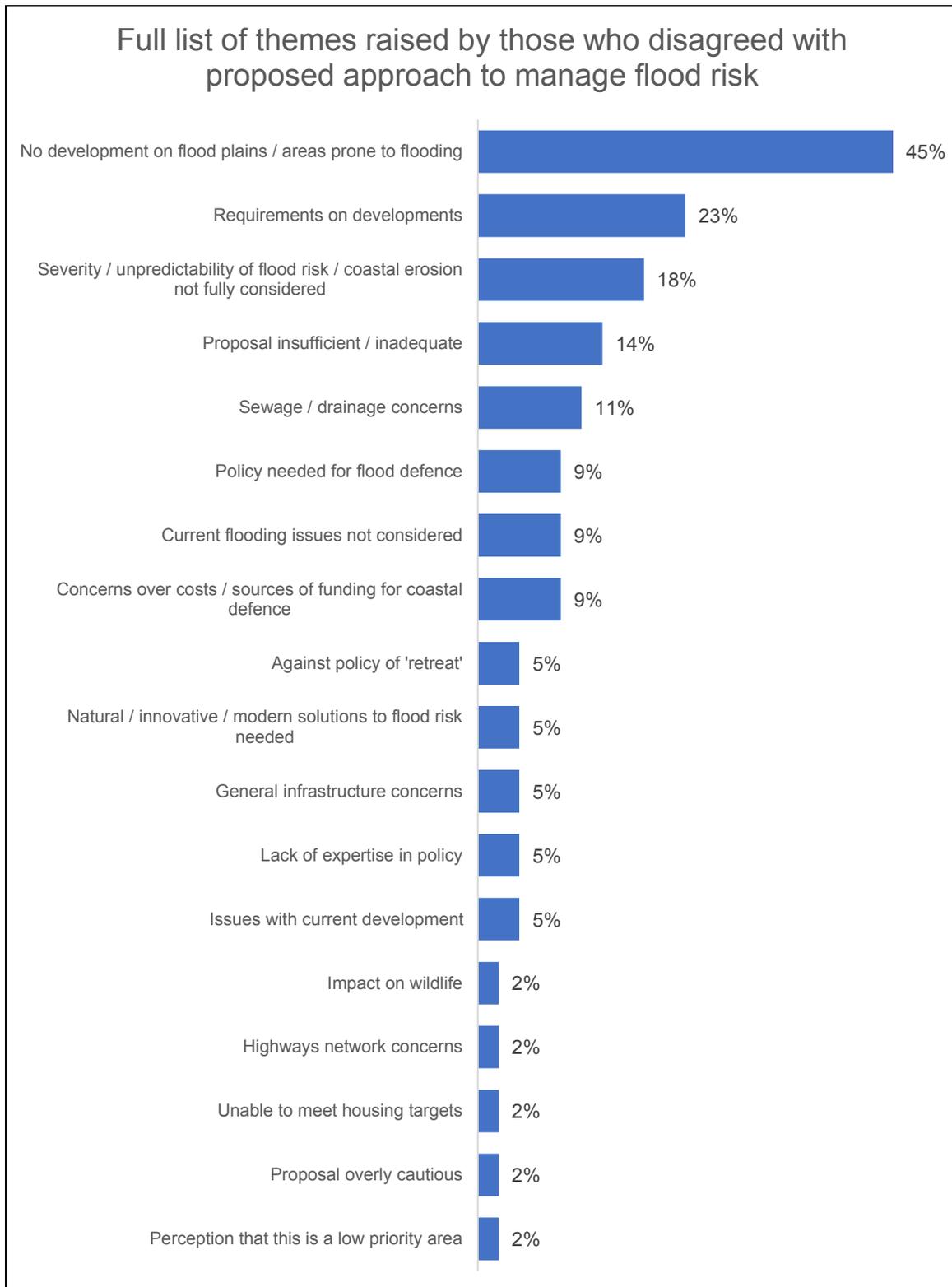


Figure 235 - Full list of themes raised in response to Q42 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 44

Q44 - (For those who disagreed with the proposed approach to the provision for gypsies, travellers and travelling show people) Why do you disagree and what do you think needs to be considered / addressed in this approach?

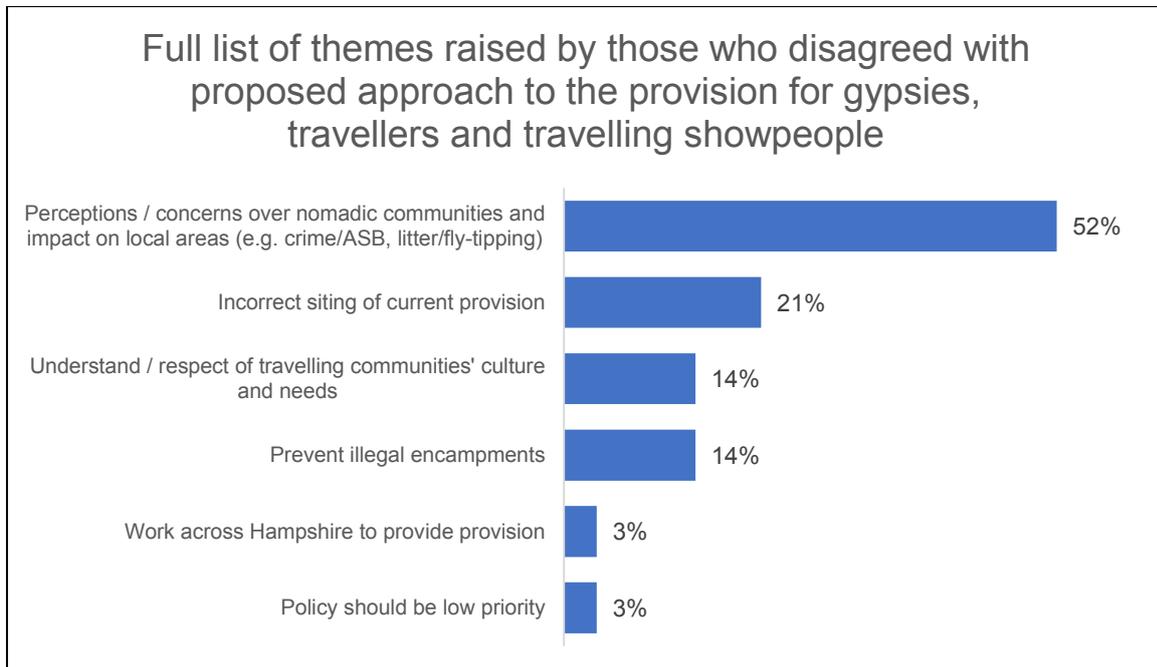


Figure 236 - Full list of themes raised in response to Q44 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 29

Q47 - (For those who disagreed with the proposed approach to reduce impact on climate change) Why do you disagree and what do you think needs to be considered / addressed in this approach?

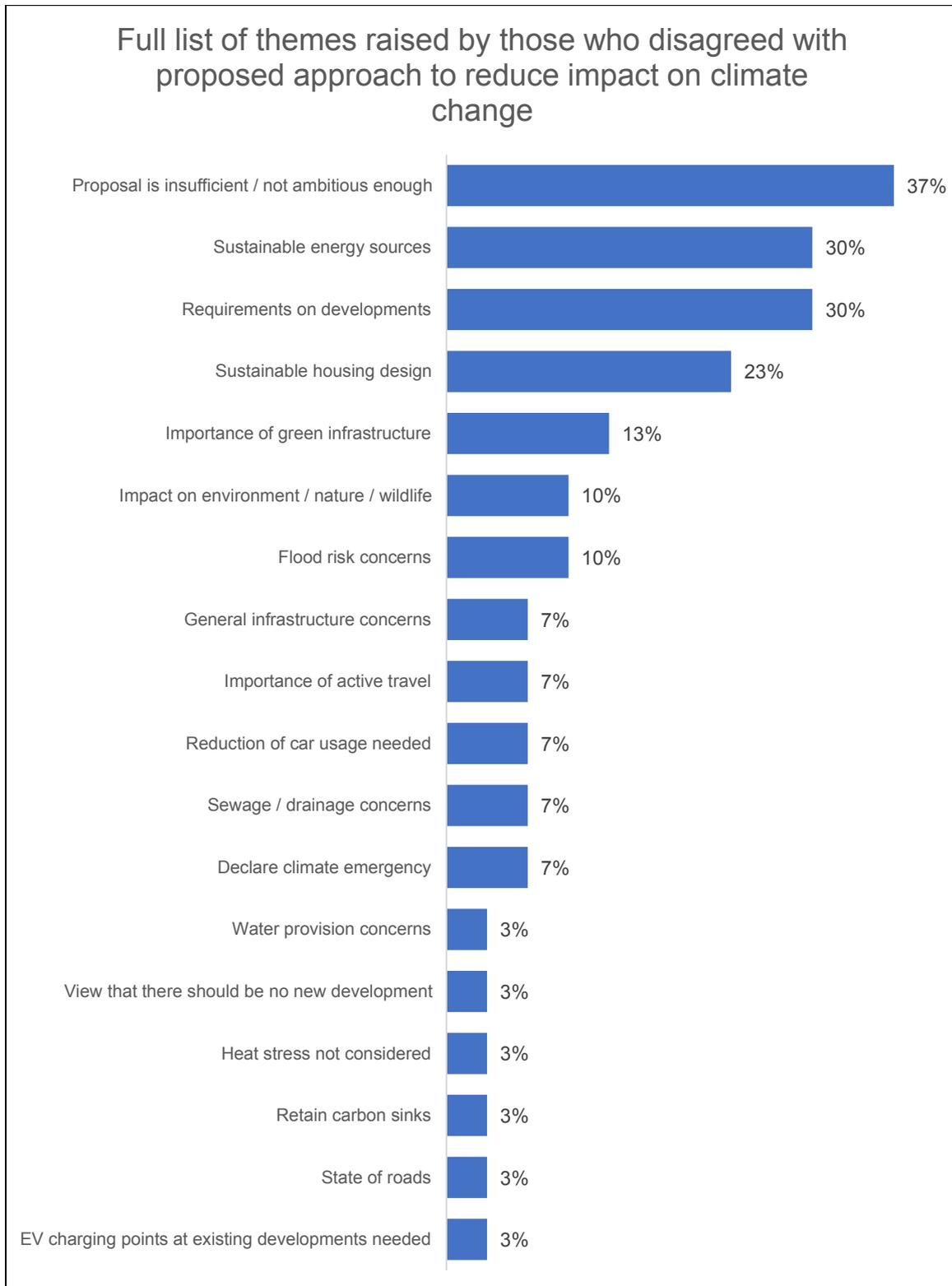


Figure 237 - Full list of themes raised in response to Q47 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 30

Q49 - (For those who disagreed with the proposed approach to avoid / mitigate significant effect on the natural environment) Why do you disagree and what do you think needs to be considered / addressed in this approach?

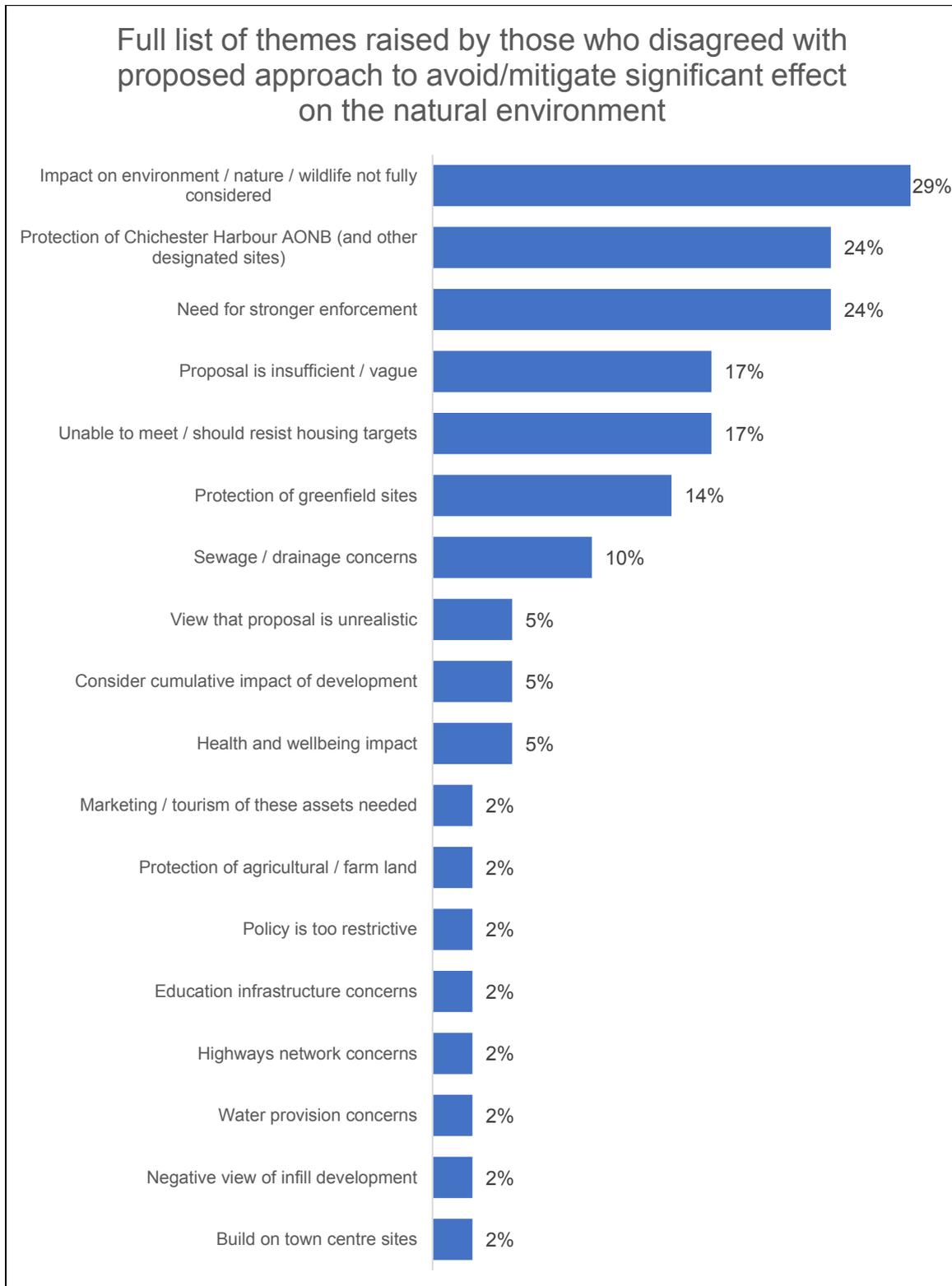


Figure 238 - Full list of themes raised in response to Q49 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 42

Q51 - (For those who disagreed with the proposed approach to achieve biodiversity net gain)
 Why do you disagree and what do you think needs to be considered / addressed in this approach?

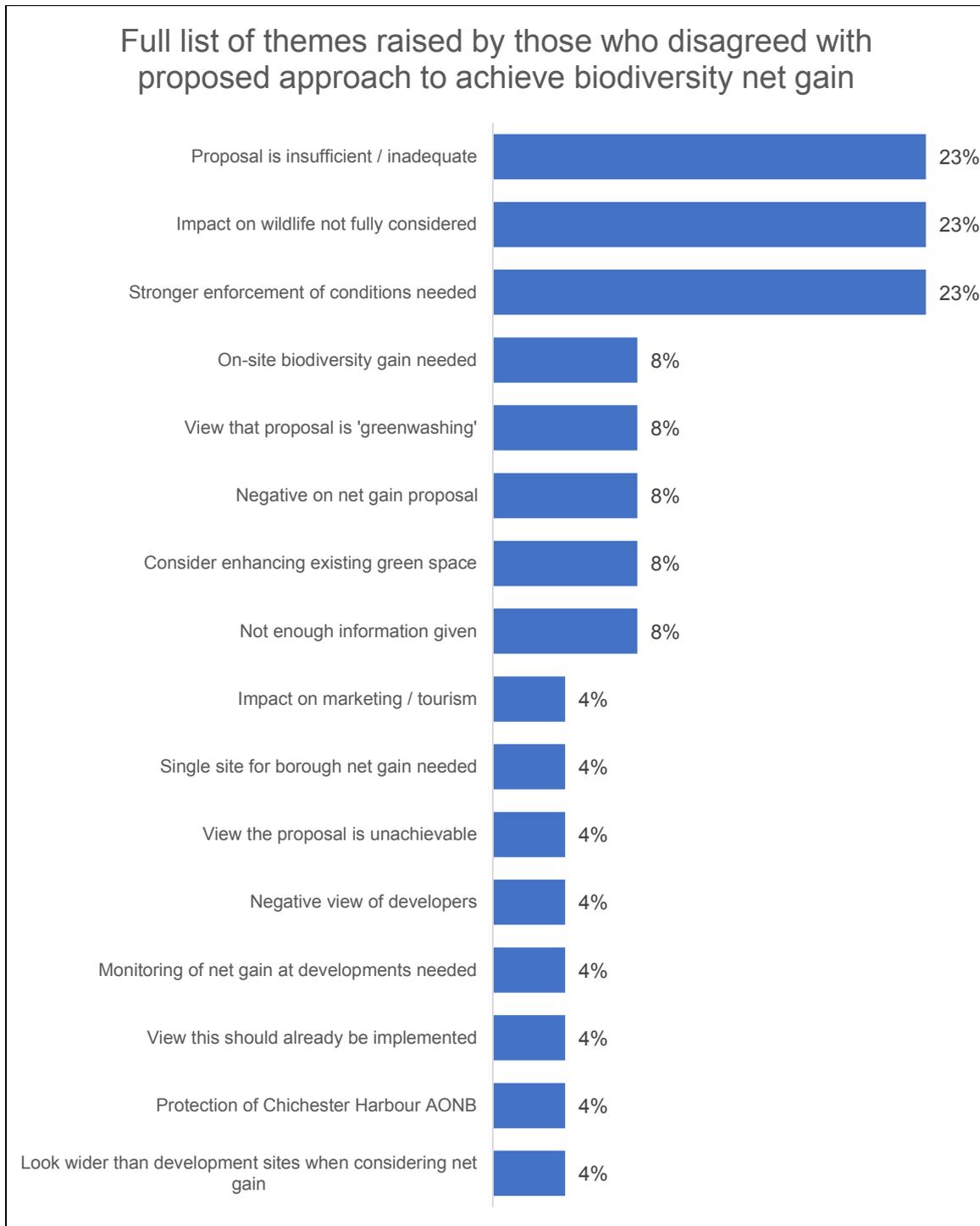


Figure 239 - Full list of themes raised in response to Q51 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 26

Q53 - (For those who felt that a higher amount should be considered for biodiversity net gain) Why do you think this should be higher than 10%?

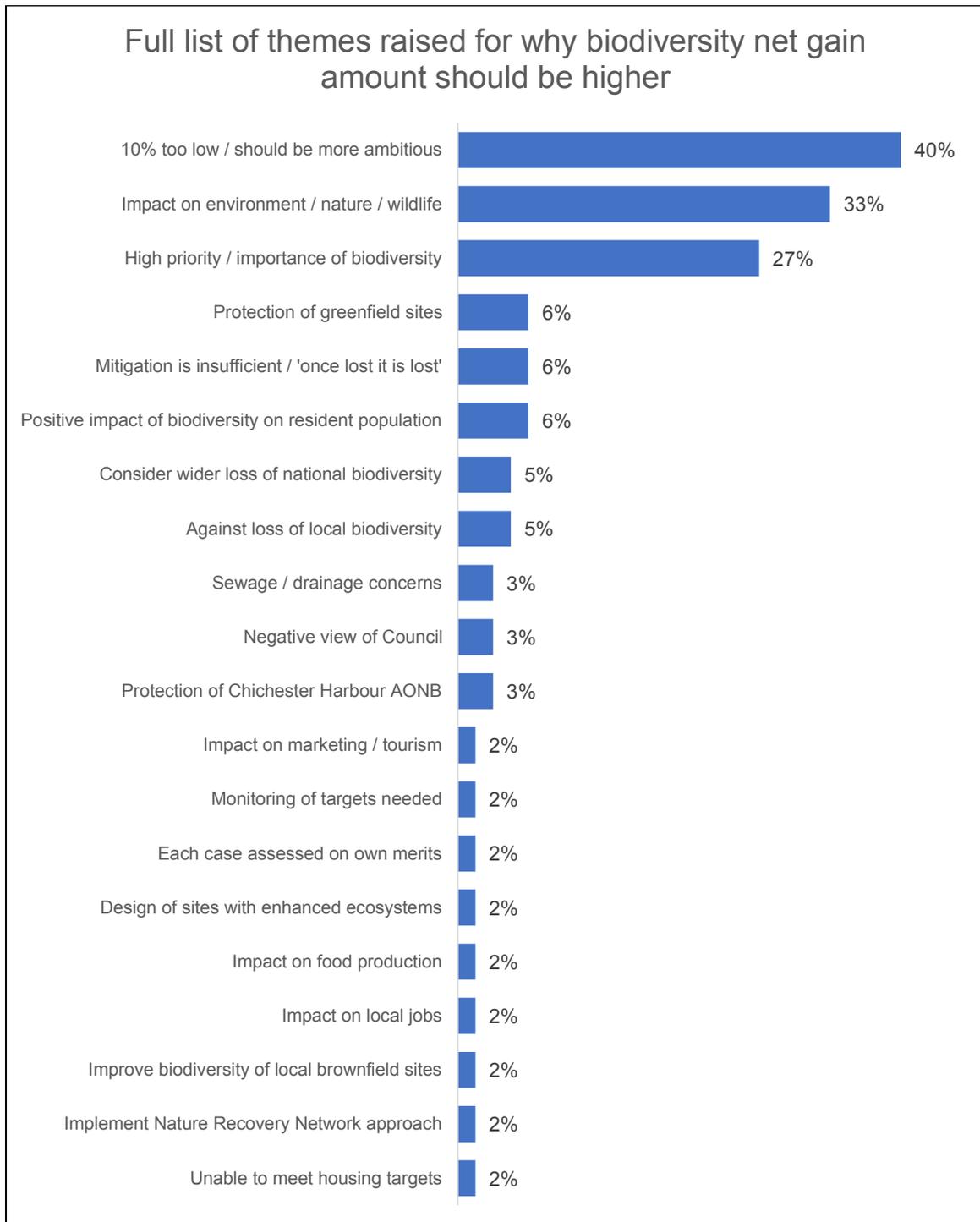


Figure 240 - Full list of themes raised in response to Q53 - Why do you think this should be higher than 10%?
SAMPLE: 63

Q55 - (For those who disagreed with the proposed approach to local nature designations)
 Why do you disagree and what do you think needs to be considered / addressed in this approach?

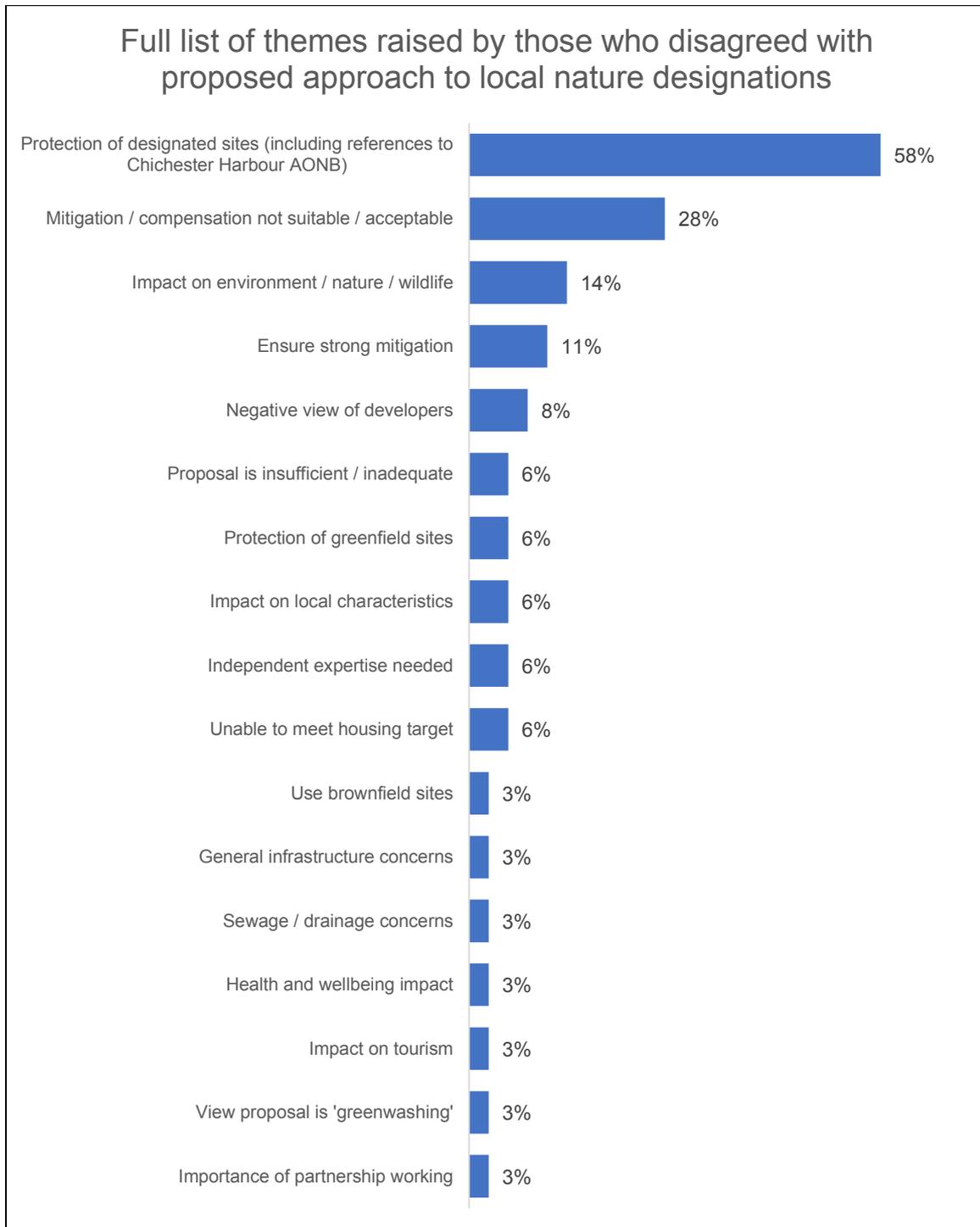


Figure 241 - Full list of themes raised in response to Q55 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 36

Q58 - (For those who disagreed with the proposed approach to address the need for affordable housing) Why do you disagree and what do you think needs to be considered / addressed in this approach?

