

# Sustainability Appraisal of the Draft Havant Borough Local Plan 2036

December 2017



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Purpose of this paper	To assess the sustainability effects of the proposals set out in the Draft Local Plan 2036.
Why?	Sustainability Appraisal (SA) is a legally required process which must be undertaken alongside plan making to fully consider and communicate likely sustainability effects of the preferred approach.
Objectives	<ul style="list-style-type: none"><li>▪ Summarise the SA Scoping Report (June 2016)</li><li>▪ Identify what plan making and SA has achieved so far</li><li>▪ Assess the proposals of the Draft Havant Borough Local Plan 2036 and consider how these can be improved</li><li>▪ Identify the next steps</li></ul>

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# 1. Introduction

- 1.1 This Sustainability Appraisal (SA) has been prepared by Havant Borough Council and is a legal requirement to support the Draft Havant Borough Local Plan 2036 (HBLP). The SA must be undertaken alongside the plan making process in order to fully consider and communicate the likely sustainability effects of the preferred approach.
- 1.2 This SA has been produced in compliance with the Town and Country Planning (Local Planning) (England) Regulations 2012 and the Environmental Assessment of Plans and Programmes Regulations 2004. The latter was prepared in order to transpose the EU Strategic Environmental Assessment (SEA)<sup>1</sup> Directive into national law. At the time of writing this report and following the result of the EU Referendum, there is nothing to suggest that these procedures are no longer required.
- 1.3 This SA of the Draft Havant Borough Local Plan 2036 has been prepared in accordance with the above regulations and directive; a breakdown of how this report has complied with the requirements for the environmental report under the SEA Directive is set out in Appendix 1. As such, this report forms part of the evidence base which informs the Draft Havant Borough Local Plan 2036.
- 1.4 Comments are invited on this SA Report as part of the Regulation 18 public consultation<sup>2</sup> on the Draft Havant Borough Local Plan 2036. Information received will be used to help further inform the Council's decisions on which strategy (or combination of strategies) for housing delivery will be taken forward in preparing the pre-submission version of the Havant Borough Local Plan 2036.

## The Havant Borough Local Plan

- 1.5 The Adopted Havant Borough Local Plan covers the period from 2011 to 2026 and consists of the following documents:
  - [Local Plan \(Core Strategy\) \[Adopted March 2011\]](#), and;
  - [Local Plan \(Allocations Plan\) \[Adopted July 2014\]](#).
- 1.6 The National Planning Policy Framework (NPPF) requires local plans to be kept up-to-date and to meet the objectively assessed needs (OAN) for the area (especially for housing; both market and affordable) with sufficient flexibility to adapt to rapid change<sup>3</sup>.
- 1.7 The Partnership for Urban South Hampshire (PUSH) is a voluntary partnership of eleven local authorities in South Hampshire. In addition to Hampshire County Council, these authorities include: Eastleigh, Fareham, Gosport, Havant, Portsmouth, Southampton, as well as parts of East Hampshire, New Forest, Test Valley and Winchester (see Figure 1). PUSH published its [Spatial Position Statement](#) in June 2016 which covers the period up to 2034. The PUSH Spatial Position

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<sup>1</sup> EU Directive 2001/42/EC

<sup>2</sup> Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It is anticipated that this public consultation will take place in January to February 2018 for 6 weeks.

<sup>3</sup> Paragraph 14 of the NPPF.

Statement has informed the review of the Havant Borough Local Plan based on its updated assessment of housing need in the sub-region.

- 1.8 In coming to its conclusions on housing need and distribution across the sub-region, the Position Statement considers environmental constraints and impacts, economic development and employment analysis, along with infrastructure capacity and consideration of what new infrastructure may be required across the region. With this, the Position Statement forms part of the statutory duty to co-operate with neighbouring authorities as set out in Section 33a of the Localism Act 2011.



Figure 1: The Partnership for Urban South Hampshire (PUSH) Sub-Region

- 1.9 In order to address the objectively assessed need (OAN) for housing and employment floorspace in Havant Borough as set out in the PUSH Spatial Position Statement, the Council has taken a positive and proactive approach to maintain an appropriate supply of housing and assist planning decisions in the period up to the adoption of the Local Plan 2036. In response to the findings of the PUSH Spatial Position Statement, the Council commenced a review of the Local Plan.
- 1.10 The Local Plan Housing Statement (LPHS) was the first stage of this review. Consulted on and adopted in 2016, it was a clear position statement in advance of a full Local Plan being adopted, as to which sites the Council considered to be capable of delivering sustainable development. Ahead of the consultation on the Housing Statement, a Sustainability Appraisal Scoping Report was published (June 2016), and both the draft LPHS and the final adopted LPHS were accompanied by a Sustainability Appraisal report.
- 1.11 Since the adoption of the Local Plan Housing Statement in December 2016, work has continued on the production of the Draft Local Plan 2036. This has involved a full review and screening of all sites considered available for development, to determine their suitability and sustainability. Sites

from a variety of sources were screened for archaeology, heritage, ecology, drainage and pollution<sup>4</sup>:

- The remaining sites from the Adopted Local Plan (i.e. those that have not yet been built out);
- The sites identified in the Local Plan Housing Statement, and;
- The sites put forward by landowners as part of a Call for Sites in January to February 2017.

1.12 In incorporating the above, the Draft Local Plan 2036 sets out proposals for new housing, employment, retail and leisure development. It also includes development management policies to ensure the delivery of sustainable, high quality developments. The plan has used the requirements of the National Planning Policy Framework (NPPF) and the PUSH Spatial Position Statement as its starting point.

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<sup>4</sup> A summary of this screening work is available as part of the evidence base for the Draft Local Plan 2036.

## 2. Methodology

- 2.1 The regulations require that an environmental report is published for consultation alongside any formal stage of the plan making process. The report must identify, describe and evaluate the likely effects of implementing the plan and suggest reasonable alternatives. As such, the report aims to answer the questions set out in Table 1 (below).

SA QUESTION	SA SUB-QUESTION	CORRESPONDING REQUIREMENT (These are signposted within the sections of the plan under the headings of 'THE REPORT MUST INCLUDE...')
What is the scope of the SA?	What is the Plan seeking to achieve?	<ul style="list-style-type: none"> <li>An outline of the contents and main objectives of the plan</li> </ul>
	What is the sustainability context?	<ul style="list-style-type: none"> <li>The relationship of the plan with other relevant plans and programmes</li> <li>The environmental protection objectives, established at international or national level, relevant to the plan</li> </ul>
	What is the baseline at the current time?	<ul style="list-style-type: none"> <li>The relevant aspects of the current state of the environment</li> <li>The environmental characteristics of areas likely to be significantly affected</li> </ul>
	How would the baseline evolve without the plan?	<ul style="list-style-type: none"> <li>The likely evolution of the current state of the environment without implementation of the plan</li> </ul>
	What are the key issues that should be a focus of SA?	<ul style="list-style-type: none"> <li>Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance</li> </ul>
What has plan-making/Sustainability Appraisal involved up to this point?		<ul style="list-style-type: none"> <li>An outline of the reasons for selecting the alternatives dealt with (and thus an explanation of why the alternatives dealt with are 'reasonable')</li> <li>The likely significant effects on the environment associated with alternatives/an outline of the reasons for selecting preferred alternatives/a description of how environmental objectives and considerations are reflected in the Plan</li> </ul>
What are the appraisal findings at this current stage?		<ul style="list-style-type: none"> <li>The likely significant effects on the environment associated with the Plan</li> <li>The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the Plan</li> </ul>
What happens next (including monitoring)?		<ul style="list-style-type: none"> <li>A description of the measures envisaged concerning monitoring</li> </ul>

Table 1: The Sustainability Report

- 2.2 To answer the questions in Table 1 (above), the sustainability appraisal process has been used and aims to integrate sustainability considerations within the production of the Local Plan 2036. The Council, along with statutory consultees, environmental bodies and working groups, have been, and will continue to be, engaged in the SA process at the appropriate stages. This chapter sets out the methodology which has been used to carry out the assessment of the Draft Local Plan 2036 and thus answer the questions outlined in Table 1. The approach for carrying out the appraisal is based on current best practice and the following guidance:

<http://planningguidance.communities.gov.uk/blog/guidance/strategic-environmental-assessment-and-sustainability-appraisal/sustainability-appraisal-requirements-for-local-plans/>



2.3 The National Planning Practice Guidance (NPPG) sets out five stages in the SA process. These are shown, alongside their relationship with the Local Plan Process, in Figure 2 below:

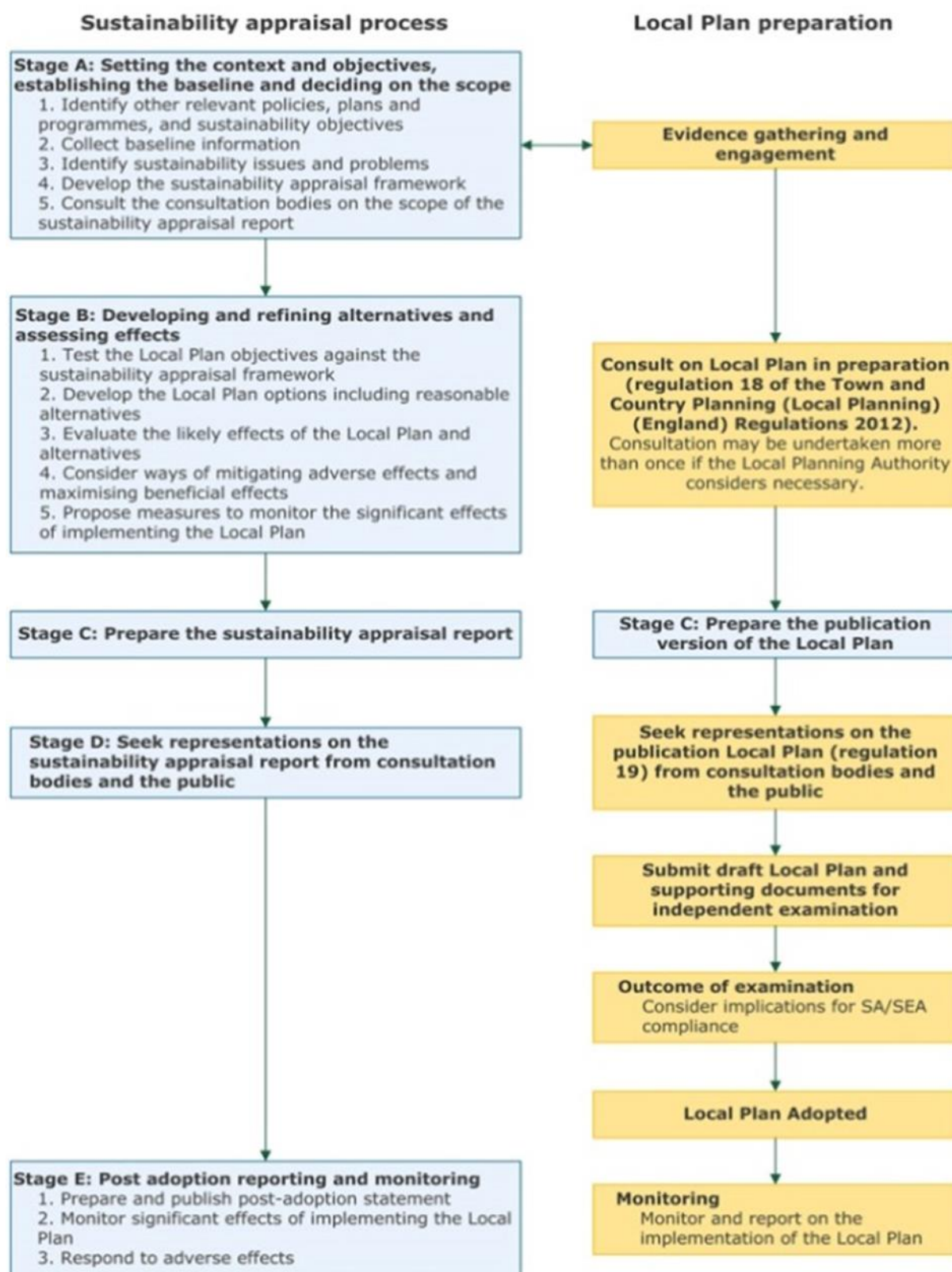


Figure 2: The Sustainability Appraisal and Local Plan Process



- 2.4 Question 1 (Table 1) relates to “Stage A” of the sustainability appraisal process (Figure 2). This has been outlined in the below subsection entitled: ‘*what is the scope of the SA? – The SA Scoping Report (June 2016)*’.
- 2.5 Questions 2, 3 and 4 (Table 1) relate to “Stage B” of the sustainability appraisal process (Figure 2). It should be noted that “Stage B” refers to this report. These questions have been answered in the subsequent chapters of this report as follows:
- Question 2 is answered in Chapter 3 (*What has plan-making/sustainability appraisal involved up to this point?*);
  - Question 3 is answered in Chapter 4 (*What are the appraisal findings at this current stage?*), and;
  - Question 4 is answered in Chapter 5 (*What happens next [including monitoring]?*).