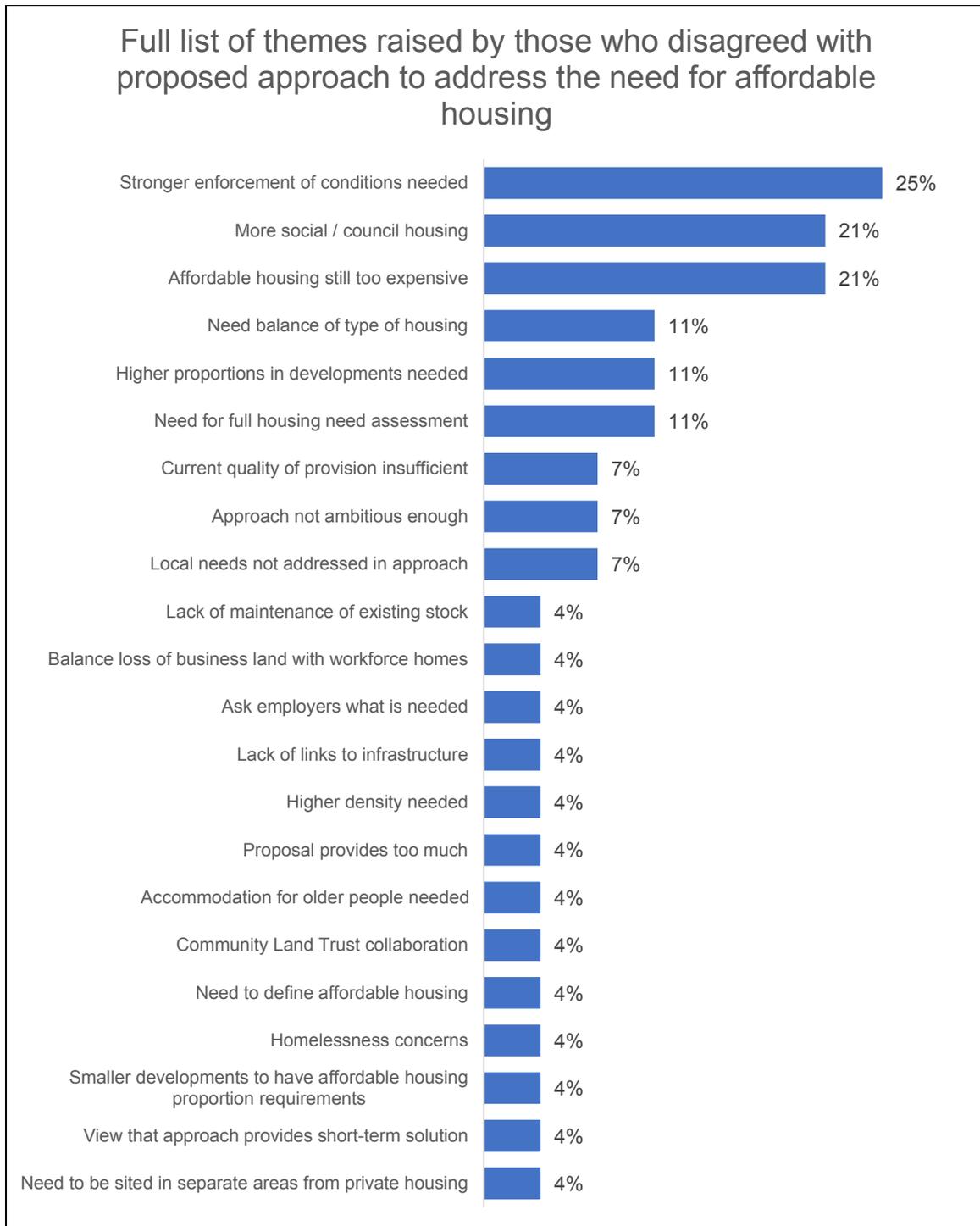


Figure 242 - Full list of themes raised in response to Q58 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 28

Q66 - (For those who disagreed with the proposed approach for housing standards and specialist accommodation) Why do you disagree and what do you think needs to be considered / addressed in this approach?

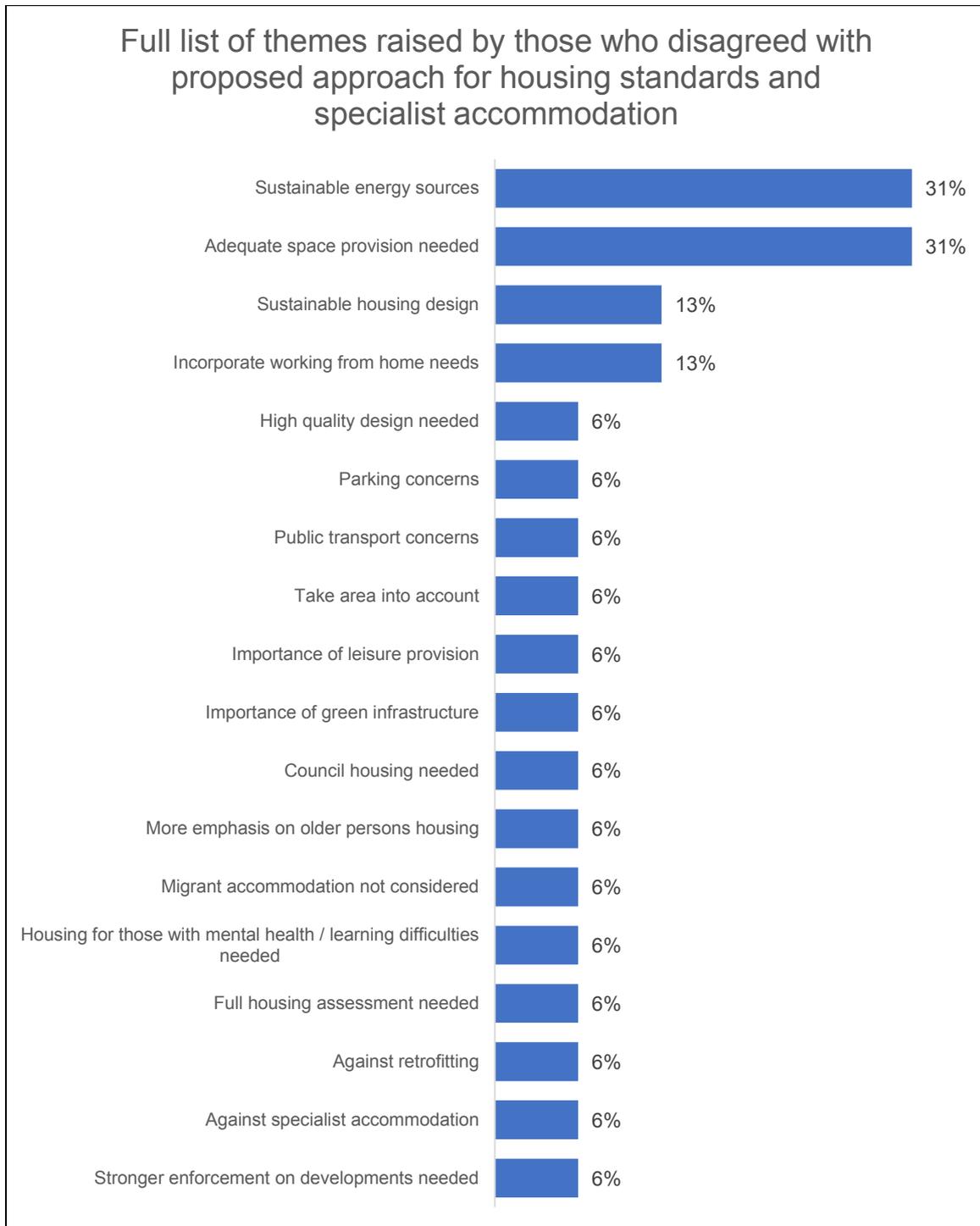


Figure 243 - Full list of themes raised in response to Q66 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 16

Q73 - (For those who disagreed with the proposed approach to landscape) Why do you disagree and what do you think needs to be considered / addressed in this approach?

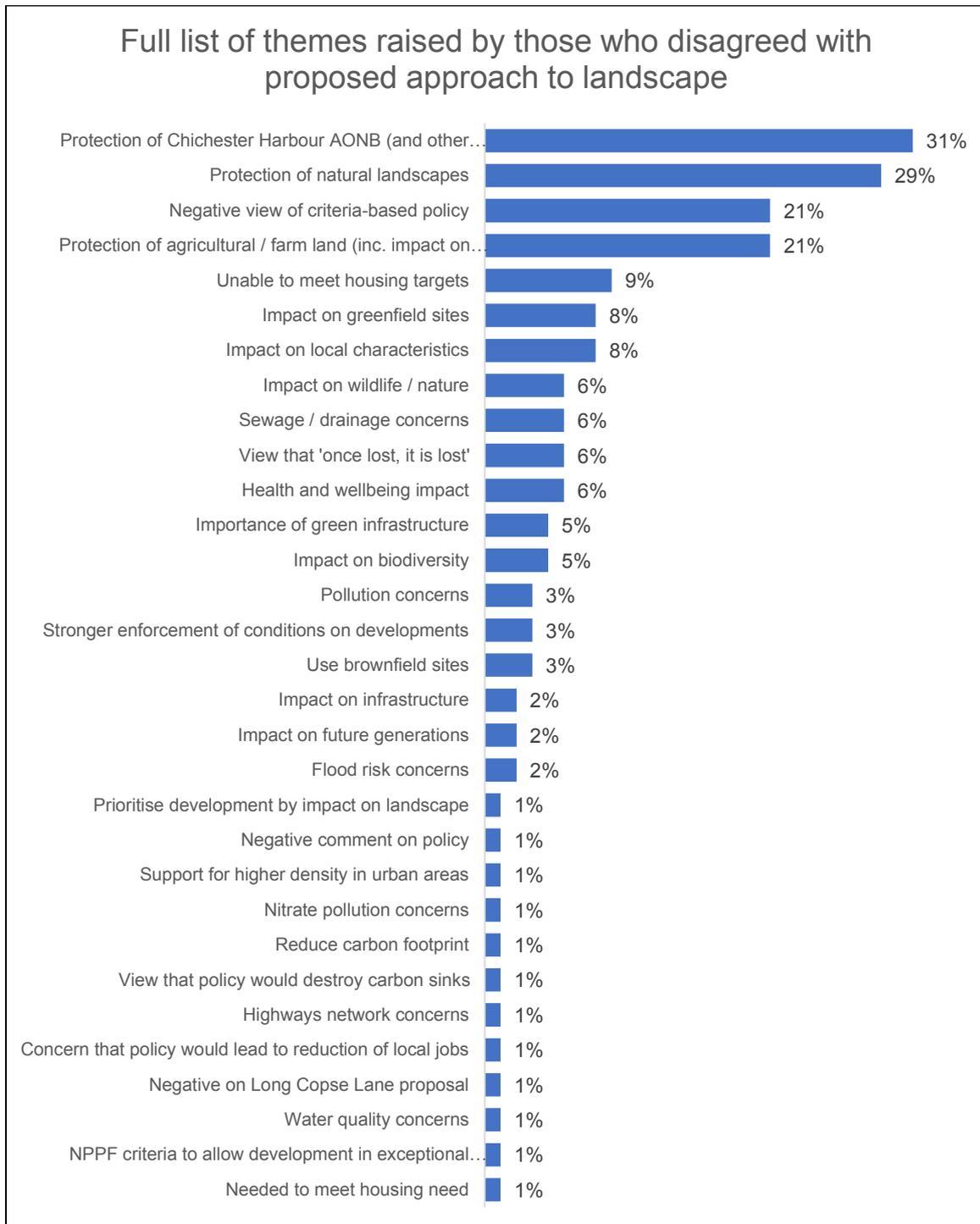


Figure 244 - Full list of themes raised in response to Q73 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 86

Q75 - (For those who disagreed with the proposed approach to existing / new infrastructure provision) Why do you disagree and what do you think needs to be considered / addressed in this approach?

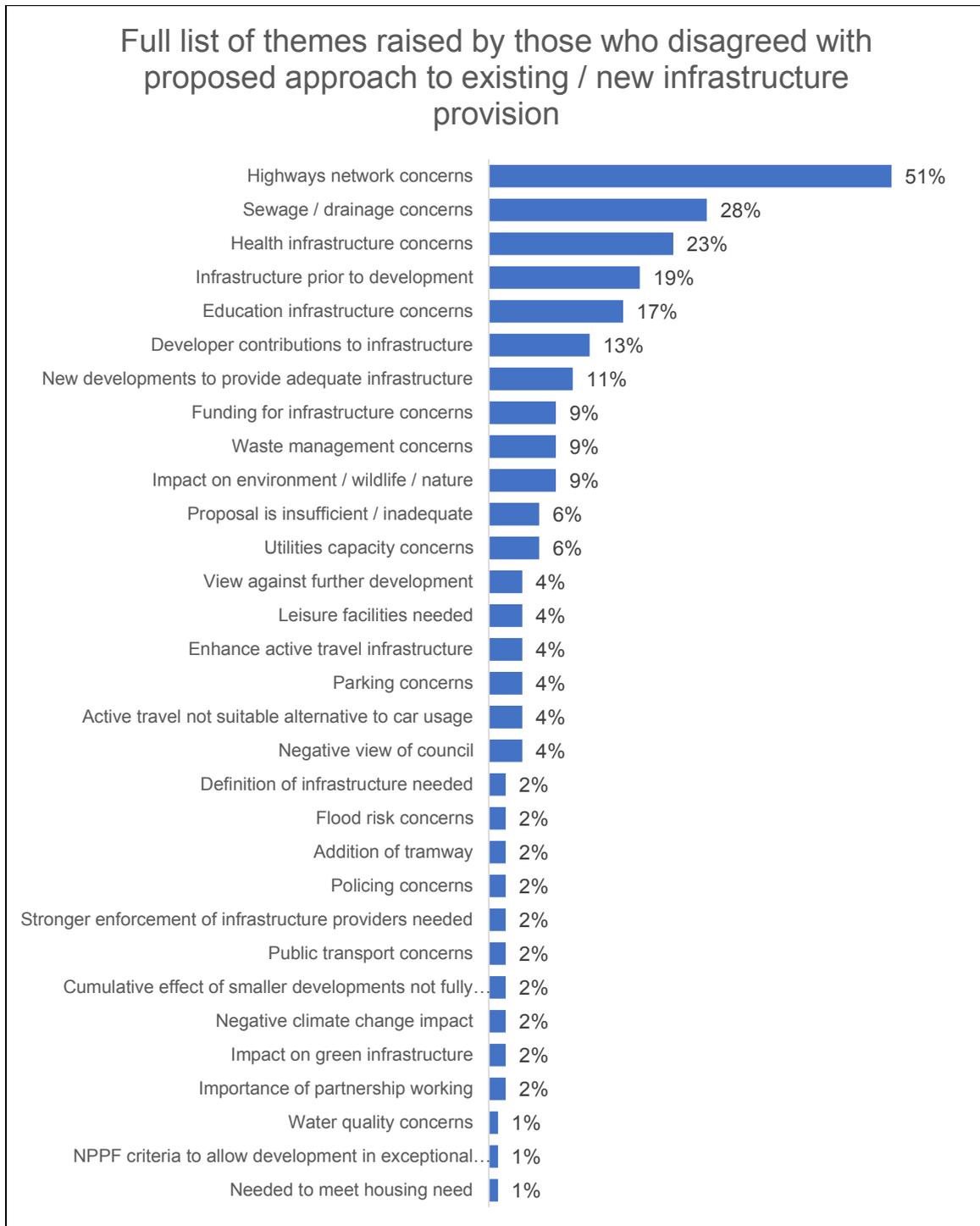


Figure 245 - Full list of themes raised in response to Q75 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 49

Q76 - Are there other ways in which you consider the Building a Better Future Plan can support infrastructure provision? Are there any infrastructure needs that have not yet been identified in the Plan or that have changed in recent years and therefore the Plan needs to account for?

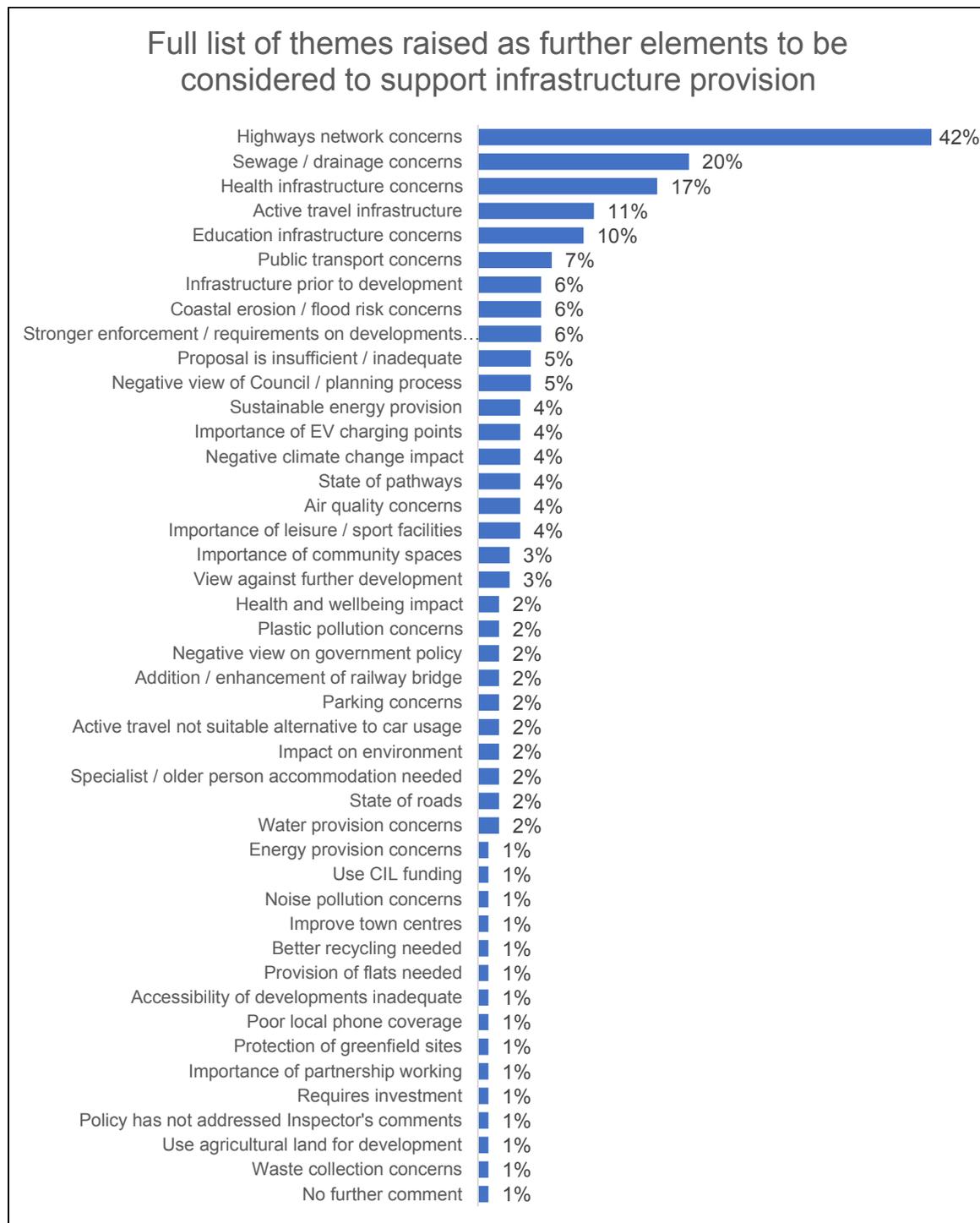


Figure 246 - Full list of themes raised in response to Q76 – Are there other ways in which you consider the Building a Better Future Plan can support infrastructure provision? Are there any infrastructure needs that have not yet been identified in the Plan or that have changed in recent years and therefore the Plan needs to account for?

SAMPLE: 102

Q78 - (For those who disagreed with the proposed approach to transport) Why do you disagree and what do you think needs to be considered / addressed in this approach?

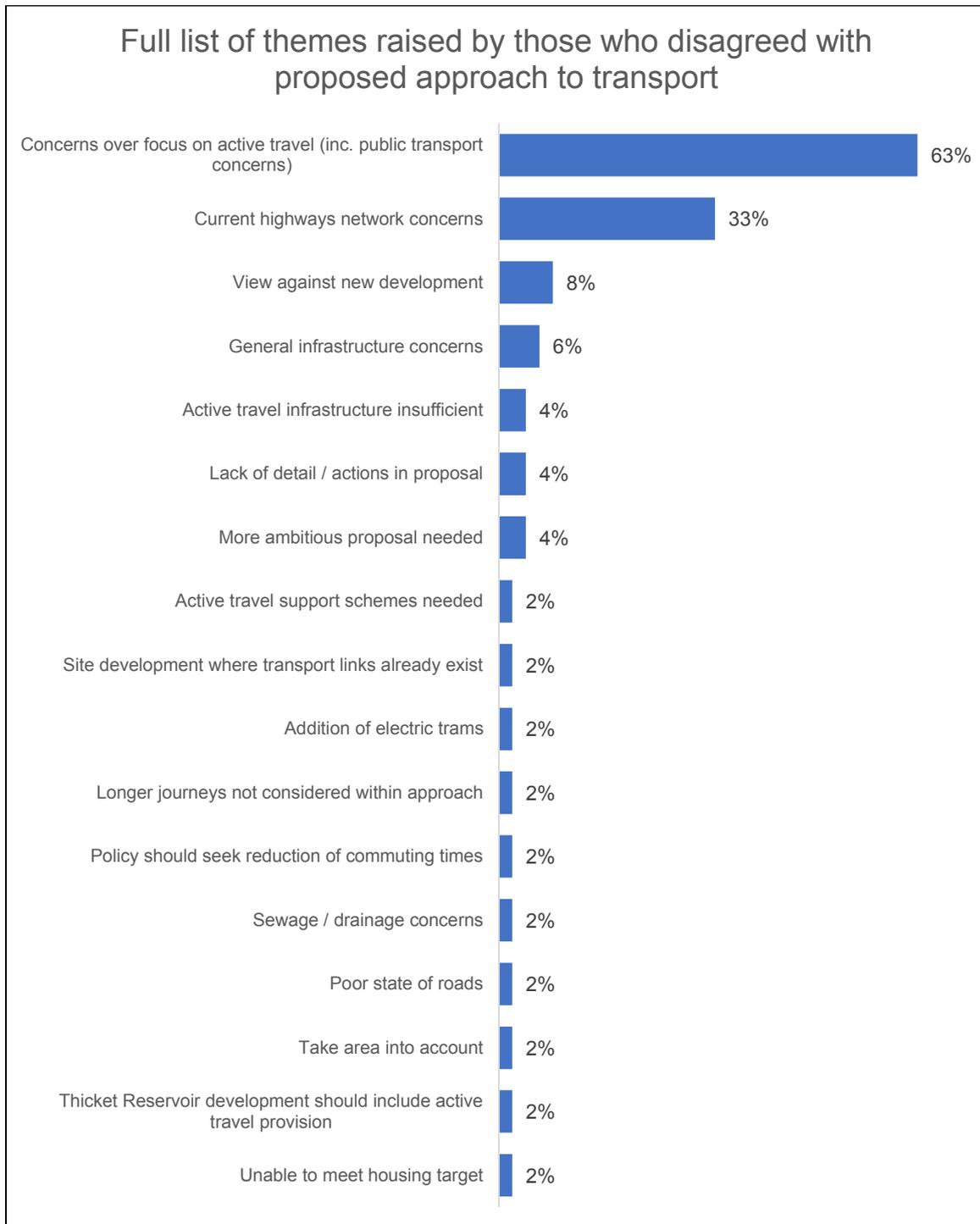


Figure 247 - Full list of themes raised in response to Q78 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 49

Q80 - (For those who disagreed with the proposed approach to green infrastructure) Why do you disagree and what do you think needs to be considered / addressed in this approach?

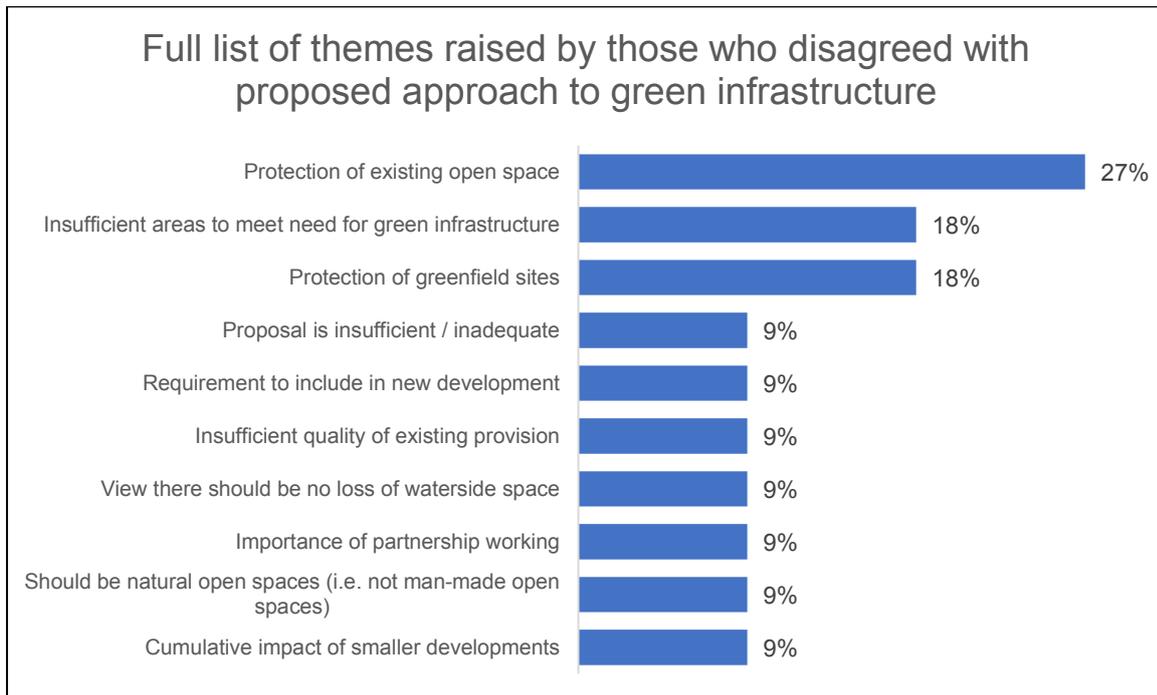


Figure 248 - Full list of themes raised in response to Q80 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 11

Q83 - (For those who disagreed with the proposed approach to sports and recreation) Why do you disagree and what do you think needs to be considered / addressed in this approach?

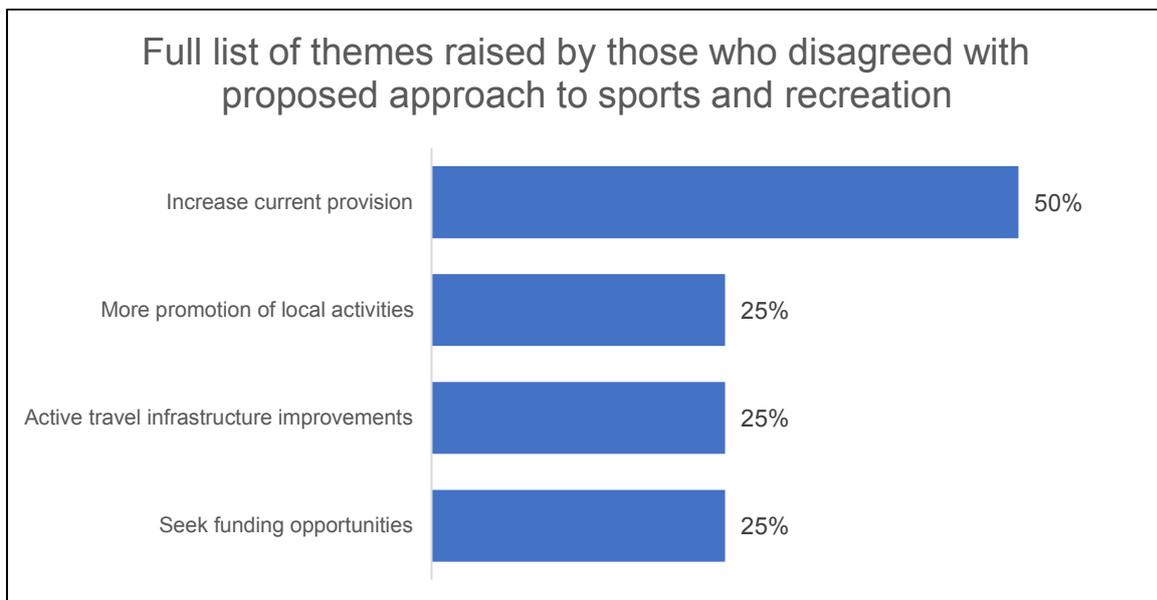


Figure 249 - Full list of themes raised in response to Q83 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 11

Q100 - (For those who disagreed with the proposed approach to ensure high quality design) Why do you disagree and what do you think needs to be considered / addressed in this approach?

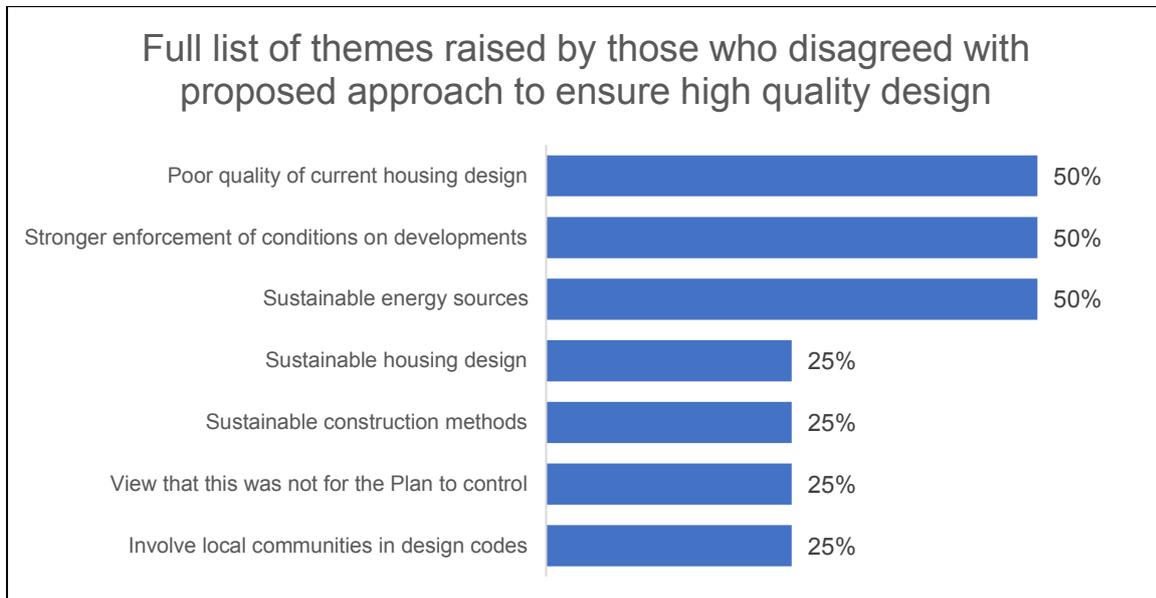


Figure 250 - Full list of themes raised in response to Q100 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 5

Q102 - (For those who disagreed with the proposed approach to ensure heritage) Why do you disagree and what do you think needs to be considered / addressed in this approach?

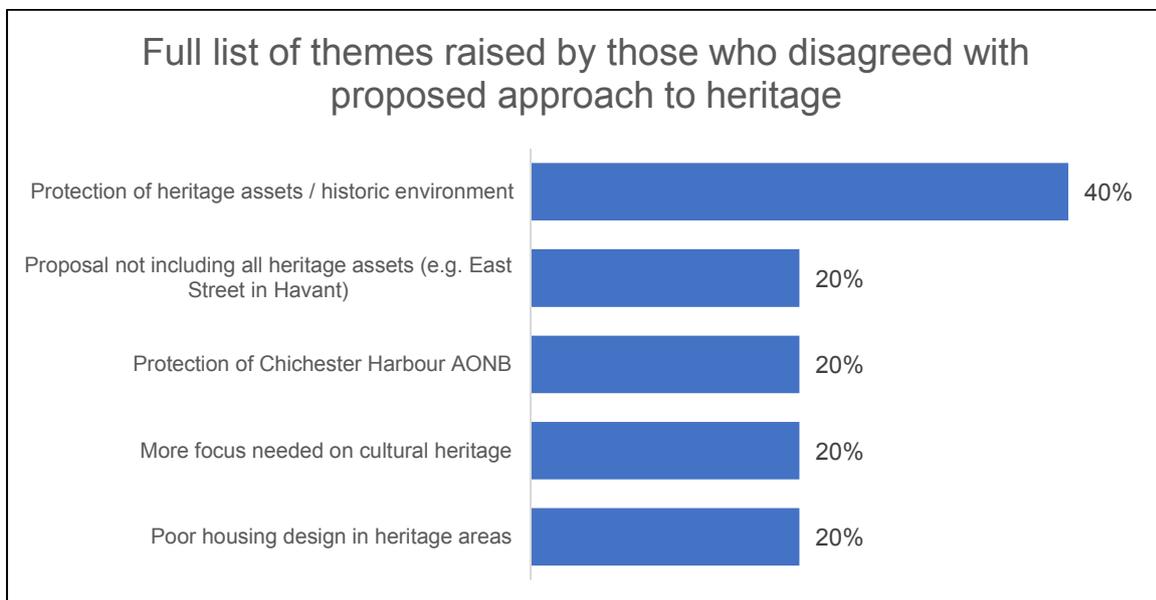


Figure 251 - Full list of themes raised in response to Q102 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 5

Q104 - (For those who disagreed with the proposed approach to tackle pollution) Why do you disagree and what do you think needs to be considered / addressed in this approach?

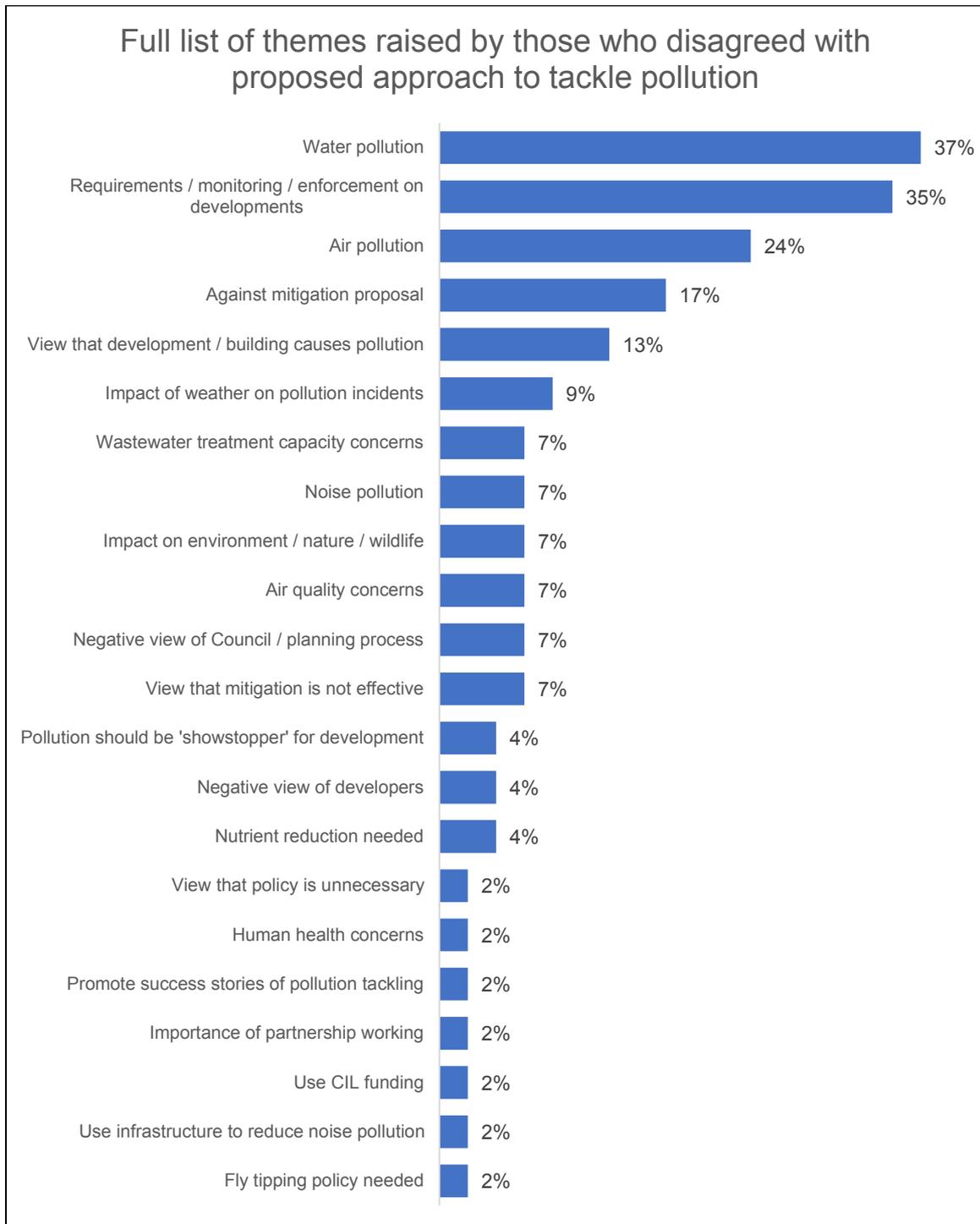


Figure 252 - Full list of themes raised in response to Q104 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 46

Q106 - Please tell us why you have selected affordable housing as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

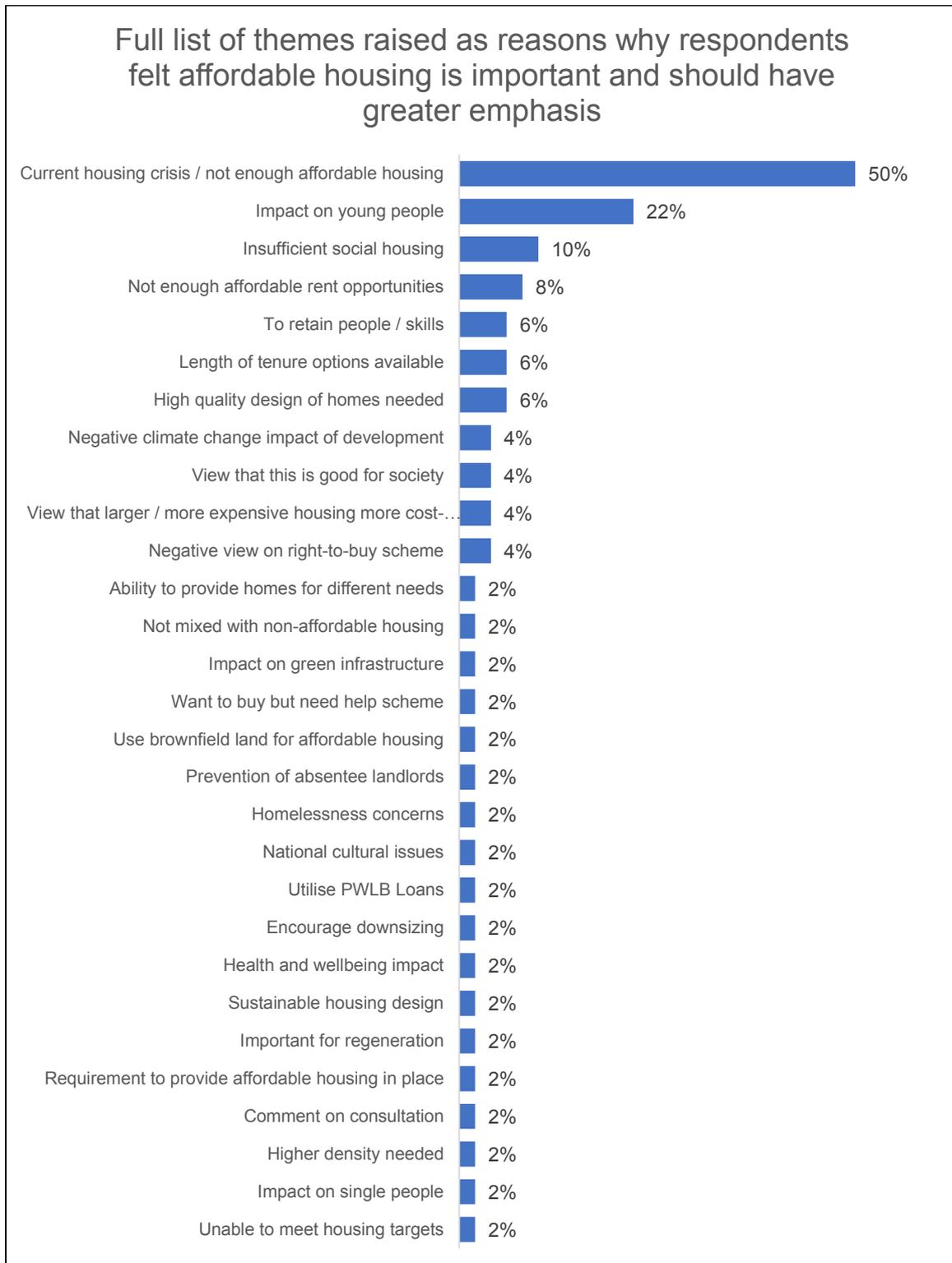


Figure 253 - Full list of themes raised in response to Q106 – Please tell us why you have selected affordable housing as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

SAMPLE: 48

Q107 - Please tell us why you have selected biodiversity net gain as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

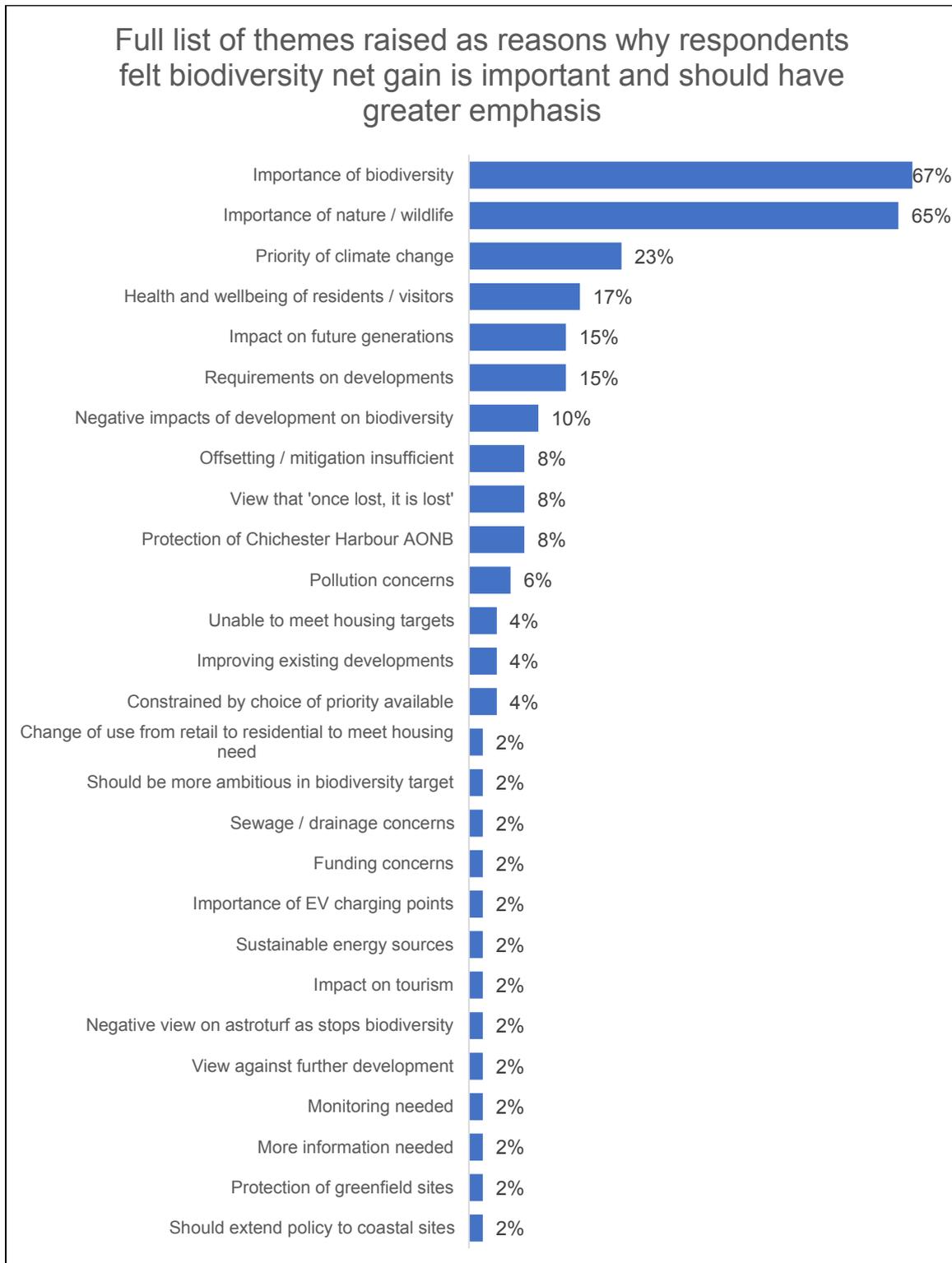


Figure 254 - Full list of themes raised in response to Q107 – Please tell us why you have selected biodiversity net gain as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

SAMPLE: 48

Q108 - Please tell us why you have selected housing design standards as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

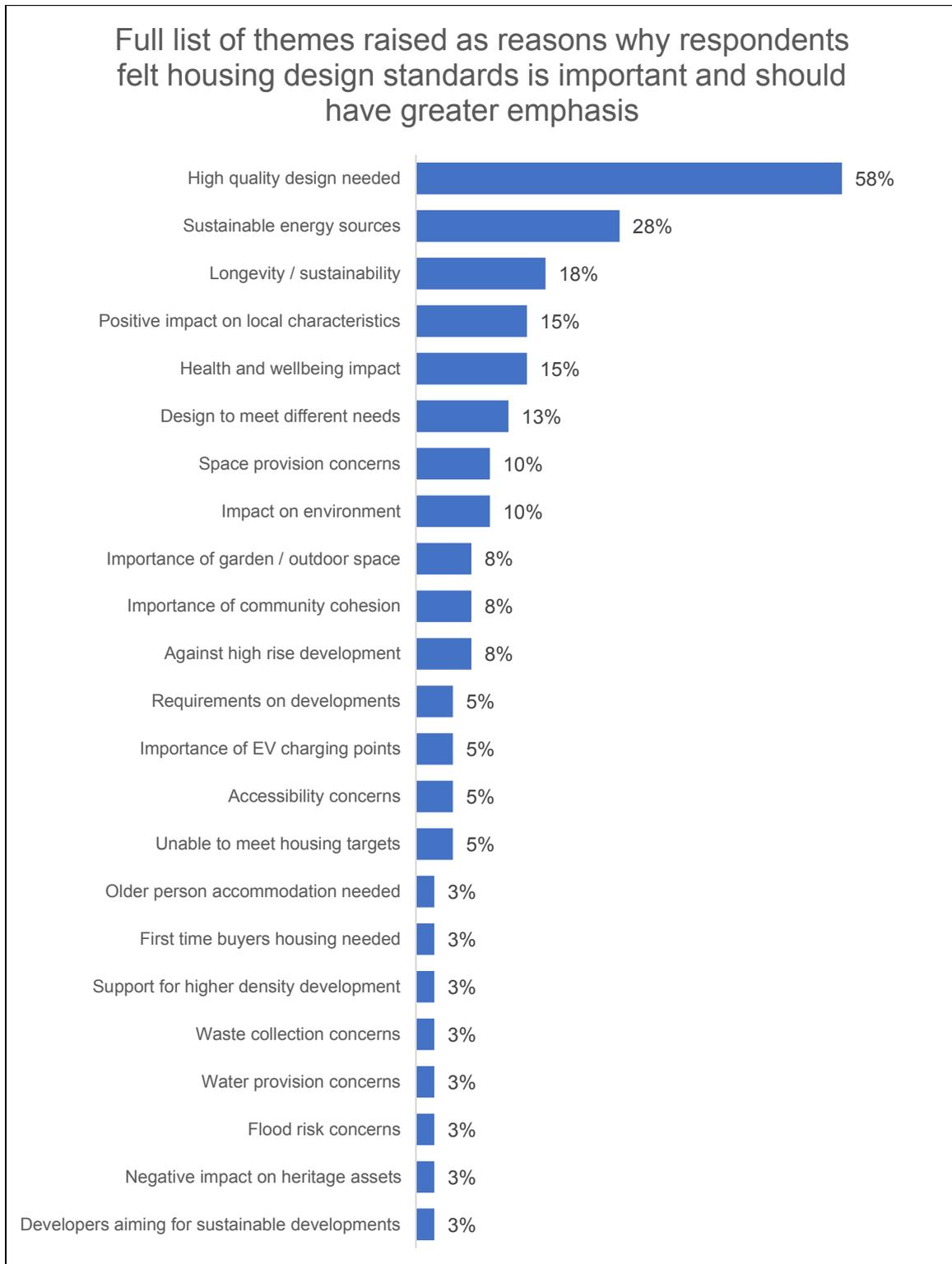


Figure 255 - Full list of themes raised in response to Q108 – Please tell us why you have selected housing design standards as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

SAMPLE: 40

Q109 - Please tell us why you have selected infrastructure as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