## What is the Scope of the SA? - The SA Scoping Report (June 2016)

- 2.6 The SA Scoping Report was published in June 2016 and represents “Stage A” of the sustainability appraisal process (Figure 2). The report sought to answer Question 1 of Table 1 by answering its sub-questions; these have been replicated below:
- What is the scope of the SA?
    - i. What is the plan seeking to achieve?
    - ii. What is the sustainability context?
    - iii. What is the baseline at the current time?
    - iv. How would the baseline evolve without the plan?
    - v. What are the key issues that should be a focus of SA?
- 2.7 The SA Scoping Report set out the main sustainability issues affecting the Borough, i.e. the baseline. The report was consulted on in May 2016. Three statutory bodies were consulted, these were: Environment Agency (EA), Historic England and Natural England (NE). The comments received from all three bodies were incorporated into the final version of the SA Scoping Report and helped to provide an update of the Plan, Policies and Programmes (PPP) section of the Scoping Report.
- 2.8 As such, the sub-questions above were addressed in the SA Scoping Report (June 2016); however, the key sustainability issues identified through the scoping have been summarised below in order to ensure the reader clarity when moving onto the following chapters of this report.

### **What are the key issues that should be a focus of SA? (Sustainability Objectives)**

- 2.9 A Plan, Policy and Programme (PPP) review was carried out as part of the SA Scoping Report in order to set out the sustainability context which would influence the Local Plan. In order to ensure continuity throughout the process, the PPP review followed a thematic approach so that it would be relevant for future iterations of the Havant Borough Local Plan. Drawing on the PPP review, the baseline was established by looking at the key issues for Havant Borough. The Scoping Report

then set out the key sustainability issues or themes affecting the Borough. These were aligned with the required topics listed in Annex I(f) of the Strategic Environmental Assessment (SEA) Directive, as shown in Table 2 (below).

<b>Sustainability theme</b>	<b>SEA topic included in EU Directive 2001/42/EC</b>	<b>What is Included in the sustainability theme</b>
<b>Accessibility and transportation</b>	Population	Transportation infrastructure Walking and cycling Accessibility
<b>Air quality</b>	Air	Air pollution sources Air quality hotspots Air quality management
<b>Biodiversity and geodiversity</b>	Biodiversity flora and fauna	Habitats Species Nature conservation designations Landscape features Geological features
<b>Climate change</b>	Climatic factors	Greenhouse gas emissions by source Greenhouse gas emissions trends Effects of climate change Climate change adaptation
<b>Economic factors</b>	Material assets	Economic sectors Business start-ups Employment sectors Skills and unemployment Sites and premises
<b>Health</b>	Human health	Health indicators Healthcare inequalities Sport, fitness and activity levels
<b>Historic environment and landscape</b>	Cultural heritage	Historic development of the Borough Designated and non-designated sites and areas Setting of cultural heritage assets Archaeological assets
<b>Housing</b>	Population Material assets	House prices and affordability Housing quality and vacancy rates Homelessness
<b>Material assets</b>	Material assets	Energy Waste arising and recycling rates Minerals Previously developed land
<b>Population and quality of life</b>	Population	Population size and migration Population density Age structure Indices of Multiple Deprivation Unemployment Crime Recreation and amenity (including open space and green infrastructure)
<b>Water and Soil</b>	Soil Water	Watercourses Water resources Water quality Flooding Agricultural land category

*Table 2: Sustainability Themes*

- 2.10 From the above, 14 objectives were established (see Table 3 below); each of these is linked to the themes summarised above (Table 2) and those identified in Chapters 4 to 14 of the SA Scoping Report (June 2016).
- 2.11 The purpose of these objectives (Table 3 below) is to provide a way of ensuring the proposed policies and site allocations consider the sustainability needs of the area in terms of their social, environmental and economic effects. The SEA topics identified in Annex I (f) of the SEA Directive are one of the key determinants when considering which SA objectives should be used for the environmental criteria. Consequently, the SA objectives (Table 3 below) incorporate all sustainability themes to ensure the assessment process is robust and thorough.

Objective Number	SA Objective	Sustainability Theme
1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Economic factors and quality of life
2	Provide affordable, environmentally sound and good quality housing for all	Housing, population and quality of life
3	Safeguard and improve community health, safety and wellbeing	Health, population and quality of life
4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	Climate change
5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary	Climate change, air, water and soil
6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Historic environment and landscape
7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place	Historic environment and landscape
8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	Biodiversity and geodiversity
9	Protect and conserve natural resources	Material assets, air, water and soil
10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	Material assets
11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	Climate change, accessibility and transport
12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	Air, water and soil
13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the Borough and the rest of the Borough	Quality of life, housing
14	Ensure easy and equitable access to services, facilities and opportunities	Accessibility and transport, quality of life, economic factors

Table 3: The Sustainability Appraisal Objectives

- 2.12 The SA Framework (i.e. the objectives outlined in Table 3) provides a way in which sustainability effects can be described, analysed and compared. The extent to which a policy or allocation meets each of the above objectives (Table 3) will be assessed using the grading system set out in Table 4 (below):

Grade	Appraisal symbol
Strong positive effect	++
Positive effect	+
Neutral/no effect	0
Negative effect	-
Strong negative effect	--
Uncertain effects	+/-

*Table 4: The SA Objective Grades*

# 3. What has the Plan Making/Sustainability Appraisal Involved up to this Point?

3.1 This chapter seeks to answer Question 2 (Table 1, Chapter 2). To do this, the chapter includes and considers the following:

- **An outline of the reasons for selecting the alternatives dealt with, and;**
- **The likely significant effects associated with alternatives.**

## Refining Options and Assessing Effects

3.2 The assessment of options (or alternatives) is an important requirement of the SEA Directive. Schedule 2 requires that the Environmental Report includes the following information about reasonable alternatives:

*“an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information”.*

3.3 As outlined in Chapter 1, the Adopted Havant Borough Local Plan consists of the Core Strategy (March 2011) and the Allocations Plan (July 2014). The plan identified housing sites to meet an objectively assessed need (OAN) for housing (315 dwellings per annum) up until 2026. Subsequently, the publication of the PUSH Spatial Position Statement (June 2016) identified the OAN for Havant Borough as 11,250 dwellings between 2011 and 2036; or 450 dwellings per annum. More recently, the Government has consulted on a new methodology for calculating housing need<sup>5</sup>. This shows that there is an annual need of 463 net new homes in the Borough from 2016 to 2026. However this methodology is still in draft form at this point. The Government has indicated that any plans submitted for examination from April 2018 will need to use the new methodology once it is finalised. As such, this draft Plan uses the proposed new need figure, acknowledging that this may change following the publication of any revisions to the NPPF.

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<sup>5</sup> [www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals](http://www.gov.uk/government/consultations/planning-for-the-right-homes-in-the-right-places-consultation-proposals).

3.4 As such, it is believed that there are three options to consider:

- **Option 1:** Do Nothing;
- **Option 2:** Meet the new OAN for housing in Havant Borough;
- **Option 3:** Meet and exceed the new OAN for housing in Havant Borough.

## **Option 1**

3.5 It is acknowledged that Option 1 is not a reasonable approach for the Borough. If the Council does not respond positively to housing need and allocate suitable development sites, then it will fail its responsibilities under the National Planning Policy Framework (NPPF) to create and maintain an up to date Local Plan. In addition, Option 1 will result in speculative development which may help provide housing numbers, but is unlikely to provide a strategic approach and thus the supporting infrastructure required to achieve sustainable development. This has the potential to result in negative impacts for Havant Borough and its residents. As such, Option 1 will not be considered further. The adoption of the Local Plan Housing Statement (LPHS) in December 2016 by the Borough Council confirmed this approach.

## **Options 2 and 3**

- 3.6 The LPHS (as mentioned above) was the first step in the review of the Local Plan and is a clear position statement as to which sites the Council considers could deliver sustainable development to meet the housing need up to 2036; providing that the necessary infrastructure is provided alongside new housing. The LPHS identified one strategic site and 10 urban extension sites for which the principle of residential development has been established. The LPHS identified all of the sites which, at the time, were considered suitable, developable and deliverable under the NPPF. All these sites together did not meet the identified OAN. On that basis, at the time it was not possible to consider the alternatives of meeting or exceeding the OAN.
- 3.7 The Sustainability Appraisal of the Local Plan Housing Statement (November 2016) did consider high rise development in the Borough's town centres as a supplement, rather than a suitable alternative, to the overall strategy to address housing need. This has been explored in the respective town centre policies in Appendix 4.
- 3.8 The Council conducted a Call for Sites in January to February 2017 in order to investigate whether additional sites could be available for housing to reduce the shortfall. The remaining sites allocated for development in the Adopted Local Plan, along with those sites identified in the LPHS and those submitted during the Call for Sites 2017, have now been screened and assessed against the 14 sustainability appraisal objectives (see Chapter 4 and, Appendices 4 and 8 to 13).
- 3.9 As set out in Chapter 4 of this report, there is significant uncertainty over the transport infrastructure capacity of Hayling Island. As such, the sites proposed on Hayling Island have been recommended to be "highlighted" in the draft plan so that further site specific insights can be gained from the anticipated upcoming public consultation. This is because the Council will require the information from the Borough-wide Transport Analysis (TA) and the Hayling Island Highway and Transport Infrastructure Assessment, in order to determine whether these sites on Hayling Island are suitable and can achieve sustainable development. These two studies, along with the sub-regional PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, are still being conducted. It is anticipated that these assessments and their findings will be published in the first half of 2018, and will inform future assessments of the suitability of the sites.

- 3.10 If the Hayling Island sites are considered suitable for development in the future, there may be the potential for Havant Borough to exceed its OAN for housing (Option 3), rather than simply to meet the identified need (Option 2).
- 3.11 Because it is not possible to carry out the assessment when further information is still required, the assessment of Options 2 and 3, in order to ascertain a preferred option, has not been carried out in this report. For this reason, Options 2 and 3 have been outlined at present, but their assessment will be carried out during “Stage C” and “Stage D” of the sustainability appraisal process (Figure 2, Chapter 2) once further information has been obtained.
- 3.12 Therefore, at present, this report has sought to recommend or “highlight” (in the case of Hayling Island) sites which could contribute towards sustainable development with the information currently available. This appears to show the Borough meeting and exceeding its OAN (Option 3); however, this is currently a cautious approach, as it is acknowledged that the further information from the infrastructure assessments and regulation 18 consultation may result in some sites not being recommended for inclusion in the pre-submission version of the Local Plan 2036. As such, by presenting all of the findings at this stage (see Chapter 4); this means that there will still be an opportunity to proceed with Options 2 or 3 in the future.
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# 4. What are the Appraisal Findings at this Current Stage?

4.1 This chapter seeks to answer Question 3 (Table 1, Chapter 2). To do this, the chapter considers the following:

- **The likely significant effects on the environment associated with the plan.**
- **The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the plan.**

4.2 The purpose of this SA report is to enable the plan maker to assess draft policies and proposed site allocations against the 14 objectives established in Table 3 (Chapter 2). Whilst carrying this out, mitigation and developer requirements have been suggested to improve those policies and sites which were assessed negatively or as uncertain against any of the objectives.

4.3 This version of the SA report is fully compliant with all aspects of the SEA Directive as set out in Annex 1 of the Directive (see Appendix 1).

4.4 The draft policies and proposed site allocations put forward for inclusion in the Draft Local Plan 2036 have been assessed against the 14 objectives established in Table 3 (Chapter 2). To do this, each policy and housing site has been assessed against each of the objectives using the grading system outlined in Table 5 (below).