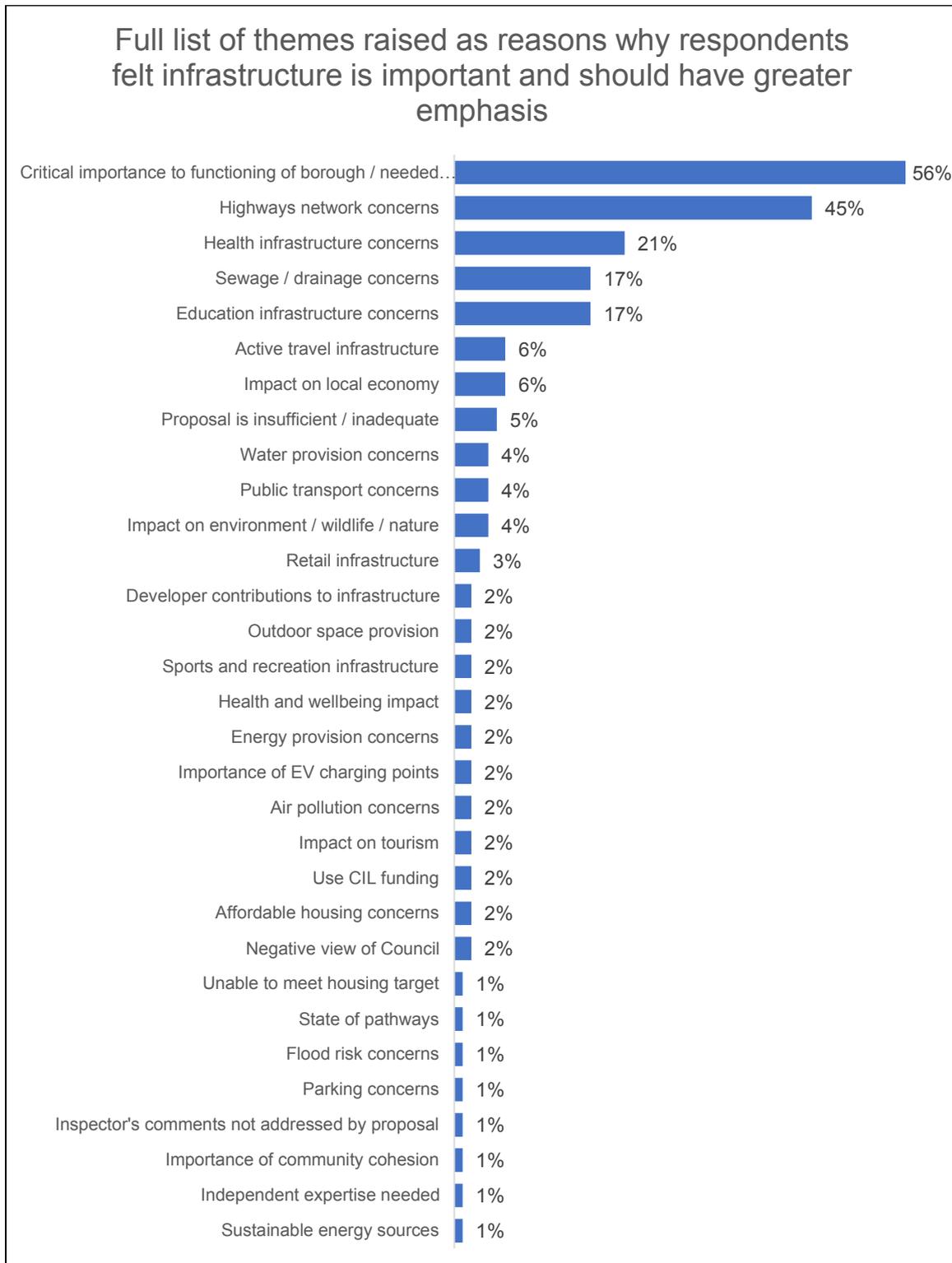


Figure 256 - Full list of themes raised in response to Q109 – Please tell us why you have selected infrastructure as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan
SAMPLE: 94

Q110 - Please tell us why you have selected low carbon design as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

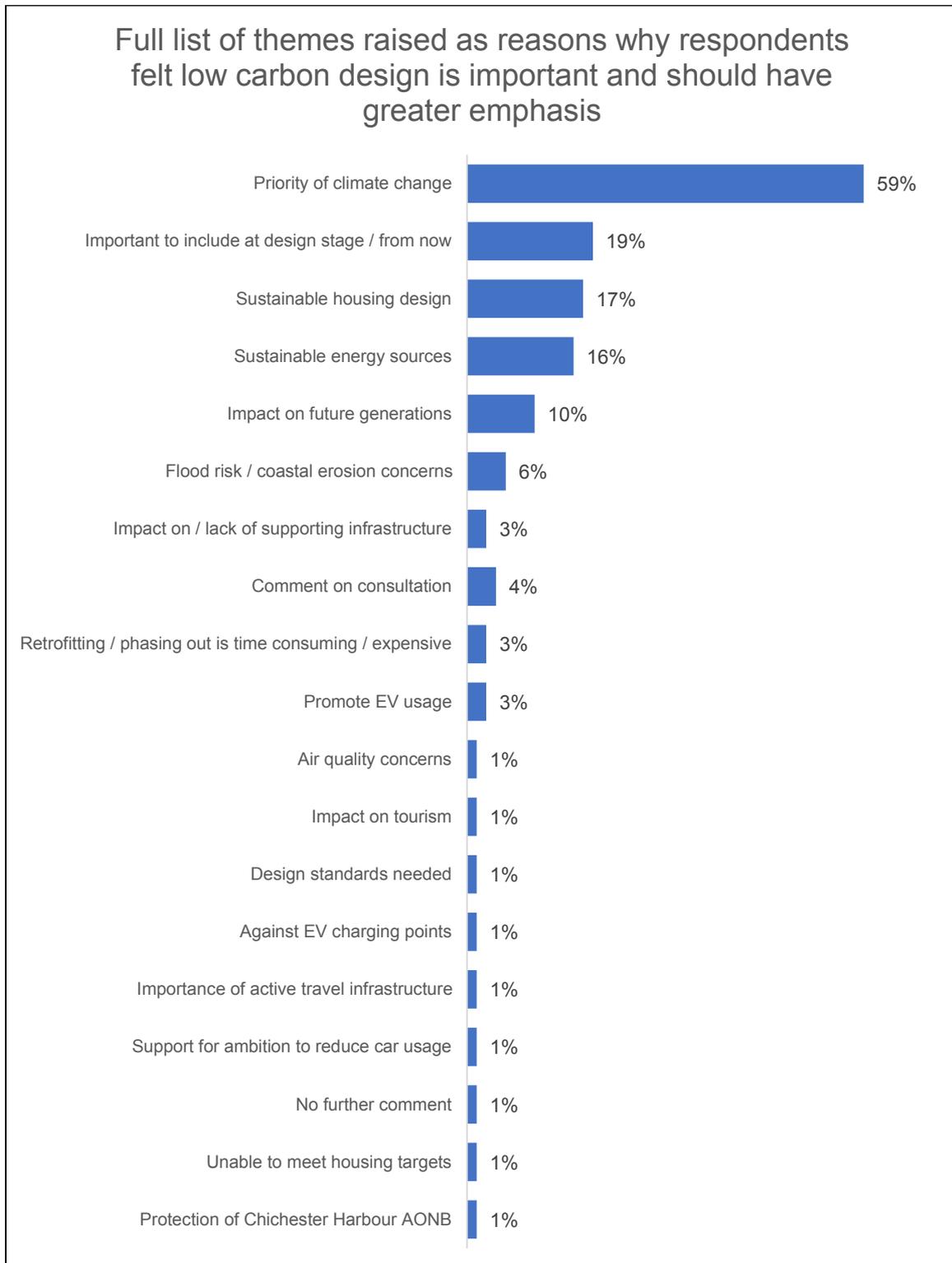


Figure 257 - Full list of themes raised in response to Q110 – Please tell us why you have selected low carbon design as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan

SAMPLE: 69

Q117 - (For those who disagreed with the proposed Sustainability Appraisal) Why do you disagree and what do you think needs to be considered / addressed in this approach?

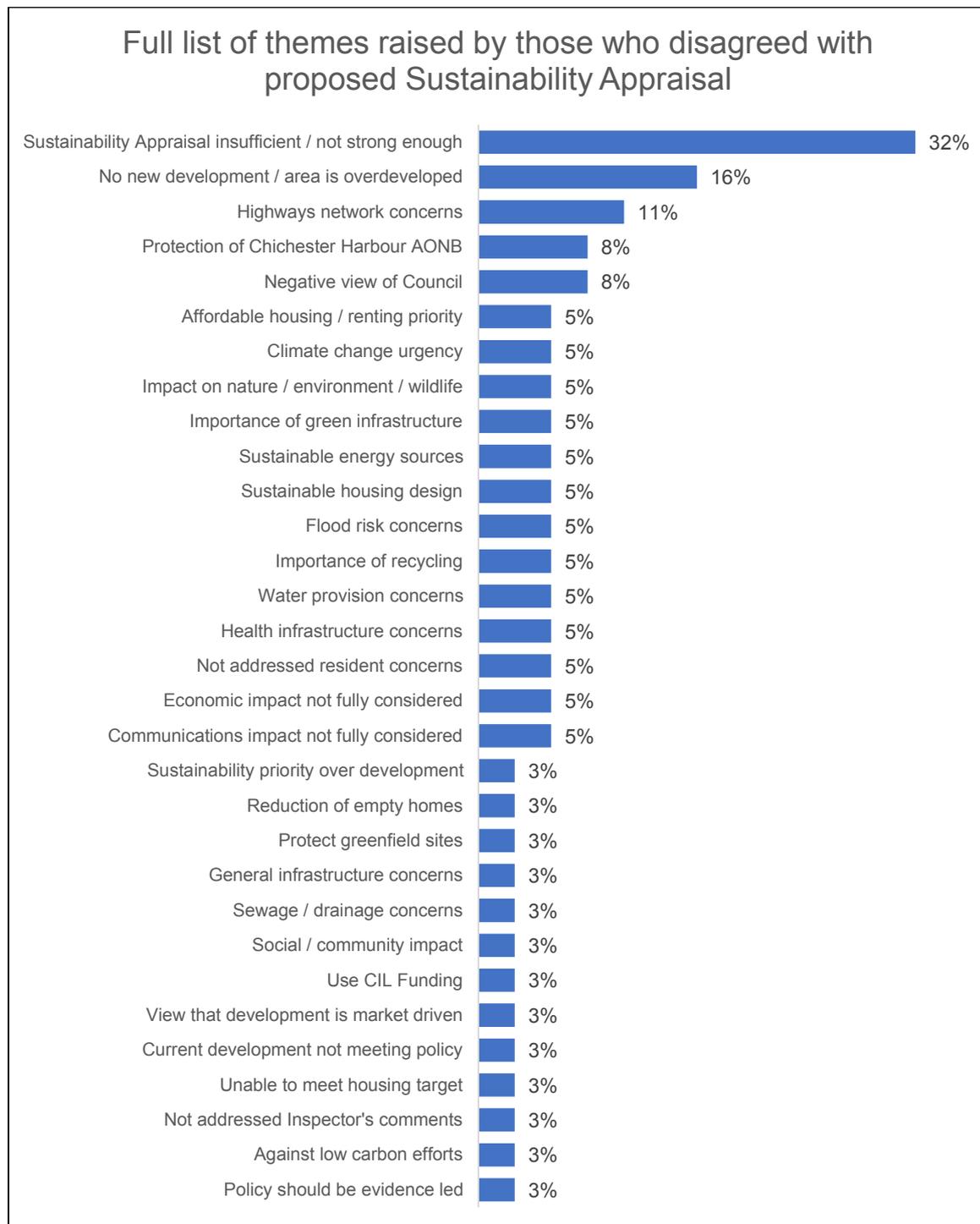


Figure 258 - Full list of themes raised in response to Q117 – Why do you disagree and what do you think needs to be considered / addressed in this approach?

SAMPLE: 38

Q120 - Do you have any further comments you would like to submit for consideration?

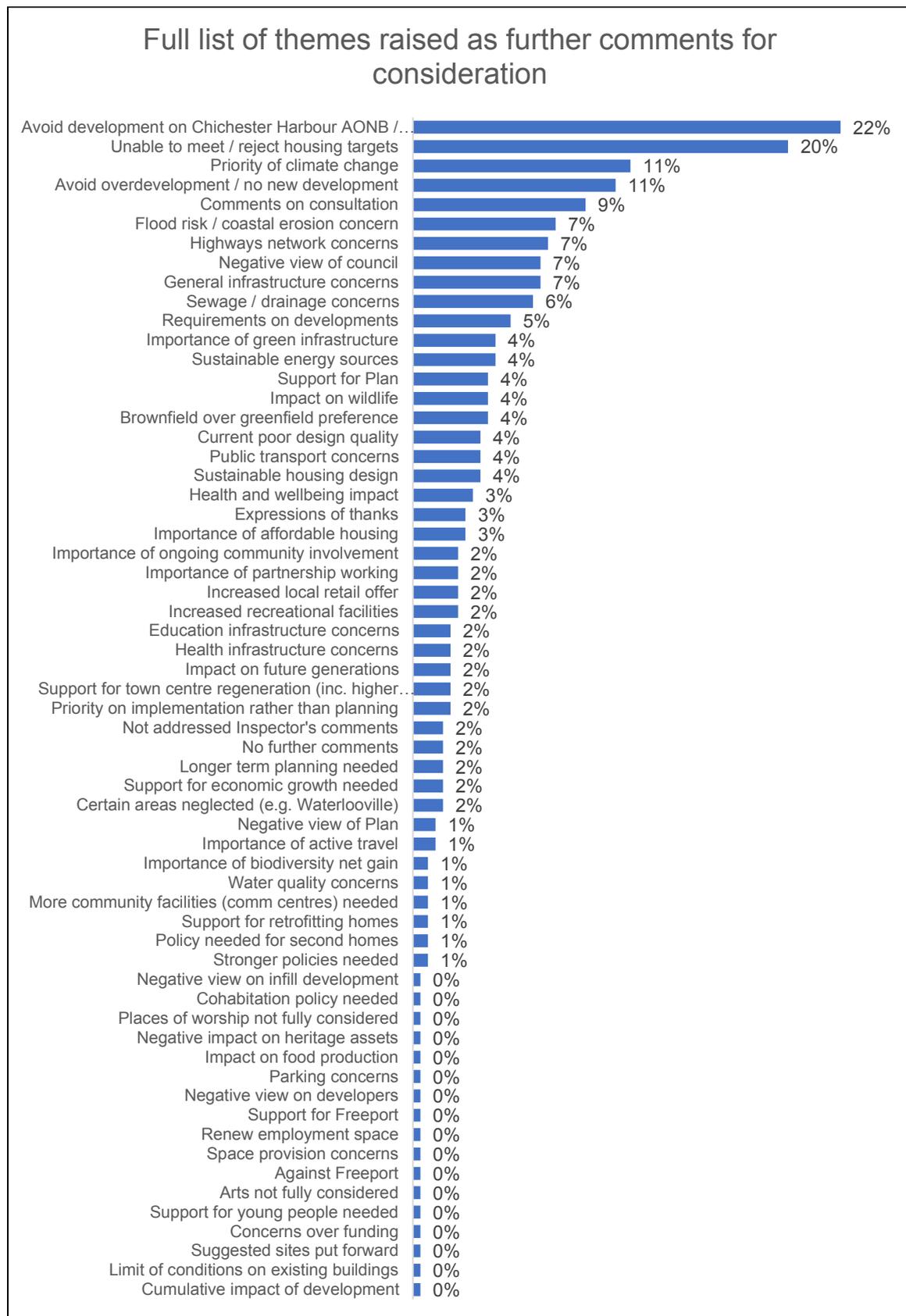


Figure 259 - Full list of themes raised in response to Q120 – Do you have any further comments you would like to submit for consideration

SAMPLE: 254

Appendix Q – Full list of themes raised on Citizenlab tool

Topics raised within responses related to the proposed approach to housing

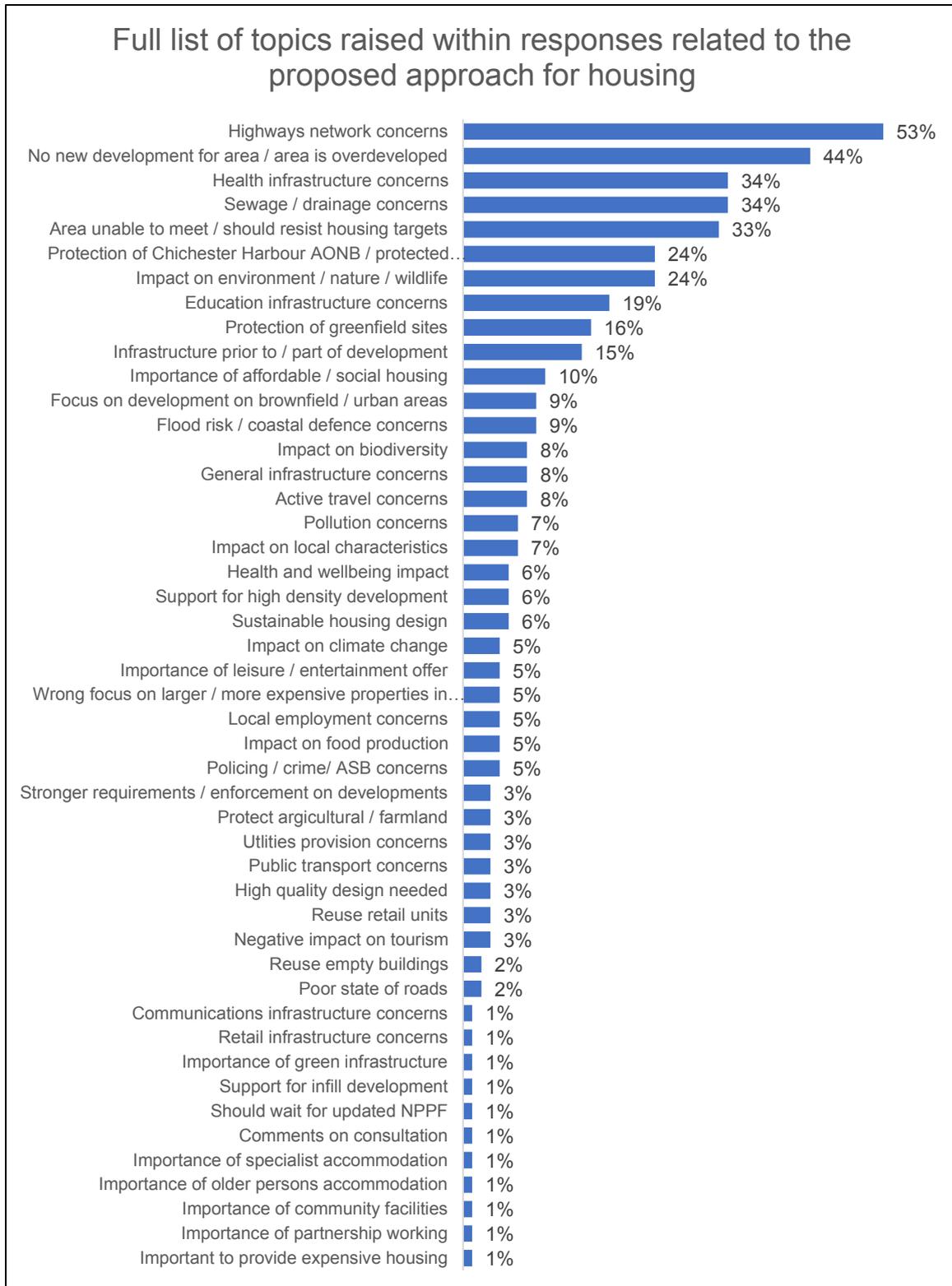


Figure 260 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to housing
SAMPLE: 86

Topics raised within responses related to the proposed approach to economy and employment

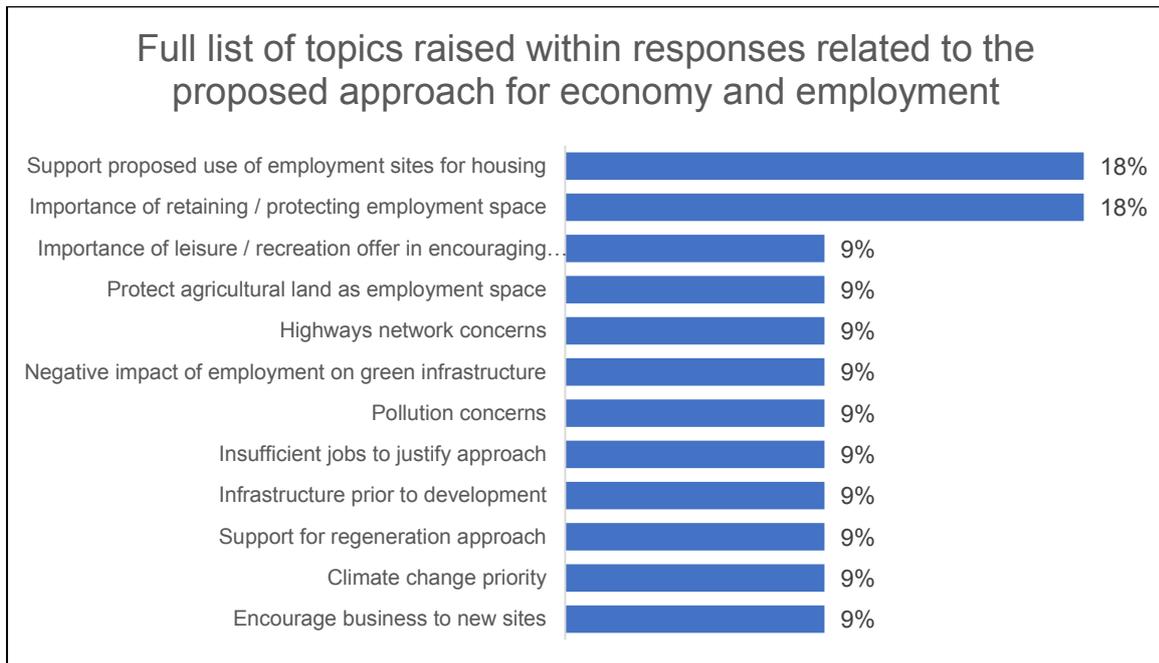


Figure 261 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to economy and employment
SAMPLE: 11

Topics raised within responses related to the proposed approach to regeneration in Havant Town Centre

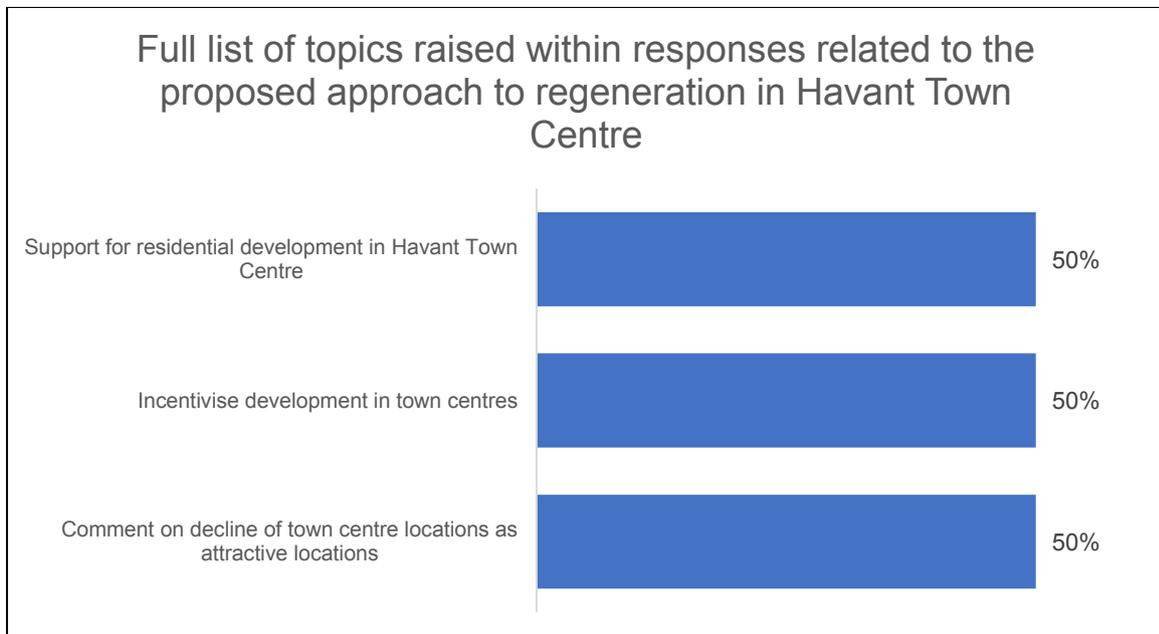


Figure 262 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to regeneration in Havant Town Centre
SAMPLE: 2

Topics raised within responses related to the proposed approach to regeneration in Waterlooville Town Centre

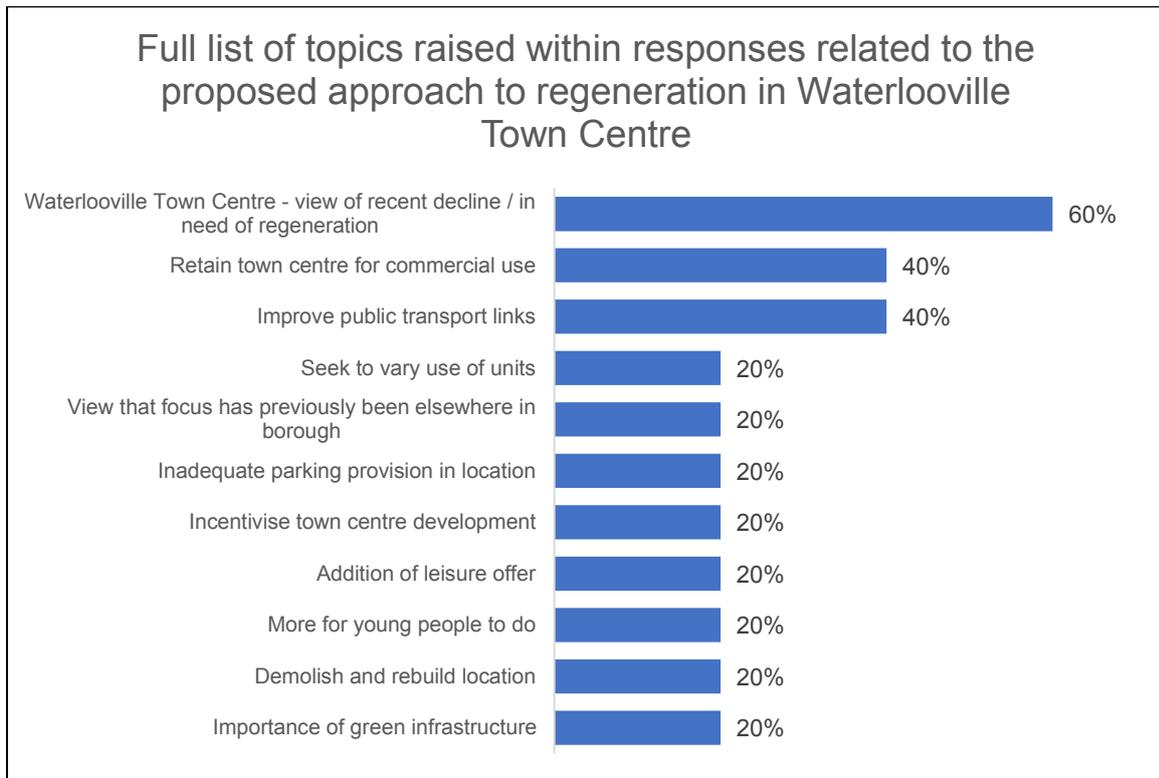


Figure 263 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to regeneration in Waterlooville Town Centre

SAMPLE: 5

Topics raised within responses related to the proposed approach to regeneration on Hayling Island

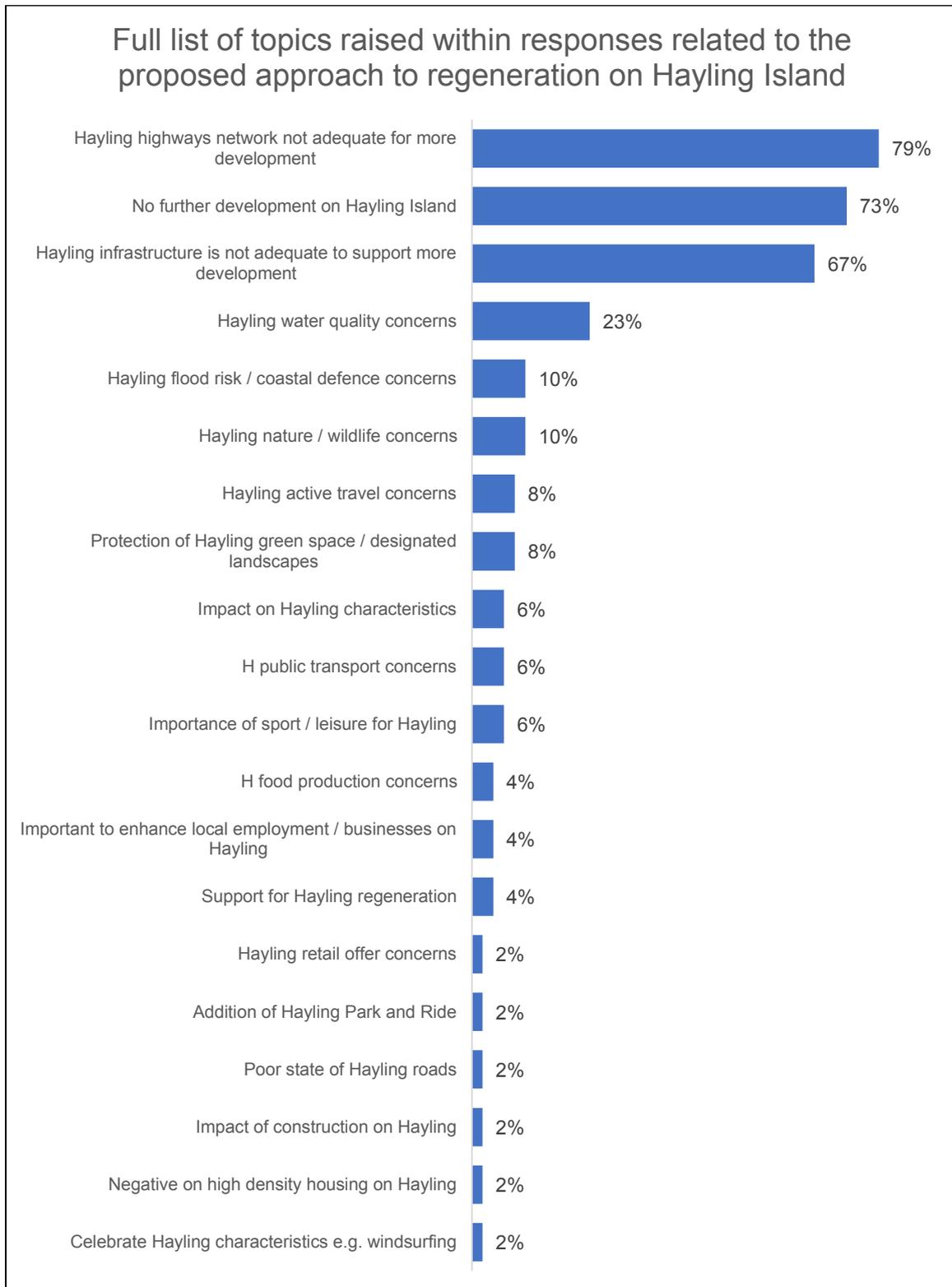


Figure 264 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to regeneration on Hayling Island

SAMPLE: 48

Topics raised within responses related to the proposed approach for land and densities

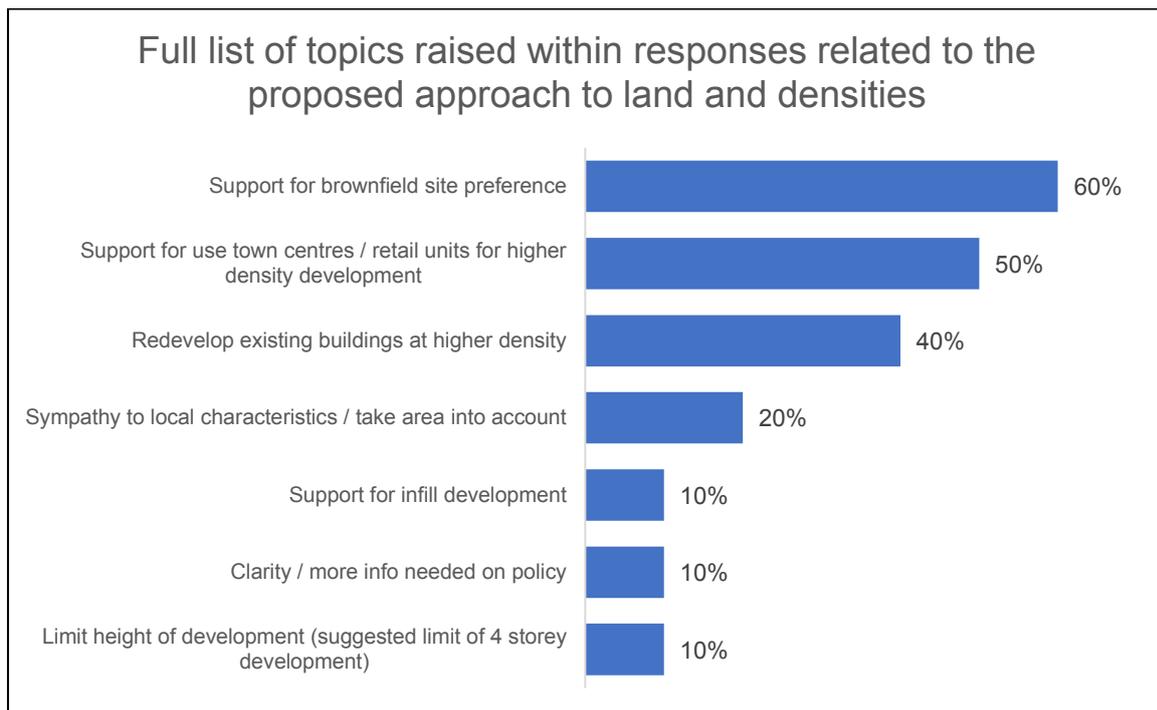


Figure 265 - Full list of themes raised on Citizenlab tool in relation to the proposed approach for land and densities

SAMPLE: 10

Topics raised within responses related to the proposed approach for retail and town centres

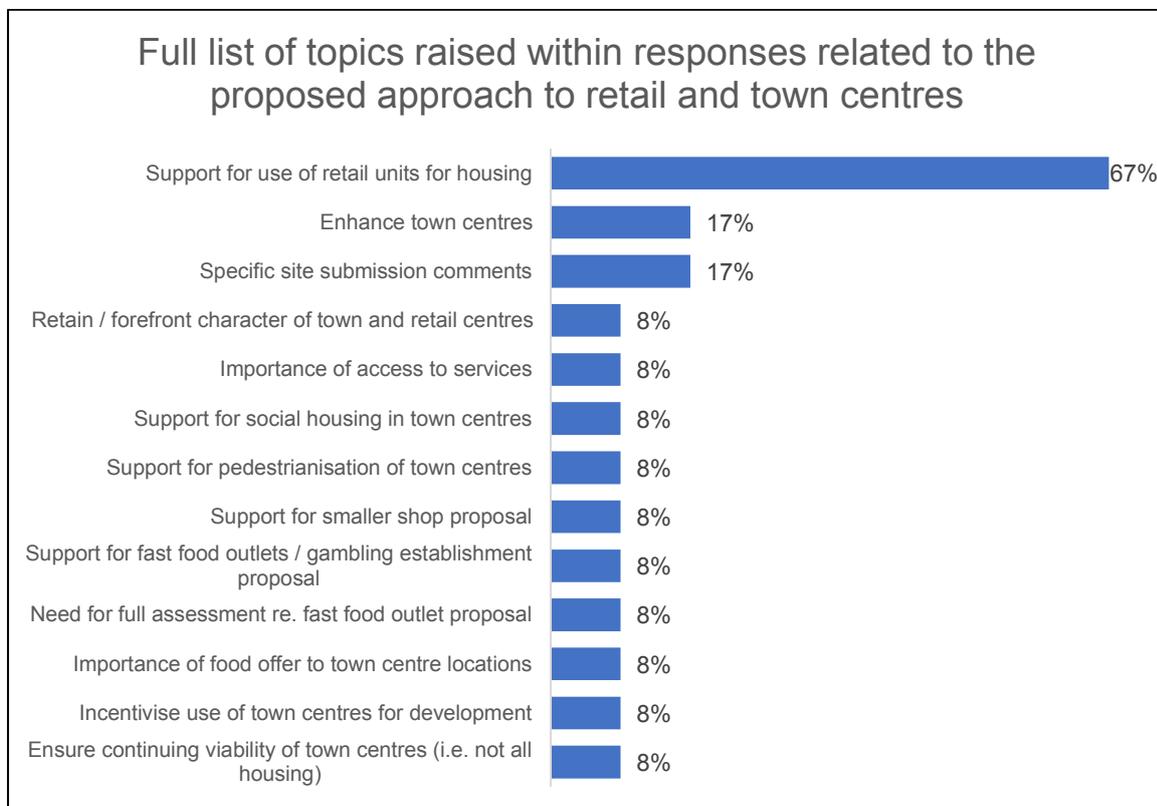


Figure 266 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to retail and town centres

SAMPLE: 12

Topics raised within responses related to the proposed approach to flood risk

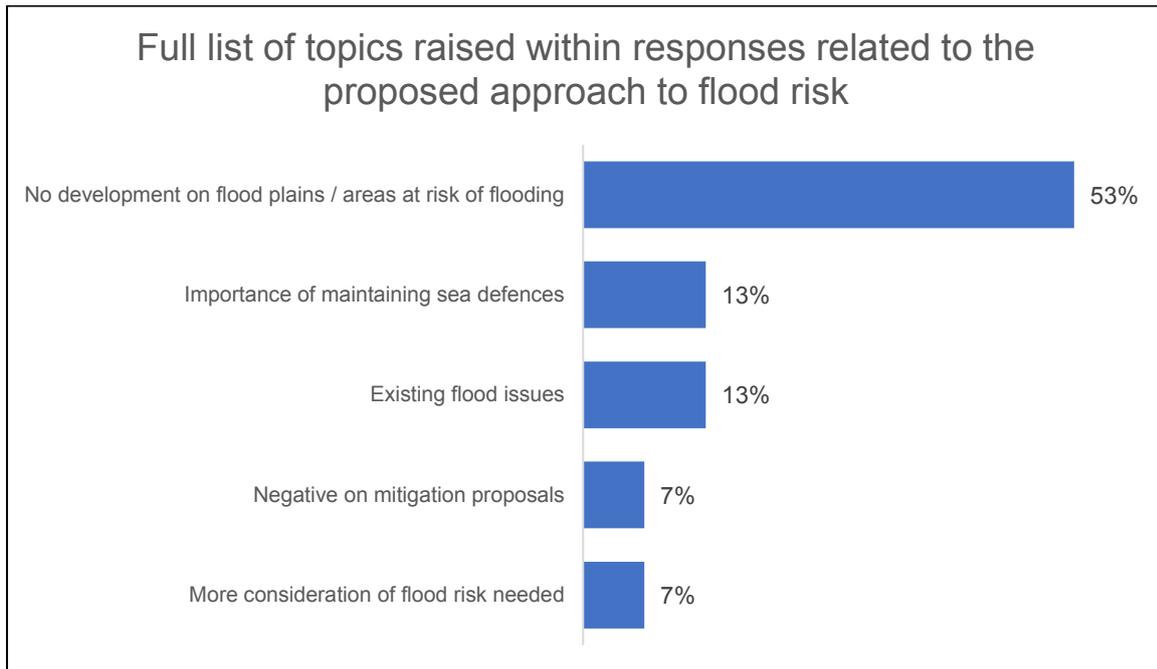


Figure 267 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to flood risk
SAMPLE: 15

Topics raised within responses related to the proposed approach to climate change

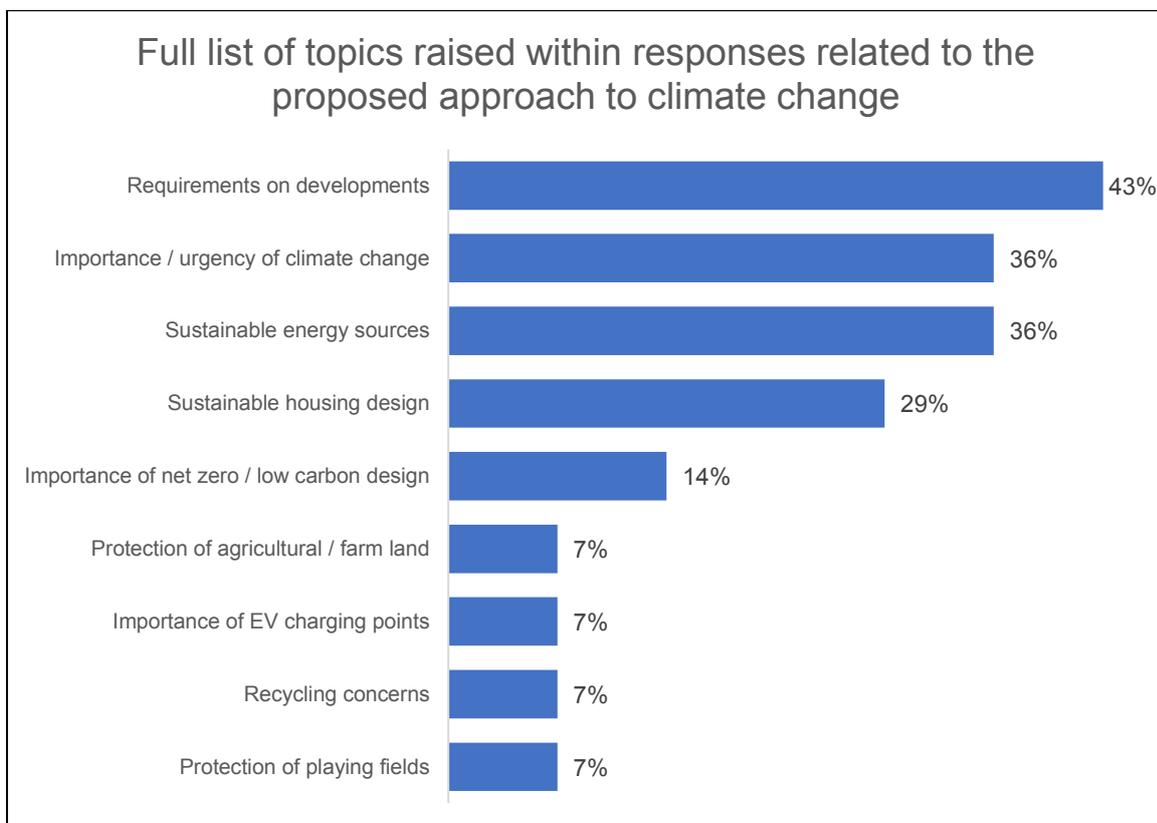


Figure 268 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to climate change
SAMPLE: 14

Topics raised within responses related to the proposed approach to the natural environment

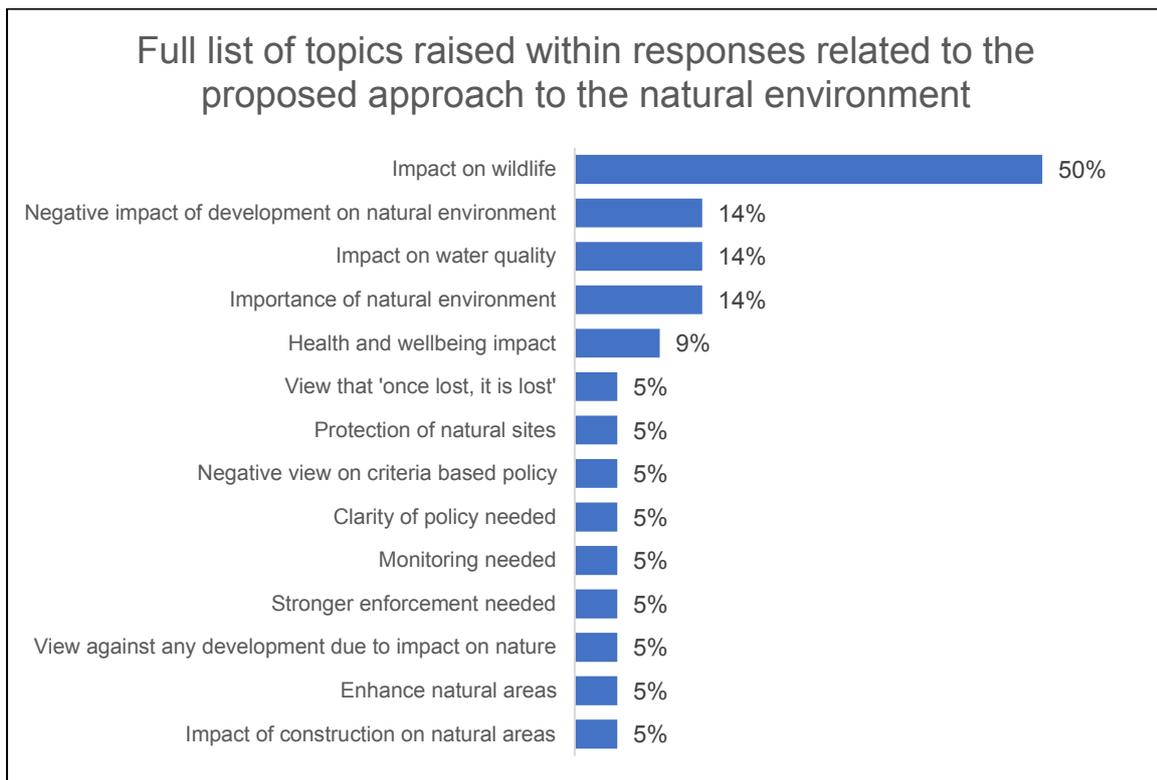


Figure 269 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to the natural environment

SAMPLE: 22

Topics raised within responses related to the proposed approach to biodiversity net gain

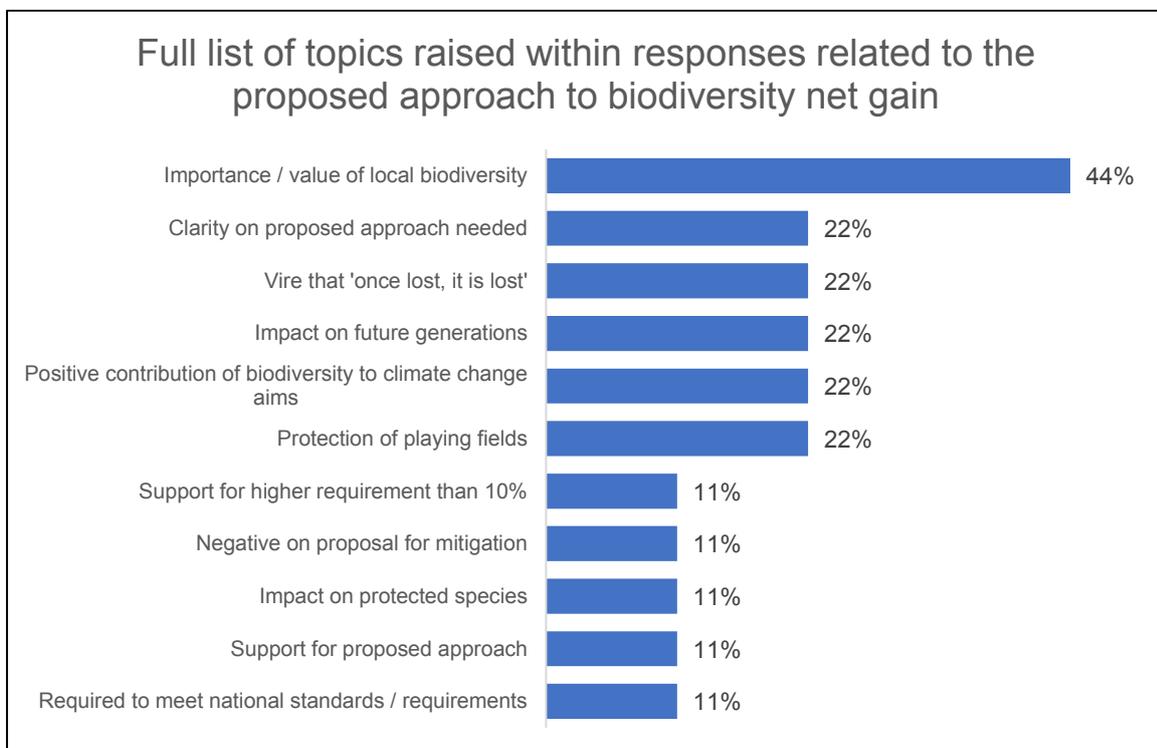


Figure 270 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to biodiversity net gain

SAMPLE: 9

Topics raised within responses related to the proposed approach to Local Nature Designations

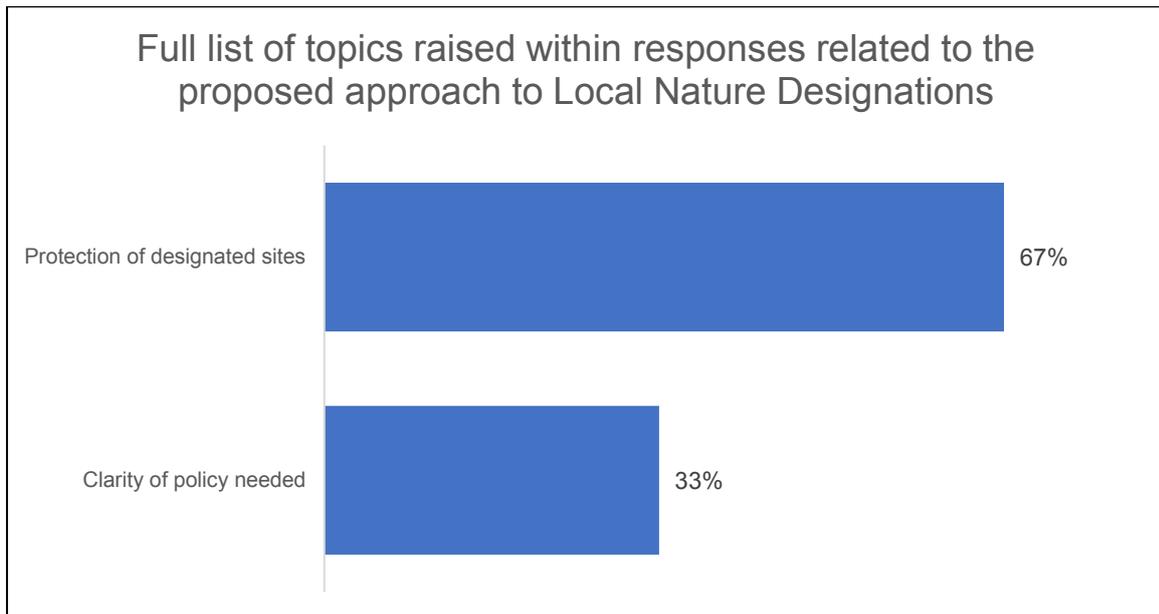


Figure 271 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to Local Nature Designations
SAMPLE: 3

Topics raised within responses related to the proposed approach to affordable housing