Grade	Appraisal
Strong positive effect	++
Positive effect	+
Neutral/no effect	0
Negative effect	-
Strong negative effect	--
Uncertain effect	+/-

*Table 5: SA objective grades (this is a repetition of Table 4 in Chapter 2 for ease of reading).*

4.5 The two considerations outlined under paragraph 4.1 (above) are incorporated in the full assessments found in Appendices 3 to 13; summaries of these assessments are found in the tables below (Tables 6 to 16). The commentary against each of the objectives looks at the effect on that objective if the proposal (draft policy or proposed site allocation) is implemented. The SEA Directive (Annex 1f) requires that the assessment of effects takes into account not only direct effects as a result of a single policy, but also secondary and cumulative effects. As such, the full assessments and the proceeding text in the rest of this chapter include a commentary on how other policies in the plan can help reduce the impact of adverse effects.

4.6 From the above, the plan makers then used these assessments to determine whether a policy or proposed allocation should be included in the Draft Local Plan 2036.

**Table 6: Assessment summary of the proposed vision and delivery strategy policy**

Policy/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
DR1 Delivery of Development and Regeneration	++	++	+	+	+	+	+	+	++	0	+/-	+/-	++	++	Yes

The Full Assessment is found in Appendix 3.

**Table 7: Assessment summary of the proposed key sites**

Policy/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
KS1 Havant Town Centre	++	++	+	++	+/-	+/-	+	+/-	+	0	+/-	+/-	++	++	Yes
KS2 Waterlooville Town Centre	++	++	+	+	++	0	++	+/-	+	0	+/-	+/-	++	++	Yes
KS3 Leigh Park District Centre	++	++	+	+	++	0	++	+	+	0	+/-	+/-	++	++	Yes
KS4 Hayling Island Seafront	++	++	++	+/-	-	+/-	+	+/-	++	0	+/-	+/-	++	+/-	To highlight
KS5 Southleigh Strategic Site	++	++	+/-	+/-	+	+/-	-	+/-	-	0	+/-	+/-	++	+	Yes
KS6 Dunsbury Park	++	0	++	+	+	+/-	0	+/-	+	0	+/-	+/-	++	++	Yes
KS7 Havant & South Downs College	++	++	++	+	++	+/-	+	+/-	+	0	+/-	+/-	++	+	Yes
KS8 Havant Thicket Reservoir	++	+	++	++	0	+/-	+	+/-	0	0	+	+	+	+	Yes
KS9 Berewood & Wellington Park	++	+	+	0	0	0	0	0	0	0	+	0	+	0	Yes
KS10 Langstone Technology Park	++	0	+	+	+/-	0	++	+/-	+	0	+/-	+/-	+	++	Yes

The Full Assessments are found in Appendix 4.

**Table 8: Assessment summary of the proposed infrastructure policies**

Policy/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
IN1 Effective Provision of Infrastructure	+	+	+	+	+	+	+	+	+	+	+/-	+/-	+	+/-	Yes
IN2 Improving Transport Infrastructure	++	+	+	+/-	0	0	0	+/-	0	0	+/-	+/-	+	+/-	Yes
IN3 Transport and Parking in New Development	++	+	+	++	0	0	+	+	0	+	+	+	+	+	Yes
IN4 Future Management and Management Plans	+	+	+	+	+	+	+	+	+	0	+	+	+	+	Yes

The Full Assessments are found in Appendix 5.

**Table 9: Assessment summary of the proposed environment policies**

Policy/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
E1 Health and Wellbeing	+	+	++	++	+	+	++	++	+	0	++	++	++	++	Yes
E2 Green Infrastructure	+	+	++	++	++	+	++	++	+	+	++	++	++	++	Yes
E3 Sports and Recreation	+	+	++	0	0	0	0	0	0	0	0	0	+	+	Yes
E4 Local Green Spaces	+	+	++	++	+	++	++	++	+	0	++	++	++	++	Yes
E5 Hermitage Stream	0	0	+	+	+	0	+	+	+	0	+	+	0	+	Yes
E6 High Quality Design	+	+	+	++	0	+	++	+	+	+	+	+	+	+	Yes
E7 High Quality New Homes	+	++	++	0	0	+	0	0	0	0	0	0	++	0	Yes
E8 Low Carbon Design	+	+	++	++	0	0	+	+	+	0	0	+	+	0	Yes
E9 Historic Environment and Heritage Assets	+	+	++	+	0	++	++	+	+	0	0	+	+	0	Yes
E10 Landscape & Townscape	+	0	+	+	0	+	++	+	0	0	+	+	+	+	Yes

Policy/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
E11 Chichester Harbour Area of Outstanding Natural Beauty	+	0	+	+	0	0	++	+	0	0	0	+	0	0	Yes
E12 Managing Flood Risk in New Development	+	+	+	+	++	0	0	0	0	0	0	+	0	0	Yes
E13 Drainage Infrastructure in New Development	+	+	+	+	++	0	+	0	+	0	0	+	0	0	Yes
E14 Areas of Coastal Change	+	0	+	+	++	0	+	0	0	0	+	+	0	+	Yes
E15 Ecological Conservation	+	+	++	++	+	+	++	++	+	0	0	+	+	0	Yes
E16 Solent Special Protection Areas	+	+	+	0	0	0	+	++	0	0	0	0	0	0	Yes
E17 Brent Goose and wader feeding and roosting sites	+	+	0	0	0	0	+	++	0	0	0	0	0	0	Yes
E18 Protected Species	0	0	+	+	+	0	+	++	+	0	0	+	0	0	Yes
E19 Best and Most Versatile Agricultural Land	++	+	++	+	+	0	+	+	0	+	+	+	+	+	Yes
E20 Amenity and Pollution	+	+	++	+	0	0	+	0	0	+	0	+	0	0	Yes
E21 Contamination	+	+	++	+	0	+	+	++	++	0	0	+	0	0	Yes
E22 Aquifer Source Protection Zones	++	+	++	0	0	0	+	+	++	0	0	+	0	0	Yes
E23 New and Extended Cemeteries	0	0	++	++	++	0	++	++	+	0	+	+	+	+	Yes

The Full Assessments are found in Appendix 6.

**Table 10: Assessment summary of the proposed housing policies**

Policy/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
H1 Housing Need, Supply and Brownfield sites	+	++	0	-	0	0	-	-	-	0	+/-	+/-	++	0	Yes
H2 Affordable Housing	+	++	+	0	0	0	0	0	0	0	0	0	++	0	Yes
H3 Housing Density and Mix	++	++	+	+	0	0	+	+	0	0	+/-	+/-	++	+	Yes
H4 Housing for Older People, People with Specialist Medical Needs and Annexes	+	++	++	0	0	0	0	0	0	0	0	0	++	0	Yes
H5 Gypsies, Travellers and Travelling Showpeople	+	++	+	0	0	0	0	0	0	0	0	0	+	+	Yes

The Full Assessments are found in Appendix 7.

4.7 The draft delivery and vision, key sites, infrastructure, environment and housing<sup>6</sup> policies have been mostly worded in a positive way in order to reflect the three pillars of sustainability: environmental, social and economic. The assessments of these policies (Tables 6 to 10) show that the cumulative effects of the principles of these policies are largely positive. However, as each policy is intended to guide certain aspects of future development (e.g. by protecting the environment and/or infrastructure, or by addressing needs of affordability and housing density); there were instances where a policy could not be assessed against certain objectives as they were not relatable. For example, objectives 5, 6, 9 and 10 are dependent on specific environment policies. As such, draft housing policies H2 to H5 were assessed as “neutral or no effect” against these objectives as other draft policies would need to be adhered to by a proposal.

4.8 Nevertheless, with regard to draft housing policy H1 more specifically, this policy sets out the amount of housing that is put forward through this draft of the plan. In some respects, it can be viewed as Option 3 (see Chapter 3). Nevertheless, as stated in Chapter 3, the Council will assess Options 2 and 3 at the next stage of the sustainability process in order to ascertain a preferred approach. Therefore, draft policy H1 is a reflection of the options available to the Council at

<sup>6</sup> Please note that this collection of policies refers to the draft housing policies (i.e. draft policies H1 to H5) and not the proposed housing allocations in the Borough.

present, pending further information and assessment. As such, this policy may be subject to change in the future.

- 4.9 With regard to the key sites more specifically, Hayling Island Seafront (KS4) and Southleigh (KS5) have been assessed as having a “negative effect” against one and two objectives respectively. The full assessments of these sites include mitigation measures and recommendations that will need to be taken to reduce these negative assessments. The full assessments can be found in Appendix 4 for these two sites.

**Table 11: Assessment summary of the proposed housing allocations in Emsworth**

Site/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
EM36 Former Victoria Cottage Hospital	+	++	+	+	++	+/-	+/-	+	++	0	+	+/-	++	++	Yes
EM40 South Street Car Park	--	+	-	+	++	+/-	+/-	+	++	0	+	+/-	0	++	No
EM42 North Street Gas Site	+	++	-	+	-	0	+	+/-	++	0	+	+/-	++	++	Yes
EM43 Land at Fowley Cottage, Warblington Road	+	+	+	+	-	+/-	+/-	+/-	+	0	+/-	+/-	0	+	Yes
UE02b Land north and west of Selangor Avenue	+	++	+/-	+	+/-	+/-	-	+/-	-	0	+/-	+/-	++	+	Yes
UE13 Land west of Horndean Road and south of Southleigh Road	+	++	+	+	-	+/-	+/-	+/-	-	0	+/-	+/-	++	+	Yes
UE27a Land off Westwood Close	+	++	+	+	+/-	+/-	-	+/-	+	0	+/-	+/-	++	+	Yes
UE37 West of Coldharbour Farm	+	++	+/-	+	-	+/-	+/-	+/-	-	0	+/-	+/-	++	++	Yes
UE38b Land west of Horndean Road	+	+	+	+	-	+/-	-	-	-	0	+/-	+/-	0	++	As part of Southleigh
UE67 Land to the rear of Redlands House	+	+	0	-	+	+/-	+	+/-	+	0	+/-	+/-	0	-	Yes
UE76 Land north of Long Copse Lane	+	++	0	-	+/-	+/-	-	+/-	+	0	+/-	+/-	+	-	Yes

The Full Assessments are found in Appendix 8.



**Table 12: Assessment summary of the proposed housing allocations in Havant & Bedhampton**

Site/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
BD19 Kingscroft Farm	+	++	+/-	+	-	+/-	+/-	+/-	-	0	+/-	+/-	++	++	Yes
H14 Portsmouth Water Headquarters	+	++	+	+	+/-	+/-	+	+/-	+/-	0	+/-	+/-	++	++	Yes
H19 Land end of Palk Road	+	++	+/-	+	+/-	+/-	+	+	+	0	+/-	+/-	++	++	Yes
H22 (Car Park behind Bear Hotel) East Street	+	++	++	+	++	+/-	+/-	+	+	0	+/-	+/-	++	++	Yes
H69 Former Oak Park School	+	++	+/-	+	-	+/-	++	+	+	0	+/-	+/-	++	++	Yes
UE3a Land west of Havant Crematorium	+	++	+/-	+/-	+	+/-	-	+/-	-	0	+/-	+/-	+	+/-	Yes
UE3b Land south of Bartons Road	+	++	+	+/-	+	+/-	-	+/-	-	0	+/-	+/-	+	+/-	Yes
UE28 Littlepark House, Bedhampton	+	++	+	+/-	+/-	0	+/-	+/-	+	0	+/-	+/-	++	+	Yes
UE29a Littlepark East	+	++	+	-	-	+/-	--	--	-	0	+/-	+/-	++	+	No
UE30 Land south of Lower Road	+	++	+/-	+	+	-	-	+/-	-	0	+/-	+/-	++	+	Yes
UE53 & UE02a Land east of Castle Avenue & land north of A27	+	++	+/-	+	+/-	+/-	+/-	+/-	-	0	+/-	+/-	++	+	Yes
UE54 Southmere Field	+	++	+	+/-	-	+/-	-	-	-	0	+/-	+/-	++	+	No
UE55 Southleigh Park House	+	++	+	+/-	++	+/-	+/-	+/-	+	0	+/-	+/-	+	+/-	Yes
UE68 Forty Acres	+	++	+/-	+	-	+/-	+/-	+/-	-	0	+/-	+/-	++	+/-	Yes
UE75 Helmsley House	+	++	+/-	+/-	++	+/-	+/-	+/-	+	0	+/-	+/-	+	+/-	Yes
UE83 Land to the east of Manor Farm Close	+	++	+/-	+	--	+/-	-	--	-	0	+/-	+/-	++	+	As part of Southleigh

The Full Assessments are found in Appendix 9

**Table 13: Assessment summary of the proposed housing allocations on Hayling Island**

Site/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
UE15 Manor Nurseries	+	++	-	+/-	+	+/-	+	+/-	-	0	+/-	+/-	+	+/-	To highlight
UE18 Sinah Lane	+	++	+	+/-	+/-	+/-	+/-	+/-	-	0	+/-	+/-	++	+/-	To highlight
UE36 Mengham Field, Tournurbury Lane	+	++	+	+/-	-	+/-	--	+/-	-	0	+/-	+/-	++	+/-	No
UE47 Land north of Tournurbury Lane	+	++	+	+/-	+	+/-	-	+/-	-	0	+/-	+/-	++	+/-	To highlight
UE49 Northney and Sparkes Marinas	++	++	+/-	+/-	+/-	+/-	+/-	+/-	+	0	+/-	+/-	+	+/-	To highlight
UE60 Land north of Selsmore Road	+	++	+	+/-	-	+/-	-	+/-	-	0	+/-	+/-	++	+/-	To highlight
UE62 Land south of Stoke Barn	+	++	+/-	-	+	+/-	--	+/-	-	0	+/-	+/-	0	-	No
UE77 Land at Rook Farm	+	++	+/-	+/-	+/-	+/-	+/-	--	-	0	+/-	+/-	++	+/-	No
UE78 Fathoms Reach	+	++	+	+/-	+	+/-	+/-	+/-	-	0	+/-	+/-	++	+/-	To highlight
UE80 Land rear of Westjay, 107 Havant Road	+	++	+/-	-	+	+/-	--	--	-	0	+/-	+/-	0	-	No

The Full Assessments are found in Appendix 10.

**Table 14: Assessment summary of the proposed housing allocations in Leigh Park**

Site/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
L04 Plaitford Grove	+	+	--	+	+	+/-	+/-	+	+	0	+/-	+/-	0	+	No
L25 Strouden Court	+	++	+/-	+	++	0	++	+/-	+	0	+/-	+/-	++	+	Yes
L44 Prospect Lane Open Space	+	+	--	+	+	+/-	+/-	+/-	+	0	+/-	+/-	0	+	No
L46 Land at Oakshott Drive	+	+	-	+	+	+/-	+	+	+	0	+/-	+/-	0	+	Yes
L83 Riders Lane	+	++	+	+	+/-	+/-	+/-	+/-	+	0	+/-	+/-	++	+	Yes
L119 Dunsbury Way	+	++	+/-	+	++	0	++	+	+	0	+/-	+/-	++	++	Yes
L145 Former SSE Offices, Bartons Road	++	++	-	+	++	0	+/-	+/-	+	0	+/-	+/-	++	++	Yes
L152 Former Colt Site	++	++	-	+	+/-	0	++	+	+	0	+/-	+/-	++	+	Yes
UE6a Cabbagefield Row	+	++	+/-	+	+	+/-	-	+/-	+	0	+/-	+/-	++	+	Yes
UE69 Land at Hulbert Road (East of [A3(M)])	++	++	-	-	+/-	0	-	--	+	0	-	+/-	++	-	No

The Full Assessments are found in Appendix 11.

**Table 15: Assessment summary of the proposed housing allocations in Waterloo**

Site/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
UE31 Land north of High Bank Avenue, Widley	+	++	+	+	+	+/-	+/-	+/-	-	0	+/-	+/-	++	+	Not currently
UE70 Land east of College Road, Campdown	+	++	+/-	+	+	+/-	-	+/-	+	0	+/-	+/-	++	+	Yes
UE72 North of Fort Purbrook	+	++	0	+	+	-	-	+/-	-	0	+/-	+/-	++	+	Yes
UE79 Land at Waterloo Golf Club	+	++	0	+	+	+/-	+/-	+/-	+/-	0	+/-	+/-	++	+	Yes
UE9 Woodcroft Farm	+	++	+	+	+	+/-	+/-	+/-	+	0	+/-	+/-	++	+	Yes
W58 Forest End Garages	+	+	+/-	+	++	+/-	+	+	+	0	+	+/-	0	++	No
W64 Gordon Road Open Space	+	++	--	+	+	+/-	+/-	+	+	0	+/-	+/-	++	+	No
W122 Land east of Purbrook Distributor Lake	+	+	--	+	+/-	+/-	+/-	+/-	+	0	+/-	+/-	0	+	No
W126 Padnell Grange	+	++	+/-	+	+	+/-	+/-	+/-	+	0	+/-	+/-	++	+	Yes
W130 Woodcroft Primary School	+	++	0	+	+	+/-	+/-	+/-	+	0	+/-	+/-	++	+	Yes
W135 Blue Star	+	++	+/-	+	+	+/-	+/-	+/-	+	0	+/-	+/-	++	++	Yes
W140 Former South Downs College Car Park	++	++	+	+	++	+/-	0	+/-	+	0	+/-	+/-	++	+	Yes

The Full Assessments are found in Appendix 12.

- 4.10 Where a policy or proposed allocation was assessed as having a “strong negative effect” against any of the 14 objectives (Table 5), this policy or proposed allocation was not recommended for inclusion in the Draft Local Plan 2036. However, in the instances where a policy or proposed allocation was assessed as having a “negative” or “uncertain” effect against any of the 14 objectives, mitigation measures and developer requirements were recommended for the policy or proposed allocation, where appropriate, in order to help improve the assessments of these policies or proposed allocations in the future. The exception to this is UE54, this is because (and as explained in the full assessment of the site in Appendix 9) there is the potential that the assessment of objective 8 could be reassessed from a “negative effect” to a “strong negative effect” from the findings, currently pending, of the Phase II Botanical Assessment. The other exceptions of UE31 and W58 are explained in their full assessments in Appendix 12.

- 4.11 The assessment summaries for the proposed housing allocations can be found above in Tables 11, 12, 13, 14 and 15. The full assessments of these proposed allocations can be found in Appendices 8 to 12 respectively.
- 4.12 Objectives 1, 2 and 13 have been assessed largely as positive. This is because addressing housing need has the potential to create an environment in which people want to live and work, which helps to strengthen the local economy. In addition, the provision and distribution of affordable housing will help to close the gap between the most deprived areas in the Borough.
- 4.13 Objective 3, 4 and 5 have shown varying assessments throughout the site assessments; though the majority have been assessed as having a “positive effect” or “uncertain effect”. Unless the assessment of a “strong negative effect” has been recorded against either of these objectives, the proposed site allocation has still be considered for inclusion in the Draft Local Plan 2036. This is because the recommendations, as set out in the full assessments of the sites (Appendices 8 to 12), may be able to improve these individual assessments in further iterations of the local plan. With this, the requirements of proposed policies E12 (Flood Risk) and E13 (Drainage) may be able to overcome any negative or uncertain assessments for objective 5; along with proposed policies E2 (Green Infrastructure), E6 (High Quality Design) and E8 (Low Carbon Design) for objective 4.
- 4.14 With regard to objective 5 more specifically, the National Planning Policy Framework (NPPF) states that Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change (Paragraph 100, NPPF). This has been carried out through the assessment of objective 5 as an assessment of a “strong negative effect” would have highlighted a site as not suitable for development due to flood risk. No sites have been assessed as having a “strong negative effect”. While some of the sites which have not been recommended for inclusion in the draft plan have a lower risk of flooding than some that have been recommended for inclusion, there were overriding reasons for these sites not to be included. For this reason, the Council had to consider some sites which were partially in flood zones 2 and/or 3. Out of the sites which have been recommended for inclusion in the draft plan, the majority are not situated in flood zones 2 and/or 3. However, there are some sites which are partially in flood zone 2 and/or 3. In these instances the sites have been assessed as having a “negative effect” and recommendations regarding site design and layout have been made to avoid development in the flood zones. In conjunction with the requirements of proposed policies E12 and E13, it is considered that flood risk can be mitigated on these sites.
- 4.15 Objectives 6, 7 and 8 have been assessed as having an “uncertain effect” for the majority of the proposed sites. These objectives seek to protect the historic, landscape and natural features of the Borough. It is acknowledged that development has the potential to significantly impact on these features if not properly taken into account at the detailed planning stage. The full assessments of the proposed site allocations have identified the specific historic, landscape and natural features where possible, and have sought to maximise their protection and enhancement through a number of recommendations where possible (i.e. through word changes or developer requirements in the proposed site allocation policy). However, the way in which these objectives are met will be highly dependent on the design, layout and scale of a scheme.
- 4.16 Objective 9 has been assessed as a “negative effect” where a site contains the best and most versatile (BMV) agricultural land. The Council’s approach to BMV agricultural land is set out in Appendix 2. In the instances where a site is located in the Mineral Safeguarding Area (MSA) and/or Groundwater Source Protection Zone (SPZ), a recommendation has been made for Hampshire County Council (HCC) to be consulted regarding prior extraction with regard to the former. As for the latter, Portsmouth Water will be able to provide further advice through the upcoming regulation 18 consultation, as well as through the development management process.

- 4.17 Objective 10 has consistently been assessed as neutral. The strong record of waste management by Hampshire County Council (HCC) is recognised. Havant Borough Council has recently entered into a partnership with Norse, which is responsible for waste collection in the Borough. These strong partnerships mean that while the amount of waste generated as a result of extra development will increase, there are strong mechanisms in place which can be expanded to address this increase. The overall effect, therefore, is neutral.
- 4.18 It is important to note that the following evidence base documents have not yet been completed, and as such, were not able to inform the appraisals of the draft policies and proposed allocations:
- The Borough-wide Transport Assessment (TA);
  - The Hayling Island Highway and Transport Infrastructure Assessment;
  - The PUSH Air Quality Assessment, and;
  - The PUSH Integrated Water Management Strategy.
- 4.19 For this reason, the majority of the proposed housing sites have been assessed as having an “uncertain effect” against objectives 11 and 12. In the case of sites on the mainland (i.e. not Hayling Island), they have still been recommended for inclusion in the Draft Local Plan 2036. For these sites, it is assumed that any uncertainty can be overcome through further assessment and inclusion of mitigation measures in the plan, following the publication of the documents listed above, at the pre-submission stage of the Local Plan 2036 (i.e. stages C and D of the sustainability appraisal process – see Figure 2 in Chapter 2).
- 4.20 For the sites on Hayling Island however, the uncertainty is much greater regarding the transport infrastructure capacity to accommodate additional development. This also presents “uncertain effects” when assessed against objectives 4 (climate change) and 14 (easy and equitable access). As such, the Borough-wide TA and Hayling Island Highway and Transport Infrastructure Assessment will be required to determine whether the “highlighted” Hayling Island sites should be included in the pre-submission version of the Local Plan 2036
- 4.21 As for objective 14, this objective has been largely assessed as positive. However, it should be noted that the only sites which have been recommended for inclusion in the Draft Local Plan 2036, and have also been assessed as having a “negative effect” against objective 14, are the two sites along Long Copse Lane in north Emsworth (Table 11). In addition, the four proposed sites along the east of Bartons Road would have also been assessed as having a “negative effect” if only one of them had been proposed; however, together the four sites have currently been assessed as having an “uncertain effect”. Further information is outlined below.

### **The Sites proposed around Long Copse Lane, Emsworth (Table 11, Appendix 8)**

- 4.22 The two sites proposed around Long Copse Lane in north Emsworth are UE67 (Land rear of Redlands House) and UE76 (Land north of Long Copse Lane). These two sites were assessed as having a “negative effect” against objectives 4 and 14 as they are considered to be on the outskirts of the settlement, away from services, facilities and public transport. As such, this suggests that prospective residents would be reliant on the car to access local shops, services, facilities and opportunities. However, due to the scale of UE76, a comprehensive approach to development could result in infrastructure benefits such as pedestrian and cycle routes, as well as the potential to introduce bus routes into the area.

- 4.23 Due to the potential of the above, the full assessment matrix of UE76 (Appendix 8) has recommended that the site is developed comprehensively in order to avoid piecemeal development in this area of the Borough. In doing so, greater infrastructure provisions and benefits could be secured.