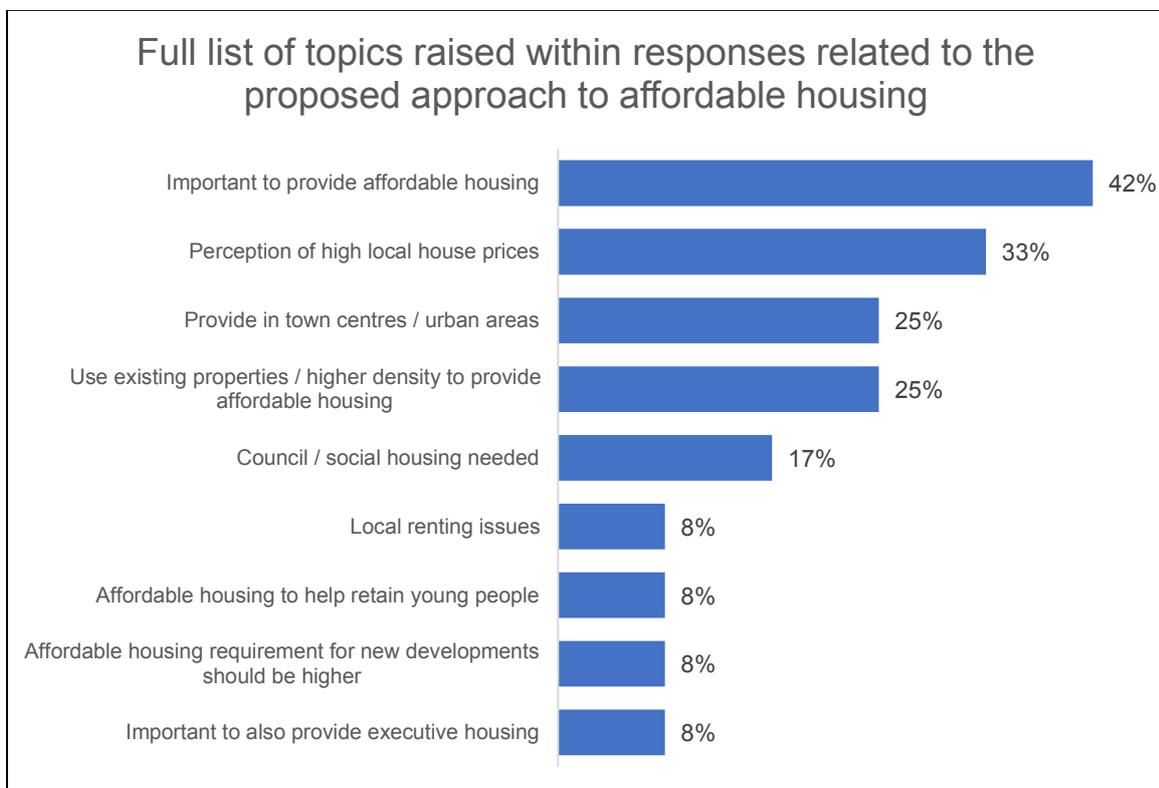


Figure 272 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to affordable housing
SAMPLE: 12

Topics raised within responses related to the proposed approach to housing design standards and specialist accommodation

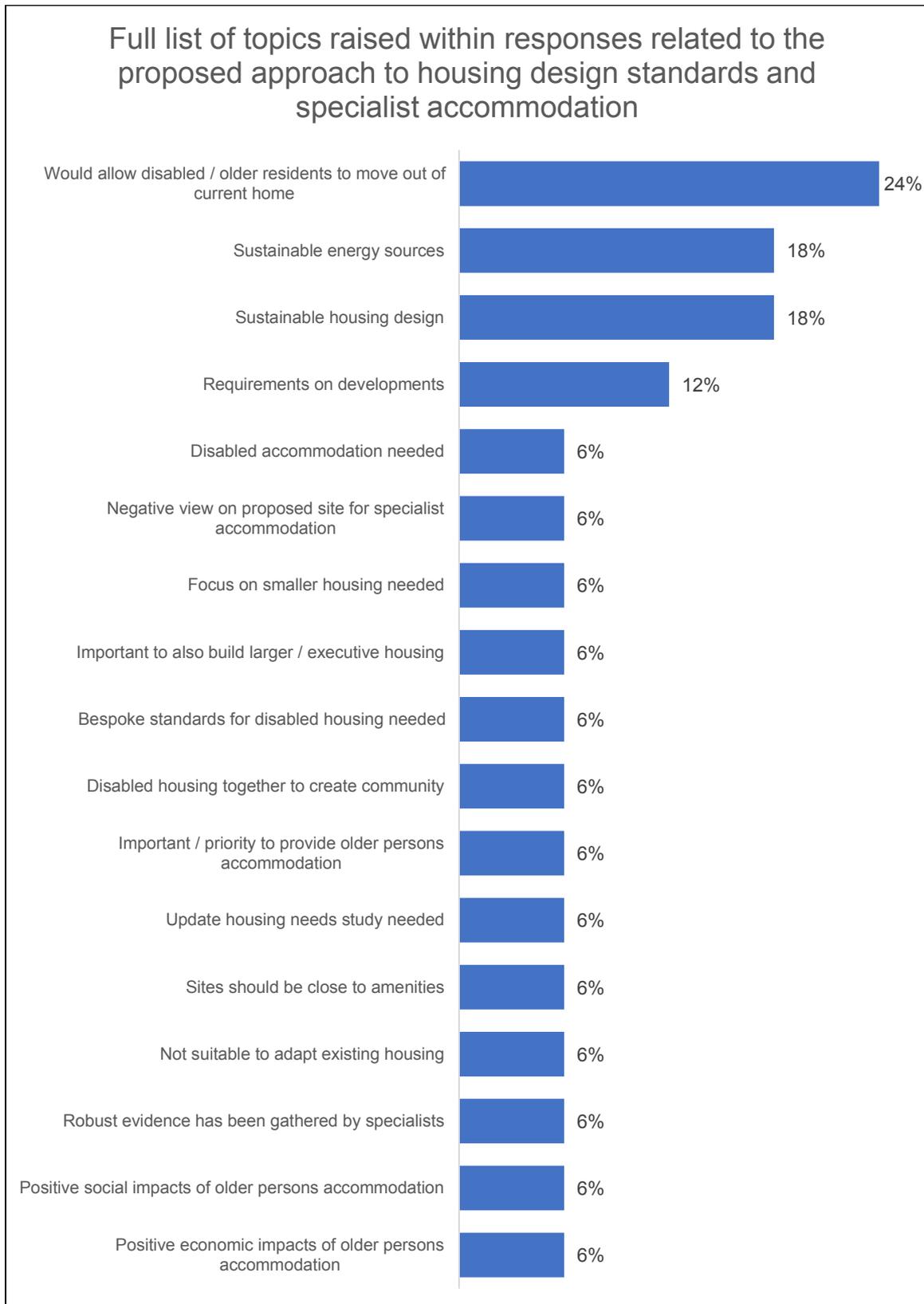


Figure 273 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to housing design standards and specialist accommodation

SAMPLE: 17

Topics raised within responses related to the proposed approach to landscape and loss of agricultural land

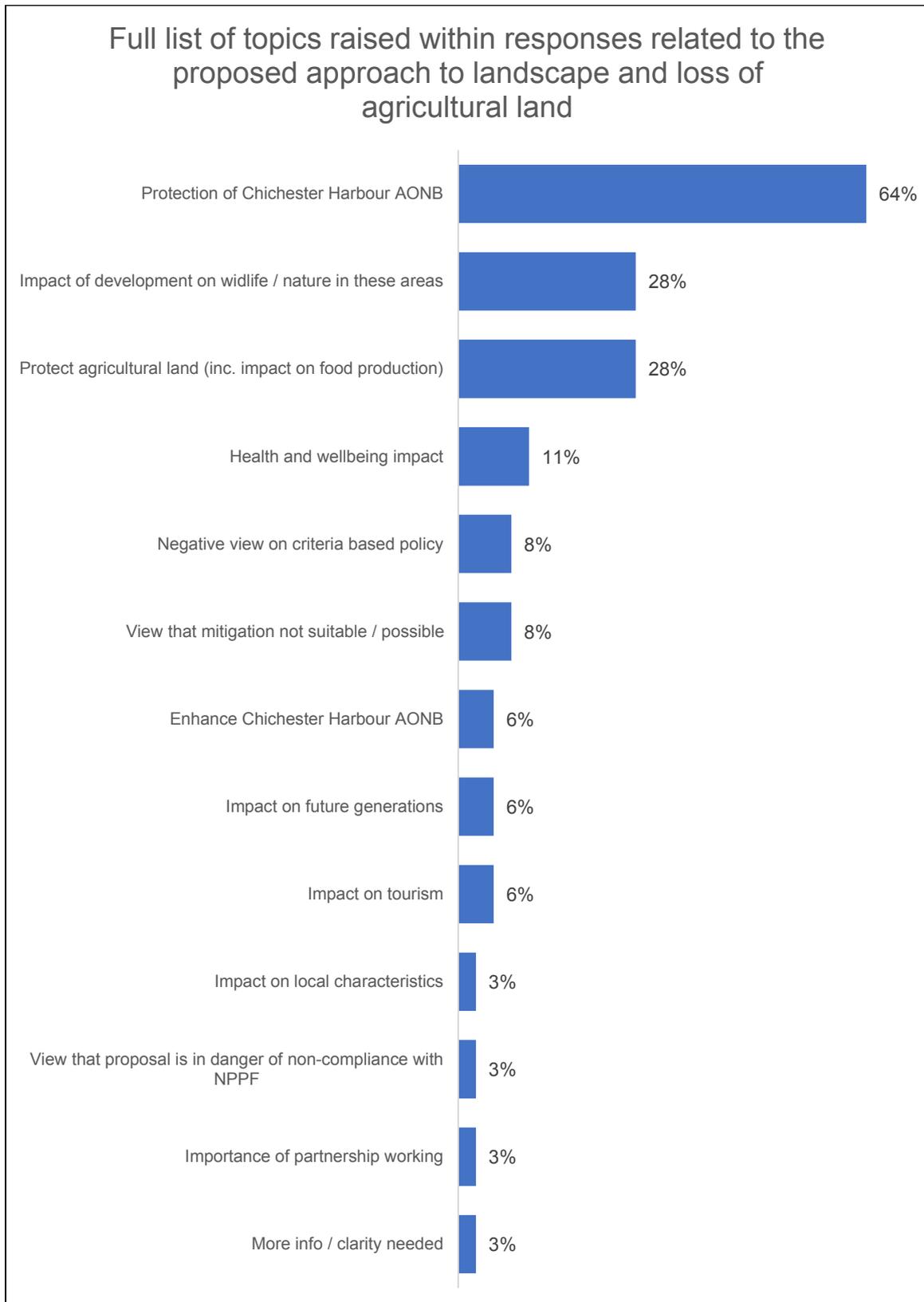


Figure 274 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to landscape and loss of agricultural land

SAMPLE: 36

Topics raised within responses related to the proposed approach to infrastructure

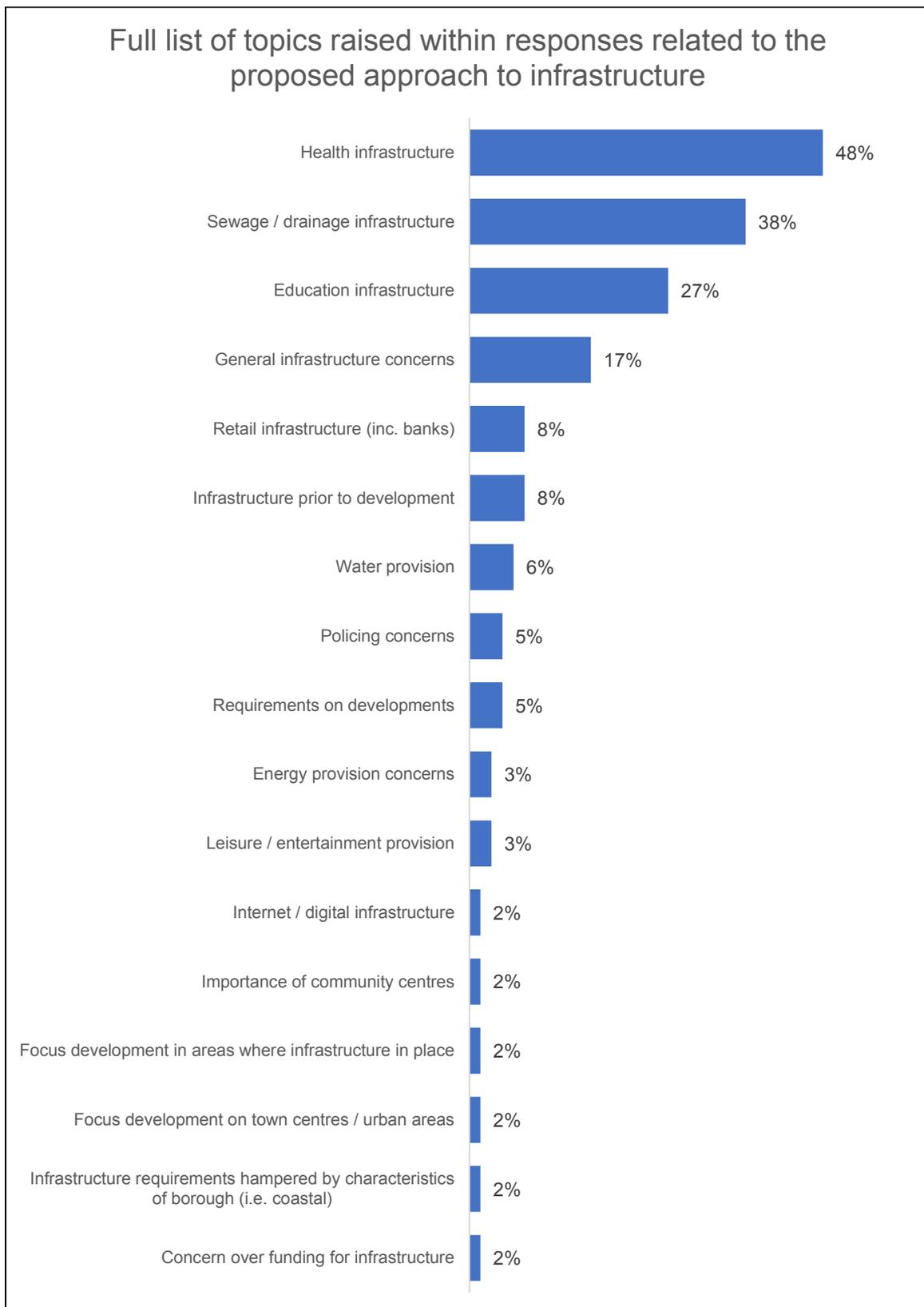


Figure 275 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to infrastructure
SAMPLE: 66

Topics raised within responses related to the proposed approach to transport and communications

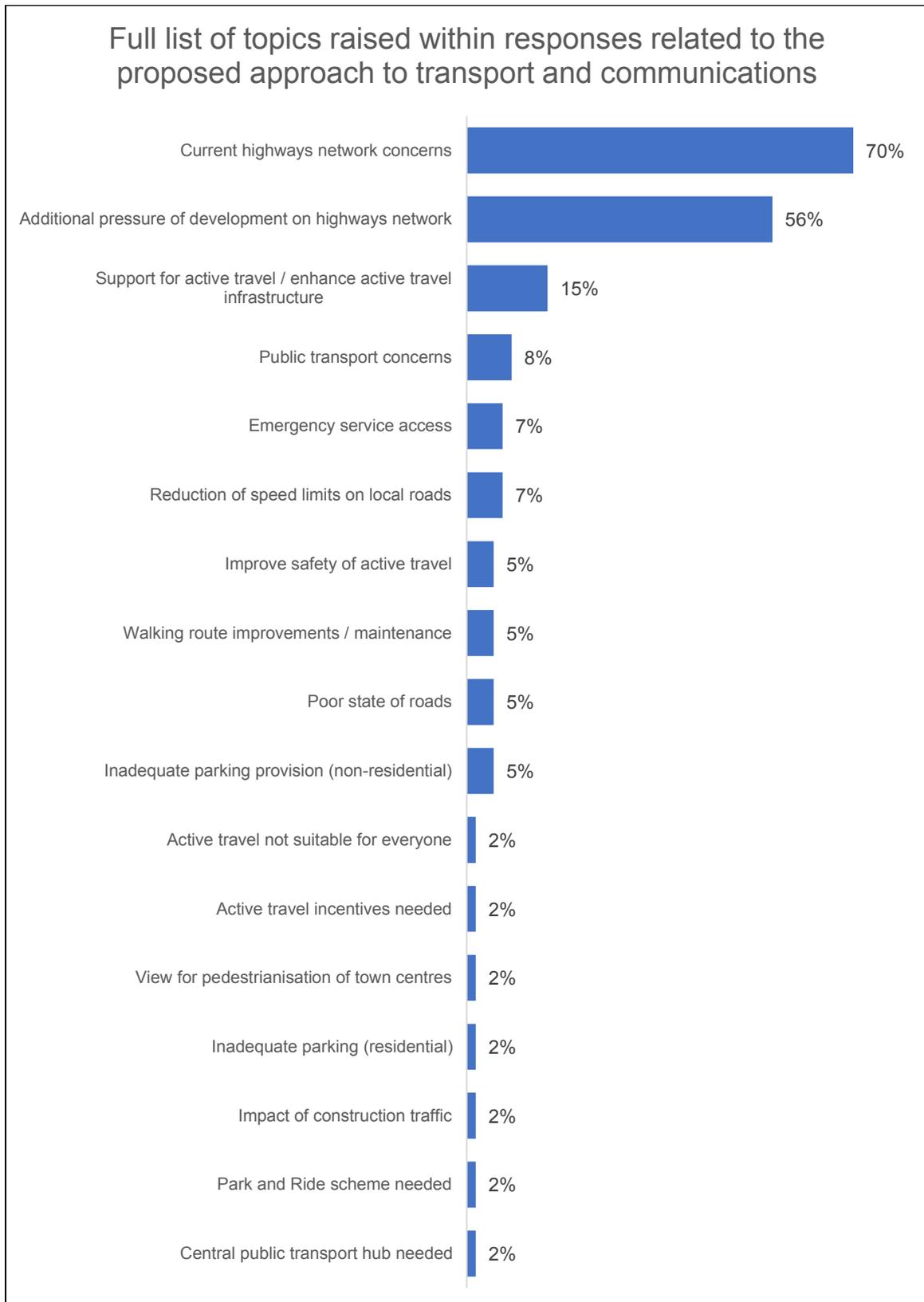


Figure 276 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to transport and communications

SAMPLE: 61

Topics raised within responses related to the proposed approach to green infrastructure

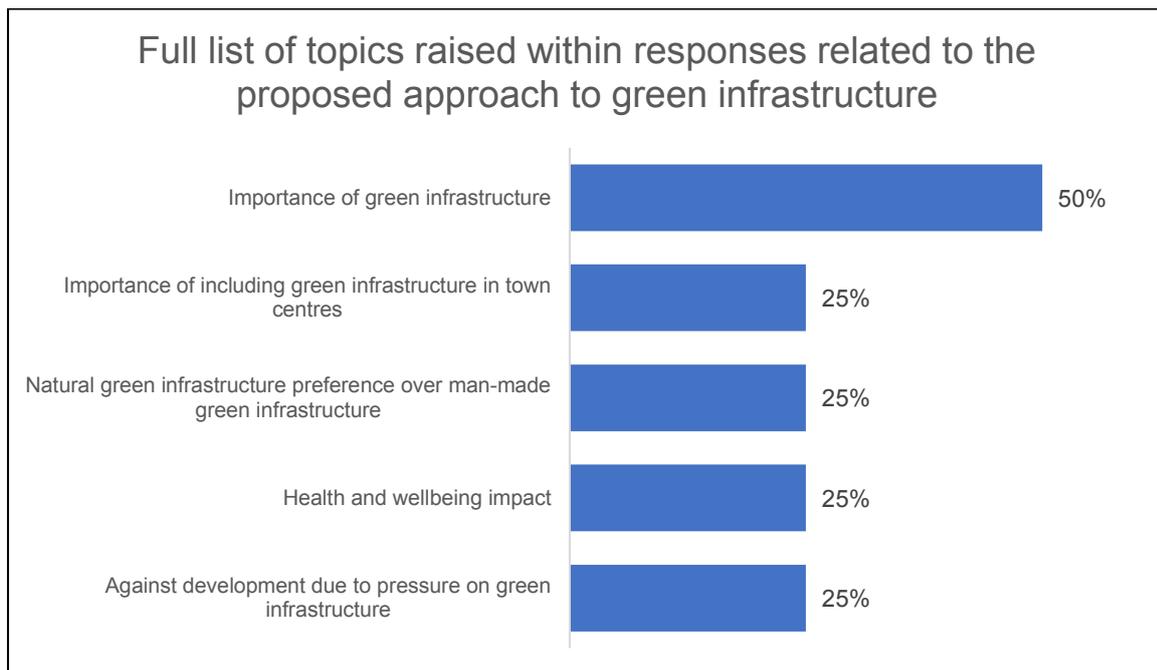


Figure 277 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to green infrastructure

SAMPLE: 4

Topics raised within responses related to the proposed approach to sports and recreation

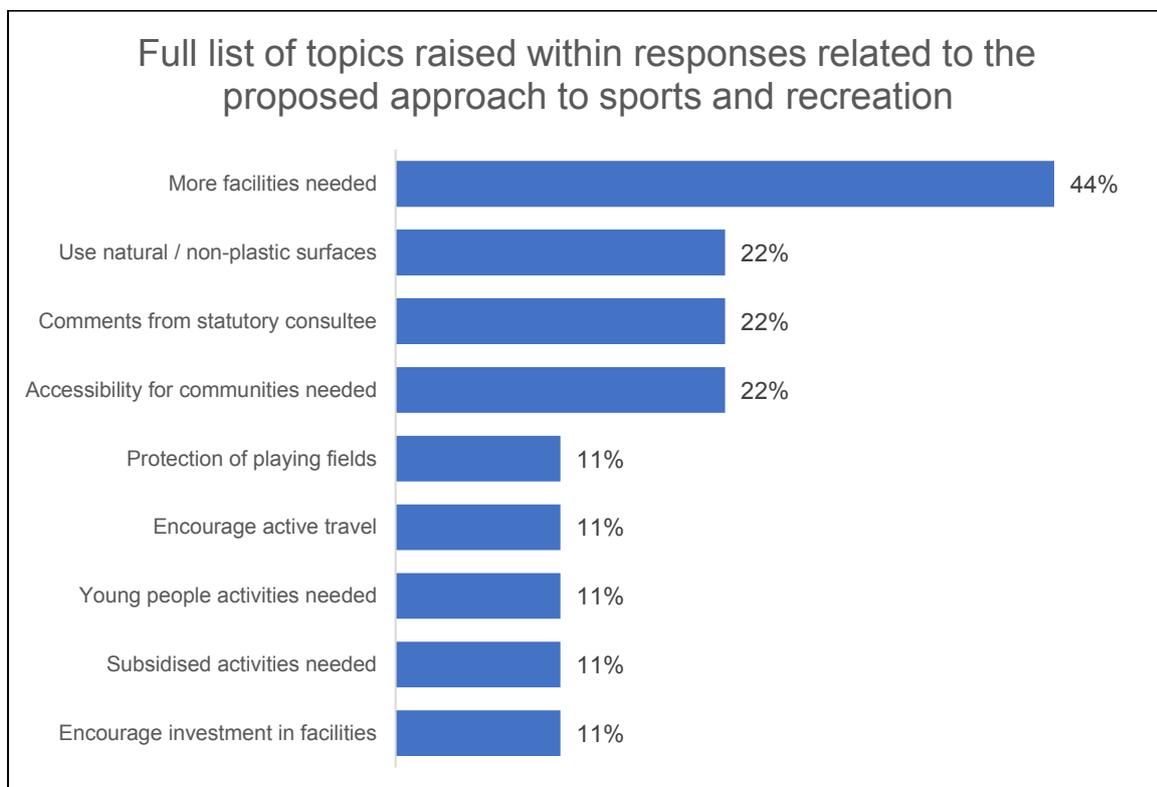


Figure 278 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to sports and recreation

SAMPLE: 9

Topics raised within responses related to the proposed approach to high quality design

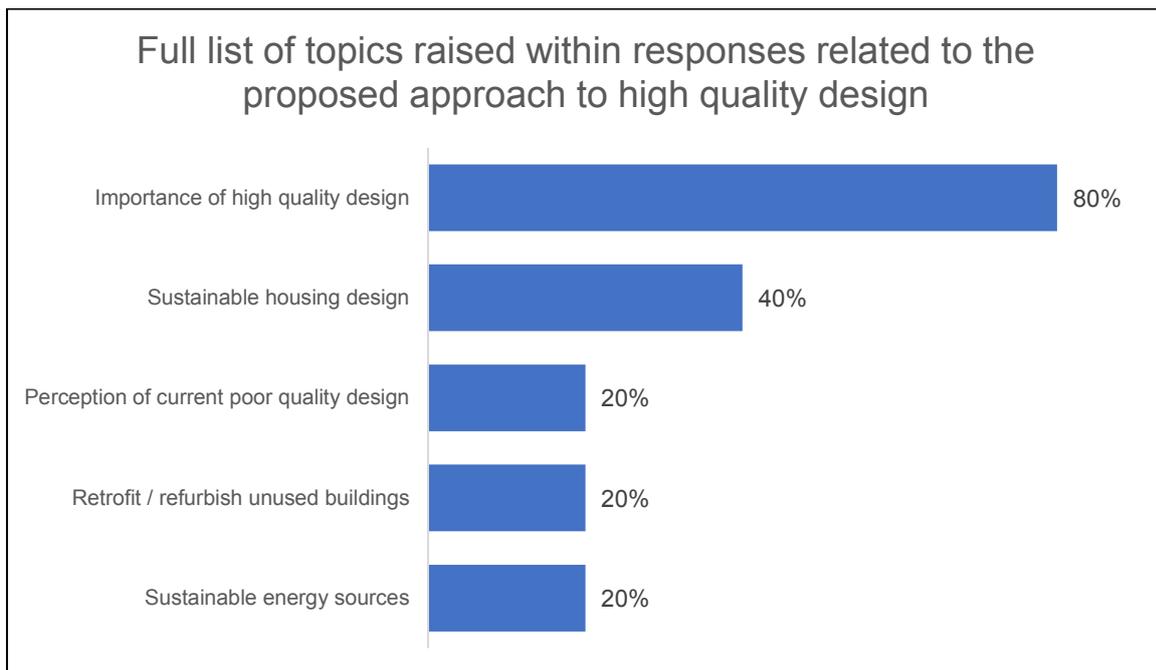


Figure 279 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to high quality design