### **The Sites proposed around Bartons Road (Table 12, Appendix 9)**

- 4.24 There are four site allocations which are proposed around the eastern section of Bartons Road, and are adjacent or in close proximity to the north of Southleigh (KS5). These are:
- UE3a – Land west of Havant Crematorium;
  - UE3b – Land south of Bartons Road;
  - UE55 – Southleigh Park House, and;
  - UE75 – Helmsley House.
- 4.25 At present, the area is on the edge of established urban development; as such access via walking, cycling and bus is rather limited; though the New Lane employment area is within walking distance to the west. Due to this, requirements have been made in the sites' draft allocation policies which highlight how their comprehensive development (including their accesses) should have regard to each other and the Southleigh link road.
- 4.26 The close proximity of these sites to Southleigh (KS5) may also help to improve access to facilities, services and opportunities by connecting them with the proposed new local centre, community and educational facilities via pedestrian and cycle routes. In addition, the proposed new junction off the A27 and Southleigh link road will also allow for greater and improved access.
- 4.27 Moreover, if only of these sites had been proposed, then there would have been the possibility that the site would be assessed as having a "negative effect" against objective 14. However, by proposing all four sites and drafting developer requirements to help ensure that these sites are brought forward in a way that they can interconnect with one another and with Southleigh; there is the potential to establish pedestrian and cycle routes, greater bus provision and additional infrastructure to help create accessible and sustainable development.



**Table 16: Assessment summary of the proposed commercial development policies and site allocations**

Policy/Objective	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6	Objective 7	Objective 8	Objective 9	Objective 10	Objective 11	Objective 12	Objective 13	Objective 14	Include in the Draft Local Plan 2036?
C1 New Employment Provision	++	0	+	+/-	+/-	0	+	+/-	+	0	+	+/-	+	+	Yes
C2 Protection of Employment Sites	++	0	+	0	0	0	0	0	0	0	+	+/-	+	+	Yes
C3 Land north of Solent Road	++	+	+	+	-	+/-	+/-	+/-	+/-	0	+/-	+/-	+	++	Yes
C4 Cowplain District Centre	++	+	+	+	++	0	+	0	++	0	+	+	+	+	Yes
C5 Emsworth District Centre	++	+	+	+	+	+/-	+	0	++	0	+	+	+	+	Yes
C6 Mengham District Centre	++	+	+	+	++	0	+	0	++	0	+	+	+	+	Yes
C7 Local Centres, Local Shops and Services	++	+	+	+	+/-	+/-	+	0	++	0	+	+	+	+	Yes
C8 Food, Drink and Entertainment Uses	++	+	++	+	0	0	+	0	0	+	+	+	+	+	Yes
C9 Former BAE Systems Park	+/-	0	+	+	++	0	++	+	+	0	+/-	+/-	+	+	Yes
C10 Tourism	++	0	+	+/-	0	0	0	0	0	0	+/-	+/-	+	+	Yes
C11 Protection of Existing Community Facilities and Shops	++	0	++	+	0	0	0	0	0	0	+	0	++	+	Yes

The Full Assessments are found in Appendix 13.

4.28 The assessment summaries for the draft commercial development policies and proposed site allocations are found above in Table 16 (Appendix 13 for full assessments). Policies C3 and C9 are proposed site allocations, whereas the remainder of this category are draft policies.

- 4.29 The assessments of the draft policies (i.e. not C3 and C9) show that the cumulative effects of the principles are largely positive. As some of the policies are intended to be specific to guide certain types of commercial development (e.g. C10 – Tourism), it was not always possible to assess these policies against certain objectives, as these objectives were dependent on other policies proposed in the draft plan. To use the example of proposed policy C10 (Tourism), objective 5 relates to flood risk, however the tourism policy does not cover the issues of flood risk as these are site specific and the policy aims to produce an overview of tourism proposals. As such, this policy was assessed as “neutral or no effect” against objective 5 as the relevant flood risk and drainage policies would need to be adhered to by a proposal.
- 4.30 With regard to the proposed site allocations (i.e. C3 and C9), some uncertainties did arise for both proposals. The full assessments have made recommendations about how to reduce these uncertain effects (Appendix 13). At present, both of these sites are recommended for inclusion in the draft plan.
- 4.31 The National Planning Policy Framework (NPPF) states that Local Plans should apply a sequential, risk-based approach to the location of development to avoid, where possible, flood risk to people and property and manage any residual risk, taking account of the impacts of climate change (Paragraph 100, NPPF). This has been carried out through the assessment of objective 5 as an assessment of a “strong negative effect” would have highlighted a site as not suitable for development due to flood risk. The proposed employment allocation C3 for office development is situated in flood zones 2 and 3. However, the National Planning Practice Guidance (NPPG) states that office developments are “less vulnerable” to flood risk<sup>7</sup>; as such the guidance states that this type of development “is appropriate” in flood zones 2 and 3a<sup>8</sup>. For this reason, proposed employment allocation C3 has been assessed as having a “negative effect” rather than a “strong negative effect” against objective 5 and has been recommended for inclusion in the Draft Local Plan 2036. However, a Flood Risk Assessment (FRA) and appropriate flood risk mitigation will still be required through the development management process.

## Overview of Cumulative Effects

- 4.32 Individually, the proposed site allocations help meet the objectively assessed need (OAN) for housing; however, uncertainties and potential negative impacts have been identified on a site by site basis. In many cases however, where an “uncertain” or “negative effect” has occurred, other policies in the plan can be used to reduce these impacts. Moreover, the effect of mitigation in addressing these uncertainties and/or negativities could be maximised if considered comprehensively (cumulatively). For example, protecting the network of habitats for Solent Waders and Brent Geese will be more effective if it is considered Borough-wide (or even wider) than on an individual site by site basis. In addition, measures to address pollution (e.g. noise, air etc.) would be more effective when considered as a whole (e.g. for air pollution - adding to the Borough-wide cycle network) rather than small scale measures on individual sites.
- 4.33 A positive approach to development will help avoid “planning by appeal” where proposals are allowed simply because housing is not being provided, rather than because it represents the best and most sustainable location for development. A comprehensive and strategic approach will help lead to new infrastructure provision as the scale of development will require new community facilities, transport improvements and green infrastructure (as set out in the relevant draft policies).

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<sup>7</sup> Paragraph: 066 Reference ID: 7-066-20140306. Revision date: 06 03 2014

<sup>8</sup> Table 3: Flood risk vulnerability and flood zone “compatibility”. Paragraph: 067 Reference ID: 7-067-20140306. Revision date: 06 03 2014.

It is considered, therefore, that the Draft Local Plan 2036, overall, scores positively when assessed against cumulative effects at this stage of the sustainability appraisal process.

## Recommendations & Conclusion (so far)

- 4.34 The assessment matrices for the draft policies and proposed site allocations can be found in Appendices 3 to 13. These full assessments outline whether each site is recommended for inclusion or not in the Draft Local Plan 2036. With regard to Hayling Island however, the full assessments of the proposed site allocations (Appendix 10) outline whether to “highlight” a site in the Draft Local Plan 2036 or whether they are not recommended for inclusion in the draft plan at all.
- 4.35 As part of these assessments, recommendations (either in the form of word changes or additions to developer requirements) have been suggested where appropriate. This has been done to help address any uncertain or negative effects outlined in the assessments of these draft policies and proposed site allocations. These recommendations should be included in the Draft Local Plan 2036 prior to it going out to public consultation in early 2018. With this, as the sustainability appraisal and local plan progress, and further information<sup>9</sup> becomes available, further assessment will be undertaken and recommendations made where appropriate.
- 4.36 The National Planning Policy Framework (NPPF) and Strategic Housing Market Assessment (SHMA) point to the need for more housing. For the reasons set out in this report, Havant Borough Council (HBC) is taking a positive approach to housing delivery in order to meet the requirements for today’s and future generations.
- 4.37 The scale of development proposed will undoubtedly have an effect on Havant Borough, perhaps most notably through a change in landscape character where Southleigh (KS5) is proposed, as well as the various sites proposed around Bartons Road (north of Southleigh). However, the assessments in this report have shown that this change has the potential to bring positive impacts and benefits if planned comprehensively and providing the necessary infrastructure is put in place to support these proposals.
- 4.38 The full assessments show that the draft delivery and vision, infrastructure, environment, housing and commercial development policies will have a largely positive effect on the sustainability objectives of the Borough. The principles of these policies are guided by the principles of sustainability as set out in the NPPF. As such, they will help ensure that the most sustainable sites are allocated for development and that speculative proposals in unsustainable locations can be resisted.
- 4.39 At this stage, a degree of uncertainty exists for some of the site allocations recommended for inclusion in the draft plan. This generally relates to sustainability appraisal objectives 4, 6, 7, 8, 11, 12 and 14. This level of uncertainty is considered understandable and acceptable at this stage in the process, where detail regarding the scale, layout and design of developments is unknown and will only be fully known through planning applications. Moreover, uncertainty at this stage is not necessarily a negative outcome of the assessment and provides an opportunity to carefully consider the impacts on these objectives at an early stage of the development process. As such, and as mentioned above, the full assessments of these sites (Appendices 8 to 13) have made

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<sup>9</sup> I.e. the Borough-wide Transport Assessment (TA), the Hayling Island Highway and Transport Infrastructure Assessment, the PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy.

recommendations to reduce these uncertainties where appropriate. As more detail emerges<sup>10</sup> and future iterations of the local plan are produced, it is expected that these uncertain assessments will be reduced.

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<sup>10</sup> I.e. the Borough-wide Transport Assessment (TA), the Hayling Island Highway and Transport Infrastructure Assessment, the PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy.

# 5. What Happens Next (Including Monitoring)?

- 5.1 This chapter seeks to answer Question 4 (Table 1, Chapter 2).
- 5.2 The SEA Directive states that the significant environmental effects of the implementation of plans and programmes should be monitored in order to, at an early stage, identify any unforeseen adverse effects and to be able to undertake appropriate remedial action. As such, this chapter explains the next steps that will be taken as part of the plan-making/sustainability appraisal process, including monitoring.

## Consultation and Adoption

- 5.3 This report is “Stage B” of the sustainability appraisal process (Figure 2, Chapter 2). The findings of this report have been used to inform the Draft Local Plan 2036 which is anticipated to go out to public consultation<sup>11</sup> for 6 weeks in January and February 2018. During this consultation, comments on this report are invited and welcomed. The information received will be used to help inform “Stage C” and “Stage D” of the sustainability process. As part of these next stages, Options 2 and 3 (see Chapter 3) will be assessed in order to ascertain a preferred approach for the pre-submission version of the Havant Borough Local Plan 2036.
- 5.4 The current timetable for the Havant Borough Local Plan 2036 is set out in Council’s Local Development Schemes (LDS), which can be accessed via the link below:

<https://www.havant.gov.uk/planning-and-environment/planning-policy/local-plan-core-strategy/local-development-scheme>

## Monitoring

- 5.5 The SA guidance suggests that SA monitoring and reporting activities can be integrated into the regular planning cycle. The Annual Monitoring Report (AMR) monitors the effectiveness of planning policies in Havant Borough through a range of indicators. Comparison of these will give a clear indication of the implementation and effectiveness of each principle and proposal.
- 5.6 The monitoring of the impacts of the Local Plan 2036, once adopted in 2019, will be carried out through the Annual Monitoring Report (AMR), using the indicators identified in the SA Framework (see SA Scoping Report) as a basis for assessment.

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<sup>11</sup> Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012

# Appendix 1

## Compliance with the requirements for the environmental report under the SEA Directive

Information referred to in Article 5(1)	Where has this requirement been addressed
a) an outline of the contents, main objectives of the plan or programme and relationship with other relevant plans and programmes	The <a href="#">SA Scoping Report (June 2016)</a> - a summary of this has been set out in Chapter 2 of this report.
b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme	The current state of the environment was outlined in the <a href="#">SA Scoping Report (June 2016)</a> – this has been summarised in Chapter 2 of this report. The likely evolution without implementation of the plan is referred to as Option 1 in this report (Paragraph 3.6).
c) the environment characteristics of areas likely to be significantly affected	This can be found in; 1) the <a href="#">SA Scoping Report (June 2016)</a> (a summary of this has been set out in Chapter 2 of this report), and; 2) the full assessments of the proposed policies and site allocations in Appendices 3 to 13 (a summary of these findings can be found in Chapter 4 of this report).
d) any existing environmental problems which are relevant to the plan or programme, including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC	The <a href="#">SA Scoping Report (June 2016)</a> - a summary of this has been set out in Chapter 2 of this report
e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan or programme and the way in those objectives and any environmental considerations have been taken into account during its preparation	The <a href="#">SA Scoping Report (June 2016)</a> . A summary of this has been set out in Chapter 2 of this report.
f) the likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above.	This can be found in; 1) the <a href="#">SA Scoping Report (June 2016)</a> (a summary of this has been set out in Chapter 2 of this report), and; 2) the full assessments of the proposed policies and site allocations in Appendices 3 to 13 (a summary of these findings can be found in Chapter 4 of this report).
g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme	These measures/recommendations have been set out in each supporting commentary of the full assessment matrices (Appendices 3 to 13 of this report). A summary of these can be found in Chapter 4 of this report along with an overview of the cumulative effects, recommendations and conclusion.
h) an outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required	Chapter 3 of this report

information	
i) a description of the measures envisaged concerning monitoring in accordance with Article 10	Chapter 5 of this report.
j) a non-technical summary of the information provided under the above headings.	A non-technical introduction to the process is found in Chapter 1, and a non-technical summary of the findings is found in Chapter 4 of this report.



# Appendix 2

## Best and Most Versatile (BMV) agricultural land

The National Planning Policy Framework (NPPF) highlights that if development on agricultural land is deemed necessary, then Local Planning Authorities (LPAs) should seek to use land of a lower agricultural quality instead of that of a higher quality:

*“Local planning authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality”* (NPPF, paragraph 112, page 26).

The NPPF defines the best and most versatile (BMV) agricultural land as those classified as Grades 1, 2 and 3a (NPPF, Annex 2, page 50). Therefore, Grades 3b, 4 and 5 are considered lower quality agricultural land. The Agricultural Land Classification (ALC) for each site has been outlined in the assessment of sustainability appraisal objective 9 in the Full Assessment Matrices (Appendices 8 to 12).

The ALCs of Havant Borough have been obtained from the collection of the following sources:

- [Magic Map \(DEFRA\)](#);
- [The Havant Borough Landscape Capacity Study \(May 2015\)](#);
- Previous editions of the Havant Borough Local Plan, and;
- Shape files downloaded by the Council from Natural England's Open Data Website<sup>12</sup>.

The Magic Map (DEFRA) is the most accurate of the above as it can be used to identify the ALC of individual fields and sites. However, only certain areas of Havant Borough have been identified on this map, therefore the data is limited. As such, the Council has used the data from the other three resources (above) to ascertain the ALC of any sites not covered by Magic Map. In the instance that a site has been identified as Grade 3, the Council has been cautious and assumed the site contains Grade 3a agricultural land and as such BMV agricultural land.

The NPPF expects local planning authorities (LPAs) to seek to use areas of poorer quality land in preference to that of a higher quality, where significant development of agricultural land is demonstrated to be necessary.

The Borough contains a variety of rich and fertile soils due to its location between the South Downs and the Solent. The Council supports the guidance of the NPPF (above) and, as such, has sought to identify sites on previously developed land (PDL) and those on land of lower agricultural quality (Grades 3b, 4 and 5) first, before then considering sites of BMV agricultural land (Grades 1, 2 and 3a). Nevertheless, from all of the sites put forward to the Council for housing, those which are either on PDL or lower agricultural land grades, and were also recommended for inclusion in the Draft Local Plan 2036 following their site appraisals (Appendices 8 to 12), are not enough to meet Havant Borough's objectively assessed need

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<sup>12</sup> <http://naturalengland-defra.opendata.arcgis.com/>

(OAN) for housing. As such, the use of some sites which contain BMV agricultural land for residential development is necessary to address housing need.

From this, any site which contains BMV agricultural land has been assessed as having a "negative effect" (rather than a 'strong negative effect') against objective 9 in the Full Site Assessments (Appendix 8 to 12). Nevertheless, as discussed above, this negative assessment is not enough to prevent recommending the site for inclusion in the Draft Local Plan 2036 alone, given the Borough's OAN for housing. As such, this report has sought to recommend sites (which contain BMV agricultural land) providing that other negative impacts can be mitigated and that the development of such sites could have additional qualities and opportunities for the Borough and its residents. If any of the above was not shown to be possible, then the site was not recommended for inclusion in the Draft Local Plan 2036.

Proposed Policy E19 (Best and Most Versatile Agricultural Land) requires sites, which contain BMV agricultural land and are proposed for 50 dwellings or more, to make provision for community food growing (e.g. allotments and community orchards). This may help to minimise the impact of developing sites containing BMV agricultural land, as the development of such sites should safeguard areas on these sites for food growing. This, in turn, may also help to meet a community need, e.g. the allotment waiting list, and provide health benefits.

# Appendix 3

## Policies – Vision and Delivery

DR1 Delivery of Development and Regeneration		
	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Criterion b) outlines the Council's support for sustainable growth in homes, jobs and services in principle. With this, the Council has identified underused brownfield site in its town centres and on Hayling Seafront which will help contribute towards development and regeneration of the Borough. Addressing housing and employment needs will help attract employers and skilled employees. The above will help to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	Criteria f) and g) of the policy support a diverse mix of housing products to cater for new and emerging areas of housing need. In addition, the policy supports the principal of using modern methods of construction which accelerate the delivery of new homes. The acceleration of housing delivery will help the Borough meet its objectively assessed need (OAN) for housing whilst providing affordable, environmentally sound and good quality homes for all.
Obj 3	Safeguard and improve community health, safety and wellbeing	The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 3 are incorporated into new development proposals at the earliest opportunity. Moreover, the supporting text highlights how the Borough will economically benefit from additional tourism and day visitors through improved access to recreation and leisure opportunities. These will also benefit the health and wellbeing of the Borough's own residents.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 4 are incorporated into new development proposals at the earliest opportunity. Moreover, the policy refers to the Council's support for innovative design and development solutions; these include that of low carbon design as highlighted in Policy E8. The Council's vision outlines how development will make a positive contribution to tackling climate change through enhanced levels of energy efficiency, locating homes in areas to minimise flood risk and adopt a sustainable approach to drainage.

## DR1 Delivery of Development and Regeneration

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 5 are incorporated into new development proposals at the earliest opportunity. The Local Plan will be subject to sequential and exception tests in accordance with planning guidance to ensure that the most sustainable sites are allocated. In addition, Policies E12 and E13 will address on site flood risk and mitigation.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 6 are incorporated into new development proposals at the earliest opportunity. The Local Plan has sought to identify important historic features and allow for high level consideration of these features. In addition, Policy E9 will be used to ensure historic features are protected, enhanced and managed.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 7 are incorporated into new development proposals at the earliest opportunity. However, there is some uncertainty in relation to this objective due to scale of the Borough's objectively assessed needs. By taking a proactive approach, it is envisaged that a new strengthened local distinctiveness and sense of place will be achieved.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 8 are incorporated into new development proposals at the earliest opportunity. The Local Plan has sought to identify the Borough's nature conservation designations and protected species. In addition, Policy E15 will be used to ensure these designations and protected species are protected, enhanced and managed where appropriate.
Obj 9	Protect and conserve natural resources	The Council has identified underused brownfield sites (also known as previously developed land [PDL]) in town centres and on Hayling Island Seafront in order to bring forward regeneration and development. The policy also highlights the renewed focus on brownfield regeneration. Identifying brownfield sites (or PDL) ensures that sites are developed which would not result in the loss of greenfield sites, especially those which contain BMV agricultural land. Brownfield or PDL sites would also include the conversion of existing buildings, the development of which would clearly use fewer natural resources than the construction of new homes.

DR1 Delivery of Development and Regeneration		
	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of allocated sites and will be influenced by relevant policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 11 are incorporated into new development proposals at the earliest opportunity. The collaborative work between the Council and applicants, with infrastructure providers, regulators and communities, will assist in identifying opportunities to promote sustainable travel in a comprehensive manner. Strategic housing development will also maximise opportunities for major transport infrastructure improvements.</p> <p>The delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highways and Transport Infrastructure Assessment have meant that the studies were not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New development will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The Council is committed to working proactively with applicants to jointly find solutions which mean that proposals for sustainable development are approved, particularly where they address the development needs of the Borough [criteria c)]. By meeting the needs of the Borough in terms of housing, employment floorspace and services, as well as identifying key sites for regeneration [criteria h) to j)]; the Local Plan will aim to close the gap between the most deprived areas of the Borough, reduce poverty and generate social inclusion.

DR1 Delivery of Development and Regeneration		
	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The positive approach to planning [as highlighted in criteria c) and d)] will ensure the aims of objective 14 are incorporated into new development proposals at the earliest opportunity. The collaborative work between the Council and applicants, with infrastructure providers, regulators and communities, will assist in achieving high quality development. This will increase the opportunity to allocate services and facilities as part of comprehensive developments in the most accessible locations.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

# Appendix 4

## Policies – Key Sites

### **KS1 Havant Town Centre** **Indicative no. of dwellings 750**

This policy updates and replaces Policies HB3(H10/BD30) (Market Parade) and HB1(H79) (Job Centre Plus Site) of the Allocations Plan (2014). It also updates and replaces Policy CS18(1) (Havant Public Sector Village) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development of accessible, attractive and vibrant town, district and local centres will help contribute to sustainable development and economic growth. The removal of East Street from the town centre for residential-led redevelopment will help concentrate town centre uses into the retail hub and historic core. With this, criteria j) to l) aim to protect the primary shopping frontage in the Solent and Central Retail Parks. Whilst, criteria m) to q) take a more flexible approach to the historic core. In addition, by addressing housing need within the redevelopments of Market Parade and the Civic Campus, this will help attract employers and skilled employees, also helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 750 dwellings will help meet this objective. This will provide about 150 affordable units as set out in criterion a) of Policy H2.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy outlines the poor perception of safety around Market Parade due to its current vacancies and appearance. In addition, the policy outlines the desire to secure safe and convenient crossing for roads and the railway line in order to increase the pedestrian linkage of the distinct areas of the town centre (criterion f). With this, prospective residents of the proposed residential redevelopment areas of the centre will be in close proximity to Havant Park, Havant Leisure Centre, and further exercise facilities and health centres. As such, there are opportunities for both informal and formal recreation. The background and supporting text of the policy also highlights support for non-traditional town centre offers such as gyms and healthcare within the historic core.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The opportunity to reconfigure the town centre to provide residential redevelopment within the town centre will provide 750 dwellings in close proximity to local shops, services and facilities, as well as leisure, employment and educational opportunities. The centre also includes Havant Bus Station and Havant Railway Station. As such, residents living in the centre, and those wishing to visit the centre, will not be solely reliant on the car which would help minimise the Borough's greenhouse gas emissions. Criterion bb) also supports proposals incorporating low or zero carbon energy technology on the site, with the potential to connect to a wider district energy scheme.

**KS1 Havant Town Centre**  
**Indicative no. of dwellings 750**

This policy updates and replaces Policies HB3(H10/BD30) (Market Parade) and HB1(H79) (Job Centre Plus Site) of the Allocations Plan (2014). It also updates and replaces Policy CS18(1) (Havant Public Sector Village) of the Core Strategy (2011).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	There are some sections of the town centre which are located in flood zones 2 and/or 3; i.e. Park Road, the historic core and south of the civic campus area. As such, the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The Black Dog and St Faith's Conservation Areas fall within Havant Town Centre. There are also a number of listed buildings; including the Grade II listed Church of St Faith which is considered a landmark of the town centre. With this, given the town centre's history and location, there is the moderate potential for previously unidentified archaeology of Roman and medieval date. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p> <p>Criterion b) of the proposed policy does outline the need for development that '<i>transforms the town centre through enhancements to the quality of attractions, the public realm and heritage assets</i>'. This will help reduce some uncertainty related to this objective; however, a Heritage Assessment may still be required.</p>



**KS1 Havant Town Centre**  
**Indicative no. of dwellings 750**

This policy updates and replaces Policies HB3(H10/BD30) (Market Parade) and HB1(H79) (Job Centre Plus Site) of the Allocations Plan (2014). It also updates and replaces Policy CS18(1) (Havant Public Sector Village) of the Core Strategy (2011).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The town centre is at the heart of the Borough and includes a number of listed buildings and conservation areas. The policy acknowledges this, stating that each of the four distinct areas of the town centre has an individual character and serves a different function. Criterion a) further states that applicants will need to respect and enhance the distinct character of the particular areas in which the development is proposed. This should help protect the local distinctiveness and sense of place of the town centre. More specifically, Market Parade is proposed for high density residential and leisure regeneration. The area was developed in the 1960s and is regarded as the gateway to the town centre from Havant Railway Station; yet the public realm of the area is dated and unwelcoming. The high vacancy rate (party associated with extant planning permission APP/14/01225) also negatively affects the areas vitality. Moreover, redevelopment of this area will be able to bring a vacant brownfield site back into use. This has potential to improve the amenity of the area which would improve the character and appearance of the townscape.</p> <p>The policy also supports proposals which retain and enhance the West Street outdoor markets (criterion q) – this will help maintain the areas current local distinctiveness and sense of place also.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	There are currently no nature conservation designations found within the revised town centre boundary. However, there are a number of Tree Preservation Orders (TPOs). Criterion aa) of the Civic Campus section of the policy refers to the retention and improvement of the landscape, including the integrity of mature trees and hedgerows; however, there is currently nothing mentioned regarding the rest of the town centre areas.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the parts of centre are within Groundwater Source Protection Zones (SPZs) 1 and 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**KS1 Havant Town Centre**  
**Indicative no. of dwellings 750**