SAMPLE: 5

Topics raised within responses related to the proposed approach to pollution

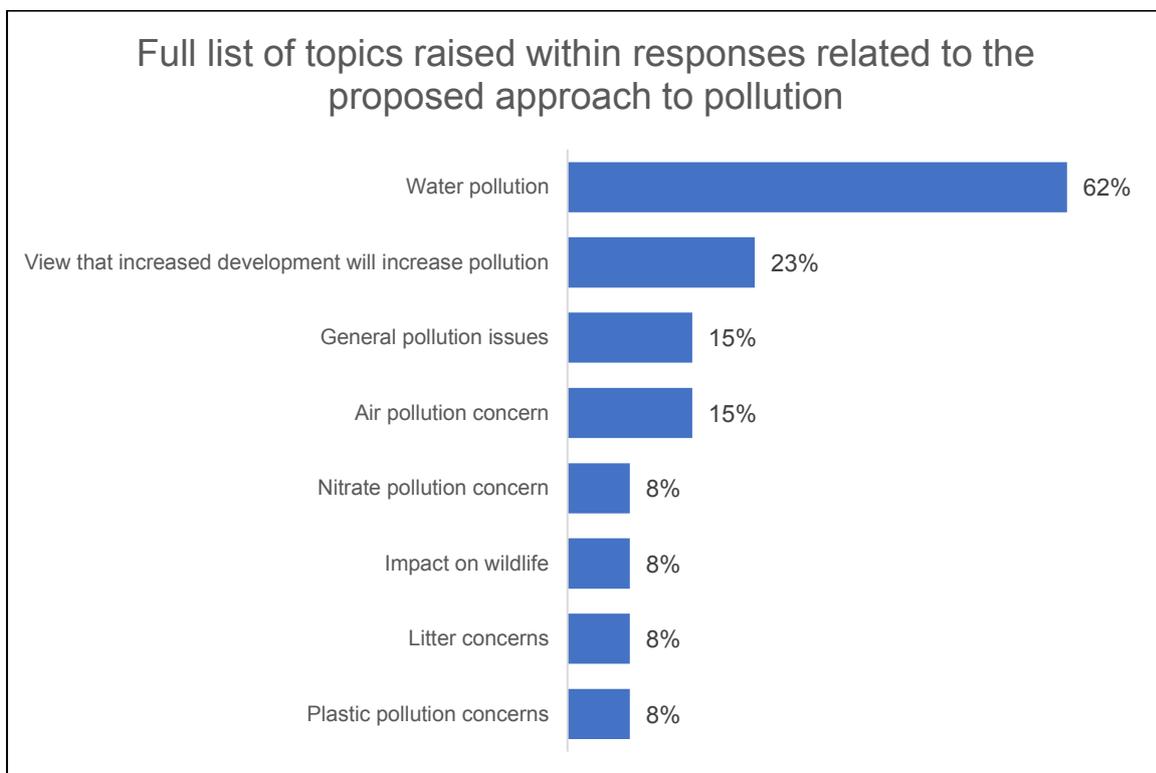


Figure 280 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to pollution

SAMPLE: 13

Appendix R – Local Plan Webpage Statistics

Statistics in this appendix relate to the Local Plan webpage (www.havant.gov.uk/local-plan) on the HBC webpage during the consultation period (3 October to 14 November 2022).

The following table provides an overview of these statistics across the consultation period.

	Total pageviews	Total unique pageviews	Average time on page	Bounce rate*	% Exit**
Local Plan webpage	3,979	2,709	00:02:50	45.13%	53.36%

* - The percentage of single-page sessions in which there was no interaction with the page. A bounced session has a duration of 0 seconds.

** - % exit is (number of exits) / (number of pageviews) for the page. It indicates how often users exit from that page when they view the page.

The following graphs provide a breakdown of the above statistics.

Page view statistics for Local Plan page, HBC website, 3 October to 14 November 2022

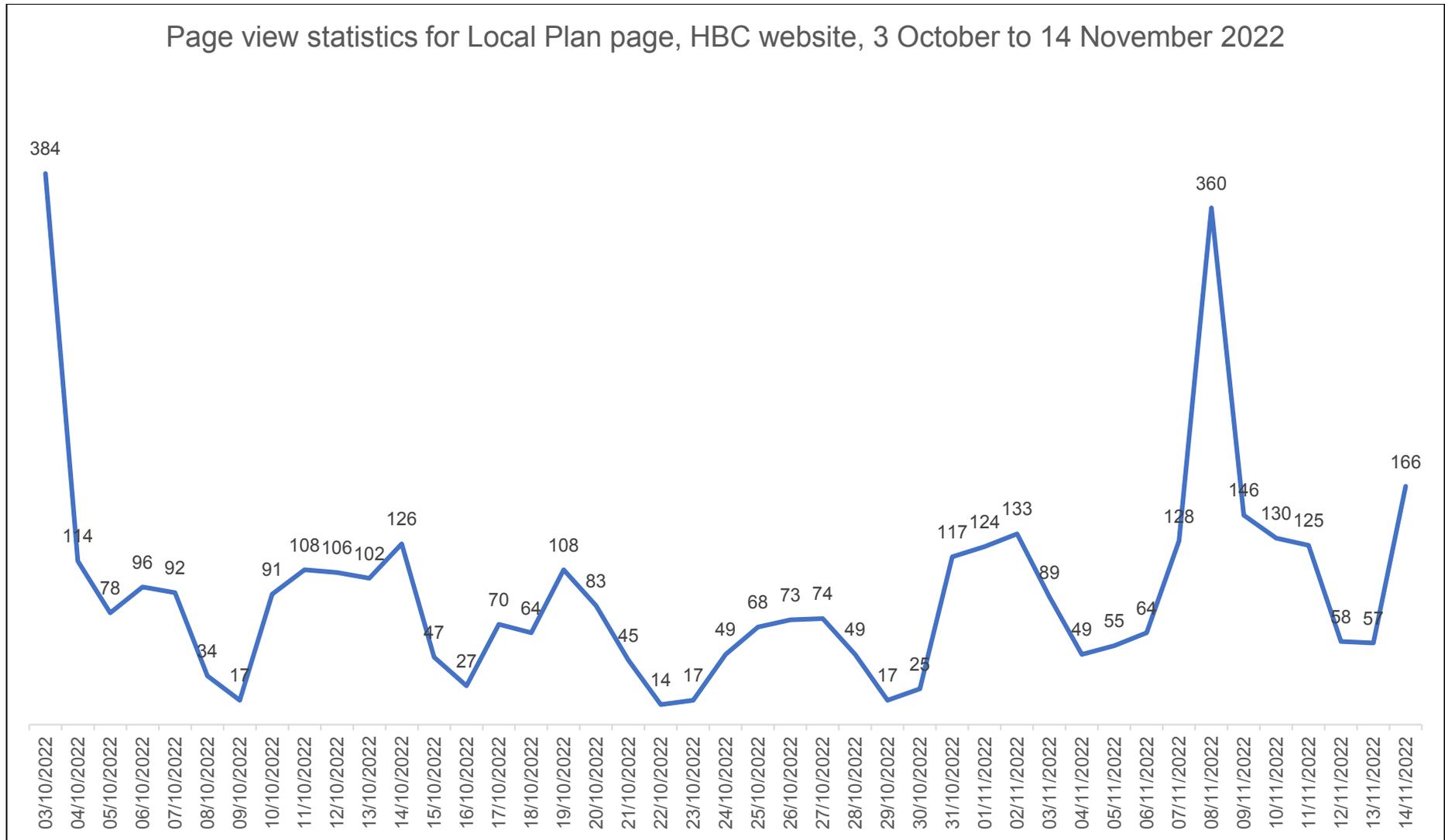


Figure 281: - Page view statistics for Local Plan page on HBC website

Unique page view statistics for Local Plan page, HBC webpage, 3 October to 14 November 2022

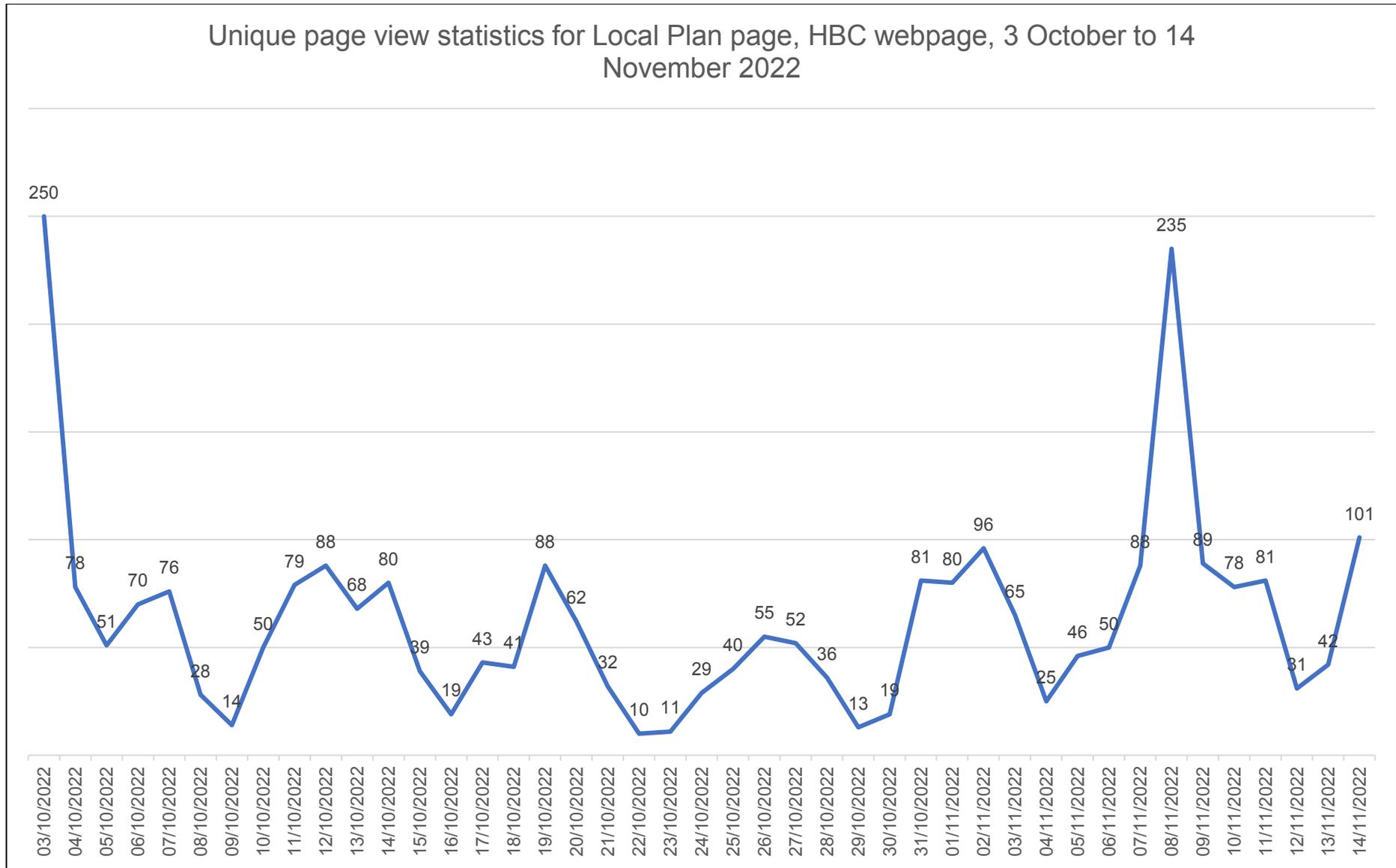


Figure 282: - Unique page view statistics for Local Plan page on HBC website

Average time on page statistics for Local Plan page, HBC webpage, 3 October to 14 November 2022

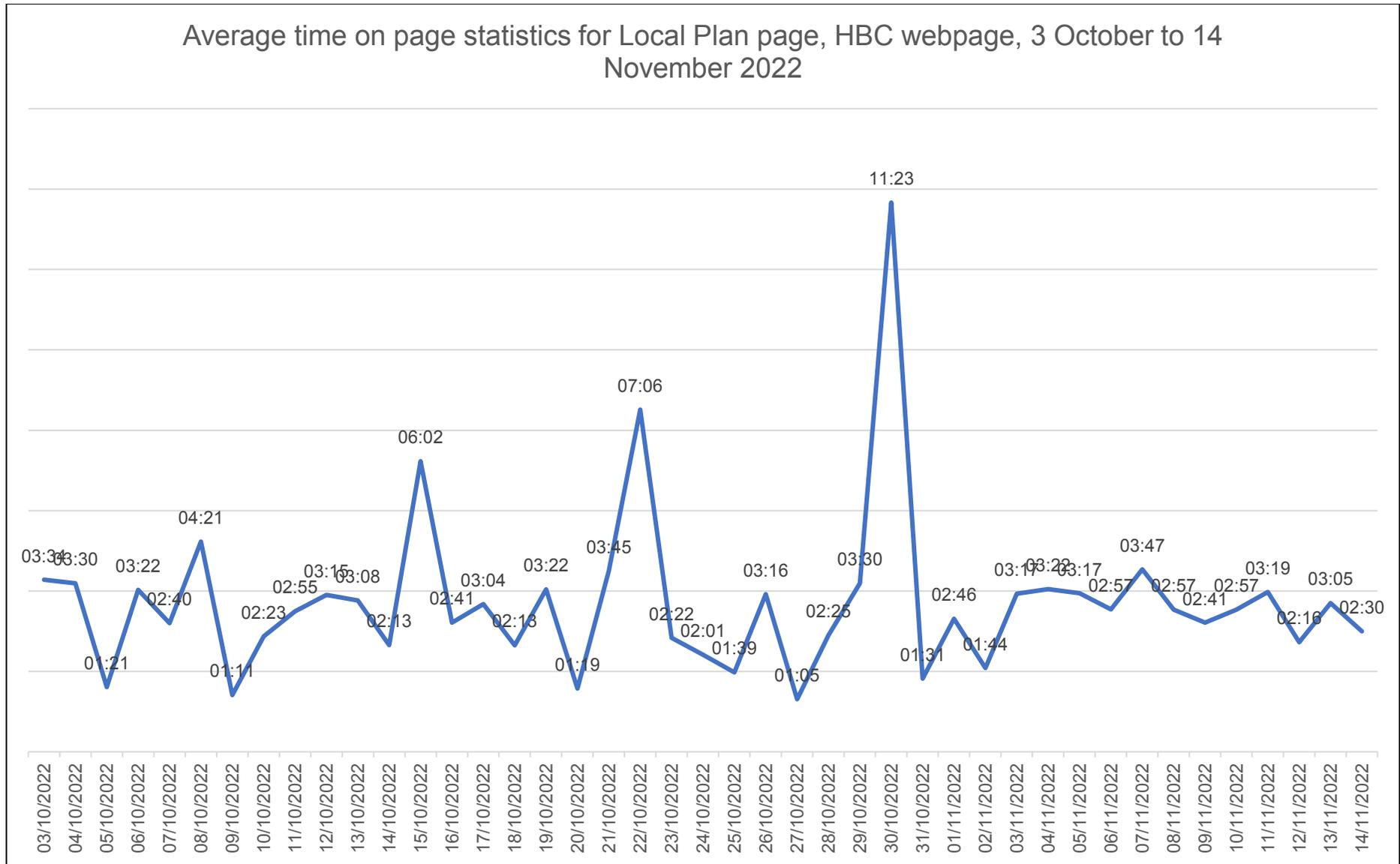


Figure 283 - Average time on page statistics for Local Plan page on HBC website

Bounce rate statistics for Local Plan page, HBC webpage, 3 October to 14 November 2022

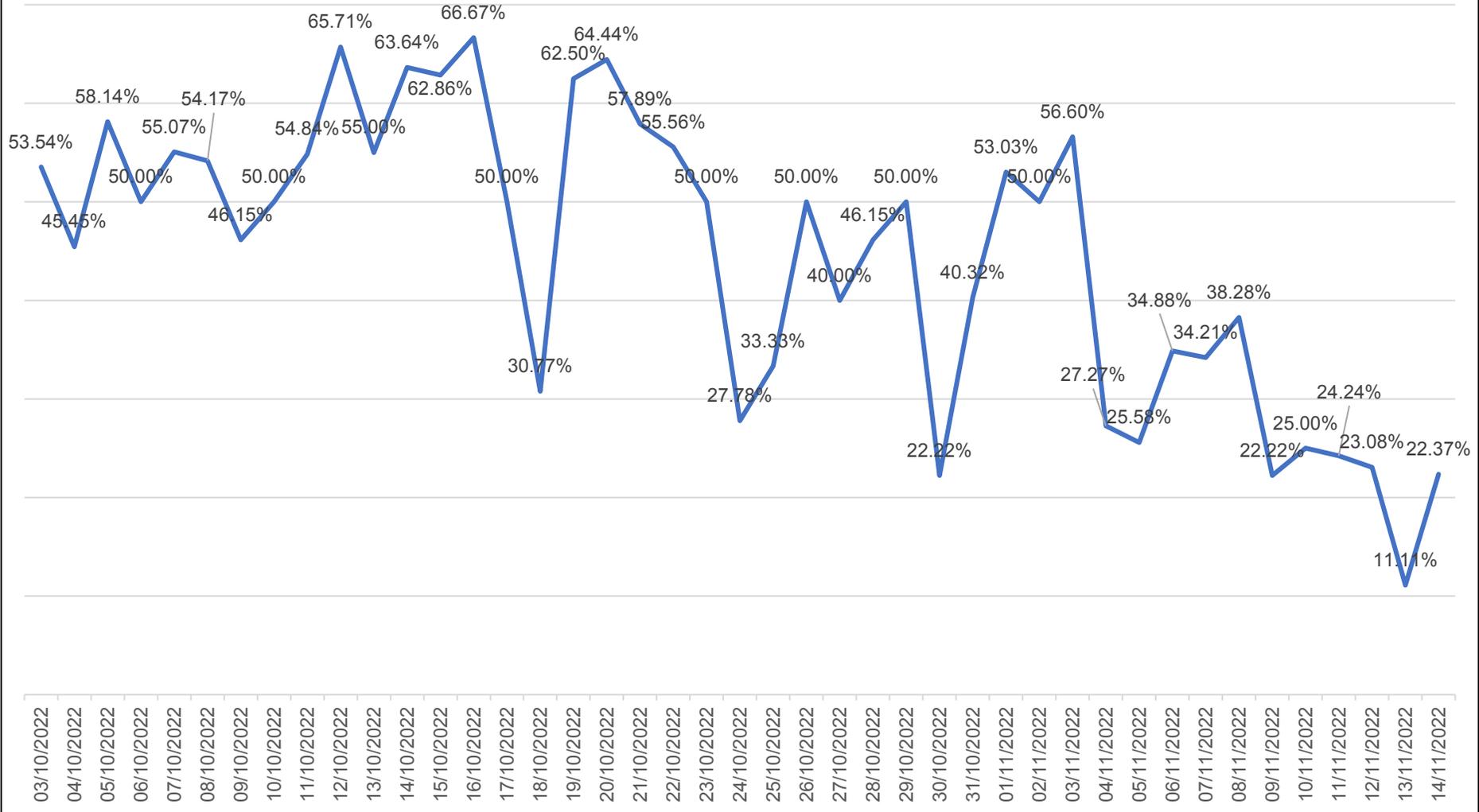


Figure 284 - Bounce rate statistics for Local Plan page on HBC website

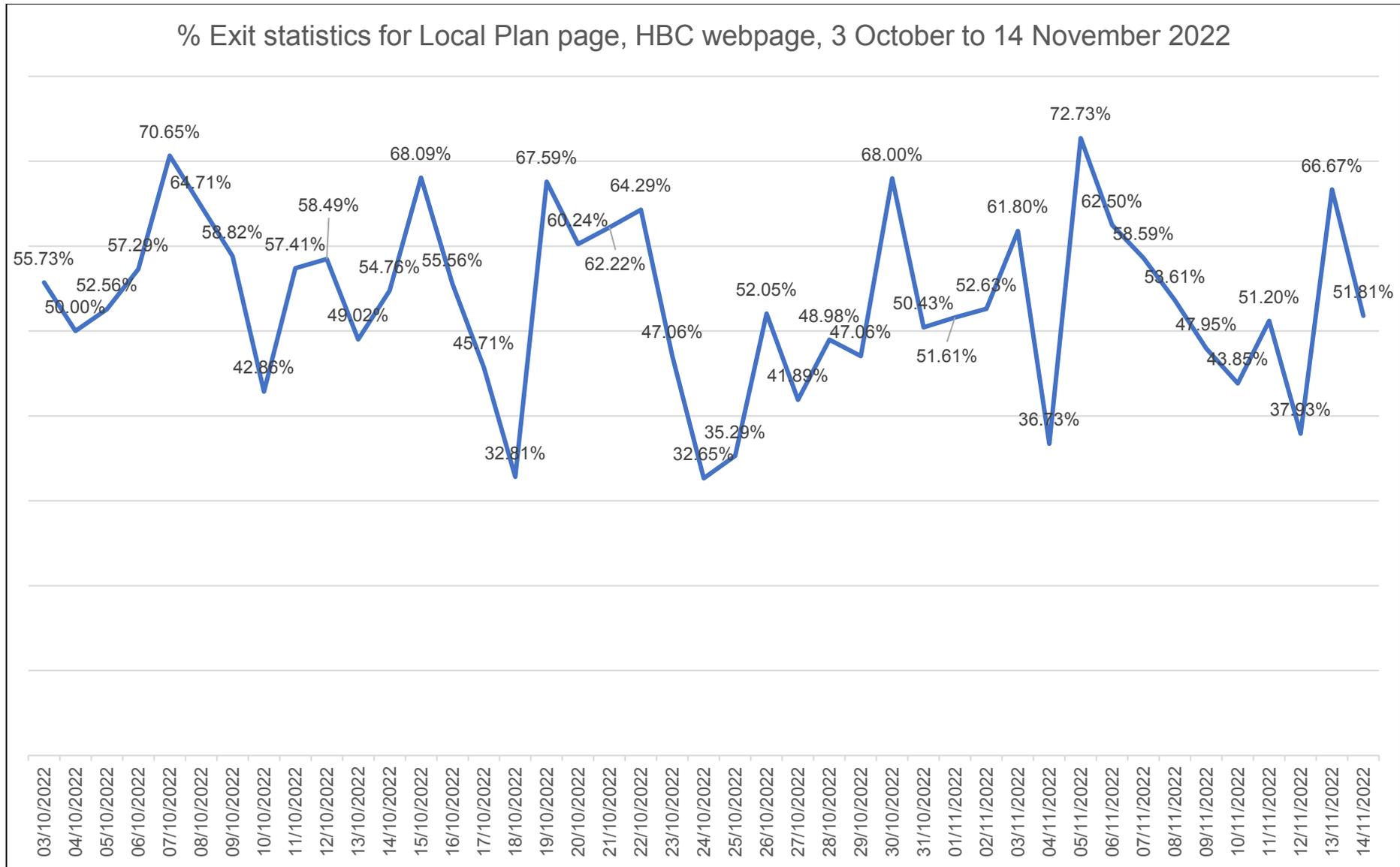


Figure 285 - % Exit statistics for Local Plan page on HBC website

Appendix S – Glossary of abbreviations

AONB	Area of Outstanding Natural Beauty
CAAMP	Conservation Area Appraisals and Management Plans
CIL	Community Infrastructure Levy
DEFRA	Department for Environment, Food and Rural Affairs
ELMS	Environmental Land Management Scheme
EV	Electric vehicle
GTAA	Gypsy, Traveller and Travelling Show People Accommodation Assessment
HBC	Havant Borough Council
HBLP	Havant Borough Local Plan (withdrawn in 2021)
HICMS	Hayling Island Coastal Management Strategy
HRA	Habitat Regulations Assessment
LCWIP	Local Cycling and Walking Infrastructure Plan (prepared by Hampshire County Council)
LND	Local Nature Designations
LNR	Local Nature Reserve
LNRS	Local Nature Recovery Strategies
LTP	Local Transport Plan
NPPF	National Planning Policy Framework
NRN	Nature Recovery Network
PCC	Portsmouth City Council
PfSH	Partnership for South Hampshire
The Plan	The Building a Better Future Plan
PRoW	Public Right of Way / Public Right of Way Network
RSPB	The Royal Society for the Protection of Birds
SA	Sustainability Appraisal
SAC	Special Areas of Conservation
SDNP	South Downs National Park
SEHRT	South East Hampshire Rapid Transit
SHLAA	Strategic Housing Land Availability Assessment
SINC	Sites of Importance for Nature Conservation
SPA	Special Protection Area (European Designation)
SRMP	Solent Recreation Mitigation Partnership
SRN	Strategic Road Network
SSSI	Sites of Specific Scientific Interest
SWBGS	Solent Wader and Brent Goose Strategy