This policy updates and replaces Policies HB3(H10/BD30) (Market Parade) and HB1(H79) (Job Centre Plus Site) of the Allocations Plan (2014). It also updates and replaces Policy CS18(1) (Havant Public Sector Village) of the Core Strategy (2011).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The construction of new dwellings within Havant Town Centre will mean that residents will be close proximity to local shops, services and facilities, as well as local green spaces and leisure facilities for informal and formal recreation. The centre is also well served by Havant Bus Station and Havant Railway Station. The town centre is also the location where National Cycle Routes 2 and 22 meet. Langstone Technology Park, the Broadmarsh Industrial Area and the Havant Campus of Havant &amp; South Downs College are also within walking distance; as such employment and education opportunities (16-18 years and adult) are also available within walking distance. The close proximity of the above will encourage residents to walk and cycle.</p> <p>However, the delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain uncertain until the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New development and homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>As stated in the Havant and Waterlooville Town Centres Study (October 2017); there are currently no Air Quality Management Areas (AQMAs) designated at any location within the Borough. Nevertheless, a number of localised areas along Park Road within Havant Town Centre have seen levels of nitrogen dioxide emissions exceed the National Air Quality Standards. This is due to roadside traffic and poses a threat to public health. The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>Residential redevelopment of this size will provide about 150 affordable dwellings. These will be within close proximity to a number of health facilities, leisure opportunities, as well as local shops, services and facilities. A variety of public transport methods are also available. As such, the redevelopment and reconfiguration of the town centre will help create a more socially inclusive environment and help reduce poverty.</p>

**KS1 Havant Town Centre**  
**Indicative no. of dwellings 750**

This policy updates and replaces Policies HB3(H10/BD30) (Market Parade) and HB1(H79) (Job Centre Plus Site) of the Allocations Plan (2014). It also updates and replaces Policy CS18(1) (Havant Public Sector Village) of the Core Strategy (2011).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	Havant Town Centre contains the Havant Bus Station and Havant Railway Station which provide services around the surrounding areas of the Borough and beyond every 10 to 30 minutes or so. The town centre is also the location where National Cycle Routes 2 and 22 meet. Langstone Technology Park, the Broadmarsh Industrial Area and the Havant Campus of Havant & South Downs College are also within walking distance. As such, the enhancements of the main routes through the town centre (criterion d) will help improve the pedestrian and cycle linkage within and around the town centre. As such, visitors, as well as prospective residents, will be able to access local shops, facilities, services, employment opportunities and open space via a variety of transport options.

**Supporting Commentary:**

The town centre proposal was assessed positively against the majority of the objectives. This was due to the close proximity of local shops, services, facilities, employment and education opportunities, as well as opportunities for leisure, informal and formal recreation. In addition, the Havant Railway Station and Havant Bus Station, along with National Cycle Routes 2 and 22 in the town centre means that the site is highly accessible via a variety of sustainable transport modes. This will reduce prospective residents and potential visitors' reliance on the car. The redevelopment of some parts of the town centre to address housing need and provide a proportion of affordable dwellings in a highly accessible and inclusive location was also a factor in the town centre's positive assessment.

Nevertheless, five uncertainties have arisen. The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. As for the uncertainties assessed against objectives 5, 6 and 8; future development would need to be very carefully considered, particularly with regard to flood risk, density, layout and design, to ensure the historic qualities of the buildings and their settings are maintained, along with protected trees. Where possible, the listed buildings and protected trees could also be incorporated within the redevelopment of the town centre. A number of recommendations for this key site has been suggested below which may help improve the key site's assessment at the next stage of the Local Plan process.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Flood Risk Assessment (FRA) will need to be submitted and inform the design and layout of any future schemes along with any flood risk mitigation as appropriate.

This will assist in reducing the uncertainty related to objective 5.

- b. A Heritage Statement will need to be submitted and inform the design and layout of any future schemes.

This will assist in reducing the uncertainty related to objective 6.

- c. The design and layout of any future schemes retains and integrates the protected trees found in the town centre where appropriate.

This will reduce the uncertainty and help move towards a positive assessment against objective 8.

## **Overall Recommendation:**

**This key site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**KS2 Waterloooville Town Centre**  
**Indicative no. of dwellings 600**

This policy would update and replace policies W56 (Curzon Rooms), W109 (Asda/Clock Tower) and W110 (Wellington Way) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	<p>The development of accessible, attractive and vibrant town, district and local centres will help contribute to sustainable development and economic growth. With this, criteria i) to k), and criteria u) to v) aim to protect the primary shopping frontages in Wellington Retail Park and Dukes Walk respectively. Whilst, criteria x) to cc) take a more flexible approach to the pedestrianised area of London Road.</p> <p>In addition, by reconfiguring and redeveloping the town centre to bring vacant areas back into use and address housing need, this will help attract employers and skilled employees. This will also help to develop a strong economy.</p>
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 600 dwellings will help meet this objective. This will provide about 120 affordable units as set out in criterion a) of Policy H2.
Obj 3	Safeguard and improve community health, safety and wellbeing	The town centre is in close proximity to Waterloooville Leisure Centre where there are opportunities for formal recreation. Moreover, criteria e) and f) of the policy aim to produce safe and welcoming road crossings with the town centre area, as well as the minimisation of anti-social behaviour and other crime and the fear of these. It is however, acknowledged that the town centre is not close to any public open green space which could be used for informal recreation.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	Waterloooville Town Centre is served by a number of bus services; including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provide bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The A3 Bus Priority Corridor runs up to the town centre. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. The centre is also in close proximity to Brambles Industrial Park and Waterloooville Leisure Centre where there are opportunities for employment, leisure and exercise respectively. As such, a number of local shops, services and facilities, as well as employment and leisure opportunities are in close proximity and within the town centre itself. The utilisation of the walking, cycling and bus opportunities would help minimise the Borough's greenhouse gas emissions.

Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	Waterlooville Town Centre is previously developed land (PDL) which is not situated within flood zones 2 and/or 3. However, it is acknowledged that flood risk mitigation may need to be incorporated for subsequent future applications on a case-by-case basis.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The town centre is not currently in, adjacent to, or contains any heritage assets. In addition, given previous development, the site is likely to have been extensively disturbed and any archaeological potential may have been considerably compromised.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The town centre is at the heart of the Waterlooville. However, as explained through the policy's background and supporting text, a number of areas within the town centre have high vacancy rates which do not create a positive character and appearance to some of these areas. Criterion a) further states that applicants will need to respect and enhance the distinct character of the particular areas in which the development is proposed.</p> <p>The redevelopment of these areas (i.e. Wellington Way and North-East London Road) aims to create a sense of place which incorporates contemporary and high quality design (criterion o). As such, by reconfiguring and redeveloping areas of the town centre, there is an opportunity to bring vacant brownfield areas back into use through design and construction which would strengthen local distinctiveness and improve the character and appearance of the townscape.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	There are currently no nature conservation designations found within the revised town centre boundary. However, there are a number of Tree Preservation Orders (TPOs) designated around and in the town centre boundary.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the town centre is within Groundwater Source Protection Zones (SPZs) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The construction of new dwellings within Waterlooville Town Centre will mean that residents will be in close proximity to local shops, services and facilities, as well as close to opportunities for employment and leisure uses (i.e. Brambles Industrial Park and Waterlooville Leisure Centre). The centre is also well served by a number of bus services; including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provide bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The A3 Bus Priority Corridor runs up to the town centre. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. As such, there are opportunities to enhance and encourage walking and cycling in the town centre.</p> <p>However, the delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain uncertain until the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New development and homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>As stated in the Havant and Waterlooville Town Centres Study (October 2017); there are currently no Air Quality Management Areas (AQMAs) designated at any location within the Borough. Nevertheless, a number of localised areas along the roundabout at Hulbert Road and London Road in Waterlooville Town Centre have seen levels of nitrogen dioxide emissions exceed the National Air Quality Standards. This is due to roadside traffic and poses a threat to public health. The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Residential redevelopment of this size will provide about 120 affordable dwellings. These will be located within a town centre location with easy access to local shops, services and facilities, as well as within close proximity to employment, leisure and exercise opportunities. A variety of public transport methods are also available. As such, the redevelopment and reconfiguration of the town centre will help create a more socially inclusive environment and help reduce poverty.



Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>Waterlooville Town Centre is served by a number of bus services; including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provides bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The A3 Bus Priority Corridor runs up to the town centre. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. The centre is also in close proximity to Brambles Industrial Park and Waterlooville Leisure Centre where there are opportunities for employment, leisure and exercise respectively.</p> <p>Moreover, the enhancements to the pedestrian connectivity within the town centre, along with a new transport hub (criteria c and p respectively) will help improve the access to the town centre and its distinct sections, services, facilities and opportunities.</p>
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### Supporting Commentary:

The town centre proposal was assessed positively against the majority of the objectives. This was due to the close proximity of local shops, services, facilities, as well as employment, leisure and exercise opportunities. As the town centre is well served by a number of bus services to surrounding areas (i.e. Portsmouth City, Denmead, Wecock Farm, Cowplain [and onto Horndean and Clanfield], Leigh Park Centre and Havant Town Centre) and that the centre is linked to Portsmouth via the A3 Priority Bus Corridor and National Cycle Network 222; it is considered that the prospective residents and potential visitors have a variety of alternative transport options to the car. The redevelopment of some parts of the town centre to address housing need and provide a proportion of affordable dwellings in a highly accessible and inclusive location was also a factor in the town centre's positive assessment.

Nevertheless, three objectives were assessed as uncertain. The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. As for objective 8, a recommendation has been made below for this key site which may help improve the key site's assessment against objective 8 at the next stage of the Local Plan process.

### Recommendation:

The following recommendation has been made following the information received through the site's screening:

- The design and layout of any future schemes retains and integrates the protected trees found in the town centre where appropriate.

This will reduce the uncertainty and help move towards a positive assessment against objective 8.

### Overall Recommendation:

**This key site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendation is included in the policy requirements for this site.



**KS3 Leigh Park District Centre**  
**Indicative no. of dwellings 150**

This policy would update and replace Policy L138 (Leigh Park Centre) of the Allocations Plan (2014). This policy would also update and replace the regeneration requirements set out in policy CS6(3) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development of accessible, attractive and vibrant town, district and local centres will help contribute to sustainable development and economic growth. With this, criterion g) of the policy aims to protect the primary shopping frontage of the Greywell Precinct; while criterion h) takes a more flexible approach to Park Parade where vacancy rates are higher by allowing residential redevelopment providing it comes forward comprehensively.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 150 dwellings will help meet this objective. This will provide about 30 affordable units as set out in criterion a) of Policy H2.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The policy aims to rationalise the provision of community buildings and car parking to provide new residential development. At face value this would have a negative effect on community health and wellbeing as these community facilities are key to residents' day-to-day life, support and community. However, the requirement under criteria j) of the policy states that the above is subject to '<i>no underprovision of community facilities during the construction or on a permanent basis</i>' overcomes this initial negative assessment.</p> <p>Moreover, criterion e) of the policy aims to include measures to minimise anti-social behaviour and other crime. This would have a positive impact on community safety and wellbeing. With this, new residential development in this area will be in close proximity to a number of local green spaces which provide opportunities for informal recreation. These include Front Lawn Recreation Ground, Battins Copse and Stockheath Common. The above will help safeguard community health, safety and wellbeing.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The redevelopment of the district centre will provide 150 dwellings which will be in close proximity to local shops, services and facilities. These include Leigh Park Community Centre, a library and gym facilities. The site is also adjacent to the Park Parade bus stops which offer a variety of services to Wecock Farm, Emsworth, Havant and Portsmouth, every 10 to 30 minutes. As such, residents living in the centre, and those wishing to visit the centre, will not be solely reliant on the car. The utilisation of these alternative transport modes will help minimise the Borough's greenhouse gas emissions.