Appendix T – List of figures

Figure 1 – Summary of agreement levels by theme for the ‘How much development’ section	9
Figure 2 – Summary of agreement levels by theme for the ‘Pattern of development’ section	9
Figure 3 – Summary of agreement levels by theme for the ‘Quality of development’ section	10
Figure 4 – Summary of agreement levels for statutory assessments	11
Figure 5: Responses for Q15 – When thinking about the below themes in setting the Building a Better Future Plan, what do you think are the most important for the Plan to place greater emphasis on?	26
Figure 6: Top five themes for Q15 when ranked by total percentage of respondents who put theme as their top choice	27
Figure 7: Top five themes for Q15 when ranked by total percentage of respondents who put theme as their top or second top choice	28
Figure 8: Responses to Q16 – To what extent do you agree or disagree with the council’s strategy for addressing the need for housing?	30
Figure 9: Responses to Q17 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	31
Figure 10: Responses to Q19 – To what extent do you agree or disagree with the proposed approach for a stepped trajectory?	33
Figure 11: Responses to Q20 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	34
Figure 12: Responses to Q21 – To what extent do you agree or disagree with the proposed approach to meet the need for employment development, including releasing sites for housing if no longer required for employment use?	40
Figure 13: Responses to Q22 – Why do you disagree and what do you think needs to be considered / addressed in this approach? - Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	41
Figure 14: Responses to Q25 – This section of the survey asks questions about the following themes below. Please indicate which, if any, themes you wish to comment on?	45
Figure 15: Responses to Q26 – To what extent do you agree or disagree with the proposed approach for regeneration in Havant Town Centre?	46
Figure 16: Responses to Q28 – When thinking about short term options to give the town centre an immediate boost, what do you think are the main interventions that the town centre would benefit from? - Note that respondents could provide up to three responses to this question and the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	48
Figure 17: Responses to Q29 – When thinking about longer term options for Waterlooville Town Centre, what are the key challenges or problems that you think need to be addressed? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	49
Figure 18: Responses to Q30 – Building on previous engagement that has been undertaken on the ambition for Hayling Island seafront, are there any further areas of importance or concern to inform the next stages of the programme and developing the regeneration strategy? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	53
Figure 19: Responses to Q31 – When thinking about regeneration in Leigh Park in the future, what are the top three things that are most important to consider / address?	57

Figure 20: Responses to Q32 – To what extent do you agree or disagree that the proposed approach above strikes the right balance between making the most efficient use of land and the quality of development?	59
Figure 21: Responses to Q33 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	60
Figure 22: Responses to Q34 – To what extent do you agree or disagree with the proposed level of flexibility of uses in town centres?	63
Figure 23: Responses to Q36 – To what extent do you agree or disagree that the Building a Better Future Plan should seek to control the design and concentration (number) of takeaways / fast food outlets and gambling establishments in the borough?	64
Figure 24: Responses to Q39 – To what extent do you agree or disagree with the above proposal which provides for small-scale shops and smaller employment premises?	65
Figure 25: Responses to Q41 – To what extent do you agree or disagree with the above proposed approach to manage flood risk?	67
Figure 26: Responses to Q42 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	68
Figure 27: Responses to Q43 – To what extent do you agree or disagree with the proposed approach to safeguard the existing site and assess whether there is a need to identify further provision?	71
Figure 28: Responses to Q45 – This section of the survey asks questions about the following themes below. Please indicate which, if any, themes you wish to comment on?	73
Figure 29: Responses to Q46 – To what extent do you agree or disagree with the above proposed approach to reduce the impact on climate change?.....	74
Figure 30: Responses to Q47 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	75
Figure 31: Responses to Q48 – To what extent do you agree or disagree with the above proposed approach to avoid or mitigate significant effect on the natural environment?	79
Figure 32: Responses to Q49 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	80
Figure 33: Responses to Q50 – To what extent do you agree or disagree with the above proposed approach to achieve biodiversity net gain?	84
Figure 34: Responses to Q52 – Do you think a biodiversity net gain of 10% is the right amount for the borough, or should a higher amount be considered?.....	85
Figure 35: Responses to Q53 – Why do you think this should be higher than 10%? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	86
Figure 36: Responses to Q54 – To what extent do you agree or disagree with the above proposed approach to protect, conserve and enhance sites with local nature designations?	90
Figure 37: Responses to Q55 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	91
Figure 38: Responses to Q57 – To what extent do you agree or disagree with the above proposed approach to address the need for affordable housing?	93
Figure 39: Responses to Q59 – Which type of affordable housing do you feel would best address the borough’s needs?	94

Figure 40: Responses to Q65 – To what extent do you agree or disagree with the above proposed approach to set requirements for housing standards and specialist accommodation?.....	97
Figure 41: Responses to Q67 – When thinking about the following standards below, how important or unimportant are these for inclusion on future housing developments?	98
Figure 42: Responses to Q72 – To what extent do you agree or disagree with the above proposed approach to recognise, protect and enhance designated landscape?.....	102
Figure 43: Responses to Q73 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	103
Figure 44: Responses to Q74 – To what extent do you agree or disagree with the above proposed approach to existing and new infrastructure provision?	108
Figure 45: Responses to Q75 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	108
Figure 46: Responses to Q76 – Are there other ways in which you consider the Building a Better Future Plan can support infrastructure provision? Are there any infrastructure needs that have not yet been identified in the Plan or that have changed in recent years and therefore the Plan needs to account for? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	110
Figure 47: Responses to Q77 – To what extent do you agree or disagree with the above proposed approach to transport, with a focus on active travel and public transport?	115
Figure 48: Responses to Q78 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	115
Figure 49: Responses to Q79 – To what extent do you agree or disagree with the above proposed approach to cover the retention and enhancement of existing open spaces and the creation of new spaces in new developments?	119
Figure 50: Responses to Q81 – The Building a Better Future Plan is also proposing to create new spaces in new development. How important or unimportant do you think it is to create these types of new spaces in new developments in the borough?	120
Figure 51: Responses to Q82 – To what extent do you agree or disagree with the above proposed approach to protect all existing sports and recreation facilities in Havant?	122
Figure 52: Responses to Q84 – When thinking about sports and recreation in Havant, to what extent do you think there is currently enough of the following facilities?.....	123
Figure 53: Responses to Q99 – To what extent do you agree or disagree with the above proposed approach to ensure high quality design?	126
Figure 54: Responses to Q101 – To what extent do you agree or disagree with the above proposed approach to protect, conserve and enhance heritage?	129
Figure 55: Responses to Q103 – To what extent do you agree or disagree with the above proposed approach to tackle pollution?	131
Figure 56: Responses to Q104 – Why do you disagree and what do you think needs to be considered / addressed in this approach? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	132
Figure 57: Responses to Q105 – Thinking about the potential areas for focus within the ‘Building a Better Future Plan’, please rank the following in order of importance to you. ...	135
Figure 58: Responses to Q109 – Please tell us why you have selected infrastructure as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	137

Figure 59: Responses to Q107 – Please tell us why you have selected biodiversity net gain as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	139
Figure 60: Responses to Q110 – Please tell us why you have selected low carbon design as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	142
Figure 61: Responses to Q106 – Please tell us why you have selected affordable housing as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P	144
Figure 62: Responses to Q108 – Please tell us why you have selected housing design standards as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan. Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P.....	146
Figure 63: Responses to Q116 – To what extent do you agree or disagree with the proposed Sustainability Appraisal?	148
Figure 64: Responses to Q118 – To what extent do you agree or disagree with the proposed Habitats Regulations Assessment? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P.....	150
Figure 65: Responses to Q120 – Do you have any further comments you would like to submit for consideration? Note the above chart includes any theme that was raised by 10% of respondents or higher – full results are available at Appendix P.....	152
Figure 66: Responses to Q9 of the HBC Young People survey – When looking at the below options, please rank which are the most important to you. Please choose up to 5 that are the most important to you (and rank where 1 is the most important).	156
Figure 67 – Full media and communications schedule for the Building a Better Future Consultation (Regulation 18).....	167
Figure 68 – Full list of statutory and non-statutory stakeholders who provided a response to the Building a Better Future Plan Consultation (Regulation 18).....	170
Figure 69 - Detailed responses from Historic England.....	178
Figure 70 – Design for large format poster for Building a Better Future Plan Consultation (Regulation 18)	223
Figure 71 - Photo (no. 1) of large format poster on display in Waterlooville.....	224
Figure 72 - Photo (no. 2) of large format poster on display in Waterlooville.....	225
Figure 73 - Photo (no. 3) of large format poster display in Waterlooville.....	226
Figure 74 - Photo (no. 4) of large format poster display in Waterlooville.....	227
Figure 75 - Photo (no. 1) of large format poster in Havant.....	228
Figure 76 - Photo (no. 2) of large format poster in Havant.....	229
Figure 77 - Photo (no. 3) of large format poster in Havant.....	230
Figure 78 – Design for community centre posters for Building a Better Future Plan Consultation (Regulation 18).....	231
Figure 79 – Photo of community centre poster in Acorn Community Centre, Waterlooville	232
Figure 80 – Photo of community centre poster in Bedhampton Community Centre	233
Figure 81 – Photo of community centre poster in Cowplain Activity Centre	234
Figure 82 – Photo of community centre poster in Eastoke Community Centre	235
Figure 83 – Photo of community centre photo in Emsworth Community Centre	236
Figure 84 – Photo of community centre photo in Hayling Island Community Centre.....	237
Figure 85 – Photo of community centre poster in Leigh Park Community Centre.....	238
Figure 86 – Photo of community centre photo in Pheonix Crookhorn Community Centre..	239

Figure 87 – Photo of community centre poster in Springwood Community Centre	240
Figure 88 – Photo of community centre poster in Spring Arts and Heritage Centre	241
Figure 89 – Photo of community centre photo in WaterlooVille Community Centre.....	242
Figure 90 – Photo of community centre poster in Westbrook Hall	243
Figure 91 – Design for library posters for Building a Better Future Plan Consultation (Regulation 18)	244
Figure 92 – Photo of library poster in Emsworth Library	245
Figure 93 – Photo of library poster in Havant Library.....	246
Figure 94 – Photo of library poster in Hayling Island Library.....	247
Figure 95 – Photo of library poster in Leigh Park Library	248
Figure 96 – Photo of library poster in WaterlooVille Library	249
Figure 97 - Design for exhibition banner 1 - Introduction	250
Figure 98 – Design for exhibition banner 2 – Housing Development	251
Figure 99 – Design for exhibition banner 3 – Housing standards and affordable housing..	252
Figure 100 – Design for exhibition banner 4 – Economy and employment	253
Figure 101 – Design for exhibition banner 5 – The natural environment.....	254
Figure 102 – Design for exhibition banner 6 – Biodiversity net gain	255
Figure 103 – Design for exhibition banner 7 – Landscape and loss of agricultural land.....	256
Figure 104 – Design for exhibition banner 8 – Climate change	257
Figure 105 – Design for exhibition banner 9 – Flood risk.....	258
Figure 106 – Design for exhibition banner 10 - Regeneration.....	259
Figure 107 – Design for exhibition banner 11 – Town centres.....	260
Figure 108 – Design for exhibition banner 12 – Heritage and the historic environment	261
Figure 109 – Design for exhibition banner 13 – Sport and recreation	262
Figure 110 – Design for exhibition banner 14 - Infrastructure	263
Figure 111 – Design for exhibition banner 15 - Transport.....	264
Figure 112 – Design for exhibition banner 16 – Share your thoughts	265
Figure 113 – Design for exhibition comment cards (front)	266
Figure 114 – Design for exhibition comment cards (back).....	267
Figure 115 – Design for exhibition business cards (front).....	268
Figure 116 – Design for exhibition business cards (back)	268
Figure 117 – Photo (no. 1) from Hayling Island exhibition event, 11 October 2022	269
Figure 118 - Photo (no. 2) from Hayling Island exhibition event, 11 October 2022	270
Figure 119 - Photo (no. 3) from Hayling Island exhibition event, 11 October 2022	271
Figure 120 – Photo (no. 1) from Meridian Centre exhibition event, 15 October 2022	272
Figure 121 - Photo (no. 2) from Meridian Centre exhibition event, 15 October 2022	273
Figure 122 - Photo (no. 3) from Meridian Centre exhibition event, 15 October 2022	274
Figure 123 – Photo (no. 1) from WaterlooVille exhibition event, 20 October 2022	275
Figure 124 - Photo (no. 2) from WaterlooVille exhibition event, 20 October 2022	275
Figure 125 – Photo (no. 1) from Leigh Park exhibition event, 27 October 2022.....	276
Figure 126 - Photo (no. 2) from Leigh Park exhibition event, 27 October 2022	277
Figure 127 - Photo (no. 3) of Leigh Park exhibition event, 27 October 2022.....	278
Figure 128 – Photo (no. 1) from Public Service Plaza exhibition event, 1 November 2022	279
Figure 129 - Photo (no. 2) from Public Service Plaza exhibition event, 1 November 2022	279
Figure 130 - Photo (no. 3) from Public Service Plaza exhibition event, 1 November 2022	280
Figure 131 – Photo (no. 1) from Emsworth exhibition event, 3 November 2022	281
Figure 132 - Photo (no. 2) from Emsworth exhibition event, 3 November 2022	282
Figure 133 - Photo (no. 3) from Emsworth exhibition event, 3 November 2022	283
Figure 134: Weekly breakdown of active users on ‘How much development’ page on Citizenlab	284

Figure 135: Weekly breakdown of posts and comments on ‘How much development’ page on Citizenlab	284
Figure 136 – Visitor statistics for ‘How much development’ page on Citizenlab tool	285
Figure 137: Weekly breakdown of active users on ‘Pattern of development’ page on Citizenlab	286
Figure 138: Weekly breakdown of posts and comments on ‘Pattern of development’ page on Citizenlab	286
Figure 139 – Visitor statistics for ‘Pattern of development’ page on Citizenlab tool	287
Figure 140: Weekly breakdown of active users on ‘Quality of development’ page on Citizenlab	288
Figure 141: Weekly breakdown of posts and comments on ‘Quality of development’ page on Citizenlab	288
Figure 142 – Visitor statistics for ‘Quality of development’ page on Citizenlab tool	289
Figure 143: Weekly breakdown of active users on ‘Your Priorities for Building a Better Future’ page on Citizenlab	290
Figure 144: Weekly breakdown of posts and comments on ‘Your Priorities for Building a Better Future’ page on Citizenlab	290
Figure 145 – Visitor statistics for ‘Your Priorities for Building a Better Future’ page on Citizenlab tool	291
Figure 146 – Screenshot of ‘Building a Better Future’ homepage on Citizenlab tool	292
Figure 147 – Screenshot of ‘How much development’ page on Citizenlab tool	293
Figure 148 – Screenshot of ‘Pattern of development’ page on Citizenlab tool	294
Figure 149 – Screenshot of ‘Quality of development’ page on Citizenlab tool	295
Figure 150 – Screenshot of ‘Your priorities for Building a Better Future’ page on Citizenlab tool	296
Figure 151 – Screenshot of ‘Call for sites’ page on Citizenlab tool	297
Figure 152 – Screenshot of ‘Statutory Assessments’ page on Citizenlab tool	298
Figure 153 – Full engagement statistics for Building a Better Future Plan Consultation (Regulation 18) press or bulletin releases	302
Figure 154 – Full engagement statistics for Building a Better Future Plan posts on Facebook	304
Figure 155 – Full engagement statistics for Building a Better Future Plan posts on Twitter	305
Figure 156 - Full engagement statistics for Building a Better Future Plan posts on LinkedIn	306
Figure 157 – Screenshot of general bulletin, 23 September 2022	307
Figure 158 – Screenshot of community bulletin, 30 September 2022	308
Figure 159 – Screenshot of Local Plan bulletin, 3 October 2022	309
Figure 160 – Screenshot of general bulletin, 3 October 2022	310
Figure 161 – Screenshot of business bulletin, 6 October 2022	311
Figure 162 – Screenshot of general bulletin, 7 October 2022	312
Figure 163 – Screenshot of coastal bulletin, 12 October 2022	313
Figure 164 – Screenshot of Serving You excerpt, 13 October 2022	314
Figure 165 – Screenshot of general bulletin, 14 October 2022	315
Figure 166 – Screenshot of general bulletin, 19 October 2022	316
Figure 167 – Screenshot of business bulletin excerpt, 26 October 2022	317
Figure 168 – Screenshot of general bulletin, 26 October 2022	318
Figure 169 – Screenshot of community bulletin excerpt, 31 October 2022	319
Figure 170 – Screenshot of general bulletin, 31 October 2022	320
Figure 171 – Screenshot of general bulletin, 2 November 2022	321
Figure 172 – Screenshot of general bulletin (no. 1), 8 November 2022	322
Figure 173 – Screenshot of general bulletin (no. 2), 8 November 2022	323

Figure 174 – Screenshot of Facebook post, 23 September 2022	324
Figure 175 – Screenshot of Twitter post, 23 September 2022	325
Figure 176 – Screenshot of Twitter post, 3 October 2022	326
Figure 177 – Screenshot of Twitter post, 6 October 2022	327
Figure 178 – Screenshot of Twitter post, 7 October 2022	328
Figure 179 – Screenshot of LinkedIn, 11 October 2022	329
Figure 180 – Screenshot of Twitter post (pre-event 1), 11 October 2022	330
Figure 181 – Screenshot of Twitter post (pre-event 2), 11 October 2022	331
Figure 182 – Screenshot of Twitter post (pre-event 3), 11 October 2022	332
Figure 183 – Screenshot of Twitter post (mid-event), 11 October 2022	333
Figure 184 – Screenshot of LinkedIn post, 13 October 2022	334
Figure 185 – Screenshot of Twitter post, 13 October 2022	335
Figure 186 – Screenshot of Twitter post, 14 October 2022	336
Figure 187 – Screenshot of Twitter post, 15 October 2022	337
Figure 188 – Screenshot of LinkedIn post, 15 October 2022	338
Figure 189 – Screenshot of Twitter post, 18 October 2022	339
Figure 190 – Screenshot of LinkedIn post, 18 October 2022	340
Figure 191 – Screenshot of Twitter post, 19 October 2022	341
Figure 192 – Screenshot of Twitter post (pre-event 1), 20 October 2022	342
Figure 193 – Screenshot of Twitter post (pre-event 2), 20 October 2022	343
Figure 194 – Screenshot of Twitter post (mid-event), 20 October 2022	344
Figure 195 – Screenshot of Twitter post, 26 October 2022	345
Figure 196 – Screenshot of LinkedIn post, 27 October 2022	346
Figure 197 – Screenshot of Twitter post, 27 October 2022	347
Figure 198 – Screenshot of Twitter post, 28 October 2022	348
Figure 199 – Screenshot of Twitter post, 31 October 2022	349
Figure 200 – Screenshot of Twitter post, 1 November 2022	350
Figure 201 – Screenshot of LinkedIn post, 1 November 2022	351
Figure 202 – Screenshot of Twitter post, 2 November 2022	352
Figure 203 – Screenshot of Twitter post, 3 November 2022	353
Figure 204 – Screenshot of LinkedIn post, 3 November 2022	354
Figure 205 – Screenshot of Twitter post, 7 November 2022	355
Figure 206 – Screenshot of Facebook post, 8 November 2022	356
Figure 207 – Screenshot of Twitter post, 8 November 2022	357
Figure 208 – Screenshot of Twitter post (youth survey), 8 November 2022	358
Figure 209 – Screenshot of Twitter post, 10 November 2022	359
Figure 210 – Screenshot of Twitter post, 14 November 2022	360
Figure 211 – Screenshot of LinkedIn post, 14 November 2022	361
Figure 212: Responses to Q1 – Which of the following age bands do you fall into?	362
Figure 213: Responses to Q2 – Are you completing this questionnaire mainly as ...?	362
Figure 214 – Map of survey respondents by postcode	363
Figure 215: Responses to Q4 – Do you own or rent your property? Note question only asked of those who indicated that they were a Havant Borough Resident at Q2. 0% may be rounded to the nearest 1% and not indicate a nil response rate.	364
Figure 216: Responses to Q5 – How long have you lived in the borough of Havant? Note question only asked of those who indicated that they were a Havant Borough Resident at Q2. 0% may be rounded to the nearest 1% and not indicate a nil response rate.	364
Figure 217: Responses to Q7 – Where are you visiting Havant from? Note question only asked of those who indicated that they were a Regular visitor to Havant Borough at Q2. .	365

Figure 218: Responses to Q11 – What type of organisation are you representing? Note question only asked of those who indicated that they were a representative of a Group / Association / Organisation at Q2.....	366
Figure 219: Gender breakdown of respondents to Building a Better Future project on Citizenlab tool	367
Figure 220: Age breakdown of respondents to Building a Better Future project on Citizenlab	367
Figure 221: Breakdown of exhibition event attendees by respondent type	368
Figure 222: Breakdown of exhibition event attendees by respondent type	368
Figure 223 – Breakdown of exhibition event attendees by respondent type	369
Figure 224 - Full list of themes raised in responses at Q17 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	431
Figure 225 - Full list of themes raised in responses at Q20 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	432
Figure 226 - Full list of themes raised in responses at Q22 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	433
Figure 227 - Full list of themes raised in responses at Q24 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	434
Figure 228 - Full list of themes raised in responses at Q20 – When thinking about longer term options for Waterlooville Town Centre, what are the key challenges or problems that you think need to be addressed?	435
Figure 229 - Full list of themes raised in responses at Q30 – Building on previous engagement that has been undertaken on the ambition for Hayling Island seafront, are there any further areas of importance or concern to inform the next stages of the programme and developing the regeneration strategy?	436
Figure 230 - Full list of themes raised in response to Q33 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?.....	437
Figure 231 - Full list of themes raised in response to Q35 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?.....	438
Figure 232 - Full list of themes raised in response to Q37 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?.....	439
Figure 233 - Full list of themes raised in response to Q38 – Why do you disagree and what do you think needs to be considered / addressed to strike the right balance? Are there particular areas that you believe should not be of a high density?.....	439
Figure 234 - Full list of themes raised in response to Q42 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	440
Figure 235 - Full list of themes raised in response to Q42 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	441
Figure 236 - Full list of themes raised in response to Q44 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	442
Figure 237 - Full list of themes raised in response to Q47 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	443
Figure 238 - Full list of themes raised in response to Q49 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	444
Figure 239 - Full list of themes raised in response to Q51 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	445
Figure 240 - Full list of themes raised in response to Q53 - Why do you think this should be higher than 10%?.....	446

Figure 241 - Full list of themes raised in response to Q55 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	447
Figure 242 - Full list of themes raised in response to Q58 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	448
Figure 243 - Full list of themes raised in response to Q66 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	449
Figure 244 - Full list of themes raised in response to Q73 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	450
Figure 245 - Full list of themes raised in response to Q75 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	451
Figure 246 - Full list of themes raised in response to Q76 – Are there other ways in which you consider the Building a Better Future Plan can support infrastructure provision? Are there any infrastructure needs that have not yet been identified in the Plan or that have changed in recent years and therefore the Plan needs to account for?	452
Figure 247 - Full list of themes raised in response to Q78 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	453
Figure 248 - Full list of themes raised in response to Q80 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	454
Figure 249 - Full list of themes raised in response to Q83 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	454
Figure 250 -Full list of themes raised in response to Q100 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	455
Figure 251 - Full list of themes raised in response to Q102 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	455
Figure 252 - Full list of themes raised in response to Q104 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	456
Figure 253 - Full list of themes raised in response to Q106 – Please tell us why you have selected affordable housing as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan.....	457
Figure 254 - Full list of themes raised in response to Q107 – Please tell us why you have selected biodiversity net gain as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan.....	458
Figure 255 - Full list of themes raised in response to Q108 – Please tell us why you have selected housing design standards as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan.....	459
Figure 256 - Full list of themes raised in response to Q109 – Please tell us why you have selected infrastructure as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan.....	460
Figure 257 - Full list of themes raised in response to Q110 – Please tell us why you have selected low carbon design as the most important to you and why it should have the greater emphasis in the Building a Better Future Plan.....	461
Figure 258 - Full list of themes raised in response to Q117 – Why do you disagree and what do you think needs to be considered / addressed in this approach?.....	462
Figure 259 - Full list of themes raised in response to Q120 – Do you have any further comments you would like to submit for consideration.....	463
Figure 260 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to housing	464
Figure 261 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to economy and employment	465
Figure 262 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to regeneration in Havant Town Centre.....	465

Figure 263 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to regeneration in Waterlooville Town Centre.....	466
Figure 264 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to regeneration on Hayling Island.....	467
Figure 265 - Full list of themes raised on Citizenlab tool in relation to the proposed approach for land and densities.....	468
Figure 266 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to retail and town centres.....	468
Figure 267 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to flood risk.....	469
Figure 268 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to climate change.....	469
Figure 269 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to the natural environment.....	470
Figure 270 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to biodiversity net gain.....	470
Figure 271 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to Local Nature Designations.....	471
Figure 272 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to affordable housing.....	471
Figure 273 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to housing design standards and specialist accommodation.....	472
Figure 274 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to landscape and loss of agricultural land.....	473
Figure 275 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to infrastructure.....	474
Figure 276 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to transport and communications.....	475
Figure 277 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to green infrastructure.....	476
Figure 278 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to sports and recreation.....	476
Figure 279 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to high quality design.....	477
Figure 280 - Full list of themes raised on Citizenlab tool in relation to the proposed approach to pollution.....	477
Figure 281: - Page view statistics for Local Plan page on HBC website.....	479
Figure 282: - Unique page view statistics for Local Plan page on HBC website.....	480
Figure 283 - Average time on page statistics for Local Plan page on HBC website.....	481
Figure 284 - Bounce rate statistics for Local Plan page on HBC website.....	482
Figure 285 - % Exit statistics for Local Plan page on HBC website.....	483