**KS3 Leigh Park District Centre**  
**Indicative no. of dwellings 150**

This policy would update and replace Policy L138 (Leigh Park Centre) of the Allocations Plan (2014). This policy would also update and replace the regeneration requirements set out in policy CS6(3) of the Core Strategy (2011).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	Leigh Park District Centre is previously developed land (PDL) which is not situated within flood zones 2 and/or 3. However, it is acknowledged that flood risk mitigation may need to be incorporated for subsequent future applications on a case-by-case basis.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is not in, adjacent to, or contains any heritage assets. In addition, given previous development, the site is likely to have been extensively disturbed and any archaeological potential may have been considerably compromised.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is previously developed land (PDL). The policy suggests that the current configuration of the district centre does not create a valued character and appearance due to the back of residential units providing the main view of the centre to the outside visitor (i.e. north and west elevations of Greywell Shopping Precinct and the southern elevations of Park Parade). The redevelopment and ability to refigure the centre may help enhance its appearance. Moreover, criterion c) of the policy proposes high quality public realm improvements, including landscaping, signage and street furniture. This may also improve the appearance of the centre and strengthen a sense of place and identity.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) and contains two TPOs (Tree Preservation Orders). These are situated along Billy Lawn Avenue off Somborne Drive. As the Somborne Drive area is not proposed for any redevelopment or to be re-configured, it is not considered that these trees will be threatened by the potential redevelopment of the centre. Criterion i) of the policy outlines public realm improvements in this area of the centre; the incorporation of these trees will help meet this criterion.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.

**KS3 Leigh Park District Centre**  
**Indicative no. of dwellings 150**

This policy would update and replace Policy L138 (Leigh Park Centre) of the Allocations Plan (2014). This policy would also update and replace the regeneration requirements set out in policy CS6(3) of the Core Strategy (2011).

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The construction of new dwellings within Leigh Park District Centre will mean that residents will be close proximity to local shops, services and facilities, as well as local green spaces for informal recreation. The centre is also well served by a variety of bus services to Wecock Farm, Waterlooville, Havant Town Centre, Emsworth and Portsmouth (every 10 to 30 minutes). This means residents will be able to access employment opportunities elsewhere in the Borough besides those off Fulflood Road slightly north of the centre.</p> <p>However, delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain uncertain until the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New development and homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. The redevelopment of the district centre will provide 30 affordable dwellings and help the centre meet 21 <sup>st</sup> century retail market requirements. The location of these affordable dwellings within the centre will mean that residents are in close proximity to local services, facilities and opportunities, especially community facilities which will help create social inclusion within the area.

**KS3 Leigh Park District Centre**  
**Indicative no. of dwellings 150**

This policy would update and replace Policy L138 (Leigh Park Centre) of the Allocations Plan (2014). This policy would also update and replace the regeneration requirements set out in policy CS6(3) of the Core Strategy (2011).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The construction of new dwellings within Leigh Park District Centre will mean that residents will be close proximity to local shops, services and facilities, as well as local green spaces for informal recreation. The centre is also well served by a variety of bus services to Wecock Farm, Waterloooville, Havant, Emsworth and Portsmouth (every 10 to 30 minutes). This means residents will be able to access employment opportunities elsewhere in the Borough besides those off Fulflood Road slightly north of the centre. As such, the centre provides easy access to services, facilities and opportunities.

**Overall Recommendation:** This site is recommended for inclusion in the Draft Local Plan 2036.

#### KS4 Hayling Island Seafront

##### Indicative development

- **Phase 1:** 50 dwellings and a replacement community centre;
- **Phase 2:** 20 dwellings, retail (A1-A5) and public conveniences;
- **Phase 3:** 125 dwellings, leisure and retail (A1-A5), and;
- **Phase 4:** mixed-use development of a water sports centre (including gym and studio space, retail [A1-A5] and innovative holiday accommodation.

This policy includes four phases. Phase 3 was previously referred to as HY45 in the Allocations Plan (2014). However the remaining phases are new and have not previously been included in the Core Strategy (2011), Allocations Plan (2014) or Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The regeneration of Hayling Seafront with mixed use development (housing, retail, leisure, community centre and a water sports centre) will address housing need and also provide local employment and leisure opportunities. This will assist in establishing Hayling Seafront as a key destination and visitor area. The above will help attract investors, employers, businesses and skilled employees. This will help to strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 195 dwellings (Phases 1, 2 and 3 only) will help meet this objective, providing about 59 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	Hayling Island is regarded as the birthplace of windsurfing with opportunities for watersports at all levels. The redevelopment of the seafront to upgrade the Eastoke Community Centre (Phase 1), provide a new leisure and retail offer (Phases 2 and 3), and provide a water sports centre (including gym and studio space) (Phase 4) will provide various opportunities for informal and formal recreation. The above will also help provide local jobs. As such, the redevelopment of the seafront will help improve community health, safety and wellbeing.

## KS4 Hayling Island Seafront

### Indicative development

- **Phase 1:** 50 dwellings and a replacement community centre;
- **Phase 2:** 20 dwellings, retail (A1-A5) and public conveniences;
- **Phase 3:** 125 dwellings, leisure and retail (A1-A5), and;
- **Phase 4:** mixed-use development of a water sports centre (including gym and studio space, retail [A1-A5] and innovative holiday accommodation).

This policy includes four phases. Phase 3 was previously referred to as HY45 in the Allocations Plan (2014). However the remaining phases are new and have not previously been included in the Core Strategy (2011), Allocations Plan (2014) or Local Plan Housing Statement (2016).

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>Phases 1, 2 and 3 all include bus stops which are served by the Stagecoach 30/31 service. This service provides buses every 30 minutes from Eastoke to Havant Town Centre (via west Hayling). The Phase 2 regeneration area includes the Rails Lane Local Centre and, as such, is within easy access to local shops, services and facilities. The design and layout requirement for the Phase 4 regeneration area takes account of the England Coastal Path and Hayling Island Ferry which will be and are valuable transport routes respectively. All of the sites are connected via signposted cycle routes as shown in the Havant Borough Cycle Network Map 2017. This variety of transport options which are alternative to the car may help minimise the Borough's greenhouse gas emissions.</p> <p>Nevertheless, it is acknowledged that residents are likely to be dependent on the car. This is due to the need to travel off the island for employment opportunities and access to further services. This will contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	Phase 1 (Creek Road) and the south of Phase 2 (Eastoke Corner) are situated in flood zone 2. The southern part of Phase 4 is located in flood zones 2 and 3. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding. As such, a Flood Risk Assessment (FRA) and appropriate flood risk management will need to be carried out and determined.

## KS4 Hayling Island Seafront

### Indicative development

- **Phase 1:** 50 dwellings and a replacement community centre;
- **Phase 2:** 20 dwellings, retail (A1-A5) and public conveniences;
- **Phase 3:** 125 dwellings, leisure and retail (A1-A5), and;
- **Phase 4:** mixed-use development of a water sports centre (including gym and studio space, retail [A1-A5] and innovative holiday accommodation).

This policy includes four phases. Phase 3 was previously referred to as HY45 in the Allocations Plan (2014). However the remaining phases are new and have not previously been included in the Core Strategy (2011), Allocations Plan (2014) or Local Plan Housing Statement (2016).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>Phases 1 and 2 do not include any known historic assets. However, Phase 3 is in close proximity to the Grade II listed Norfolk Crescent, Royal Hotel and Shades Public House, while Phase 4 is in close proximity to the Coastguards Conservation Area.</p> <p>With this there is potential for previously unidentified archaeological deposits of prehistoric and Roman date or WWII coastal defences in the Phase 3 regeneration area. It is unclear whether any previous disturbance of the sites might have compromised this potential. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>Phases 1, 2 and 3 include previously developed land (PDL) which are currently comprised of underused car parks and ageing leisure facilities. The redevelopment of these three sites could have a positive impact on the appearance of the townscape and the residential amenity of neighbouring properties in these locations. With this, the policy requirements for the Phase 4 regeneration area aim to provide high quality public realm improvements, including a greater provision of facilities such as public toilets, changing facilities and showers. The Phase 4 area is characterised by water sports, as such these new and improved facilities will help enhance the appearance distinctiveness and sense of place.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The emerging Solent Waders and Brent Goose Strategy (2017) has identified the Phase 4 regeneration area within a secondary network area and adjacent to a primary support area to the south. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.</p> <p>With this, Phase 4 has the potential for bats and nesting birds; it also includes and is bounded on all sides by the Sinah Warren SSSI. Phases 1, 2 and 4 are all close to Priority Habitat Coastal Vegetated Shingle. As such, sensitive planning which enhances these surrounding designations will be required.</p>



#### KS4 Hayling Island Seafront

##### Indicative development

- **Phase 1:** 50 dwellings and a replacement community centre;
- **Phase 2:** 20 dwellings, retail (A1-A5) and public conveniences;
- **Phase 3:** 125 dwellings, leisure and retail (A1-A5), and;
- **Phase 4:** mixed-use development of a water sports centre (including gym and studio space, retail [A1-A5] and innovative holiday accommodation).

This policy includes four phases. Phase 3 was previously referred to as HY45 in the Allocations Plan (2014). However the remaining phases are new and have not previously been included in the Core Strategy (2011), Allocations Plan (2014) or Local Plan Housing Statement (2016).

	Description	Assessment
Obj 9	Protect and conserve natural resources	The sites identified as part of the Hayling Island Seafront proposal are not in the Mineral Safeguarding Area (MSA) and/or in the Groundwater Source Protection Zones (SPZs). In addition, Phases 1, 2 and 3 are all previously developed land (PDL). With regard to Phase 4, though a greenfield site, it is not agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>Phases 1, 2 and 3 all include bus stops which are served by the Stagecoach 30/31 service. This service provides buses every 30 minutes from Eastoke to Havant Town Centre (via west Hayling). The Phase 2 regeneration area includes the Rails Lane Local Centre and, as such, is in provides easy access to local shops, services and facilities. The design and layout requirement for the Phase 4 regeneration area takes account of the England Coastal Path and Hayling Island Ferry which will be and are valuable transport routes respectively.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>



#### KS4 Hayling Island Seafront

##### Indicative development

- **Phase 1:** 50 dwellings and a replacement community centre;
- **Phase 2:** 20 dwellings, retail (A1-A5) and public conveniences;
- **Phase 3:** 125 dwellings, leisure and retail (A1-A5), and;
- **Phase 4:** mixed-use development of a water sports centre (including gym and studio space, retail [A1-A5] and innovative holiday accommodation).

This policy includes four phases. Phase 3 was previously referred to as HY45 in the Allocations Plan (2014). However the remaining phases are new and have not previously been included in the Core Strategy (2011), Allocations Plan (2014) or Local Plan Housing Statement (2016).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New development (including homes) will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>The Borough has 18 areas within the 20% most deprived areas in England; one of these is found in West Hayling. This four phased redevelopment of Hayling Island Seafront will generate about 59 affordable dwellings close the above area. These new dwellings will be in close proximity to local shops, services and facilities, including opportunities for both informal and formal recreation. As such, there is the potential to create a socially inclusive community, reduce poverty and close the gap between the most deprived areas in the Borough.</p>

**KS4 Hayling Island Seafront**  
**Indicative development**

- **Phase 1:** 50 dwellings and a replacement community centre;
- **Phase 2:** 20 dwellings, retail (A1-A5) and public conveniences;
- **Phase 3:** 125 dwellings, leisure and retail (A1-A5), and;
- **Phase 4:** mixed-use development of a water sports centre (including gym and studio space, retail [A1-A5] and innovative holiday accommodation.

This policy includes four phases. Phase 3 was previously referred to as HY45 in the Allocations Plan (2014). However the remaining phases are new and have not previously been included in the Core Strategy (2011), Allocations Plan (2014) or Local Plan Housing Statement (2016).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>Phases 1, 2 and 3 all include bus stops which are served by the Stagecoach 30/31 service. This service provides buses every 30 minutes from Eastoke to Havant Town Centre (via west Hayling). The Phase 2 regeneration area includes the Rails Lane Local Centre and, as such, is in provides easy access to local shops, services and facilities. The design and layout requirement for the Phase 4 regeneration area takes account of the England Coastal Path and Hayling Island Ferry which will be and are valuable transport routes respectively.</p> <p>As such, the sites are within easy and equitable access to local services, facilities and opportunities. Nonetheless, there are not many employment opportunities on the island; as such residents would be reliant on accessing work either on the mainland or on Portsea Island. As such, access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**Supporting Commentary:**

The site was assessed positively against six of the 14 objectives. This was due to the site addressing housing need whilst also regenerating Hayling Island Seafront for recreation, leisure and retail uses. These uses will also help generate local employment opportunities on the island. In addition, the majority of the sites proposed are on previously developed land (PDL), as such the development of these sites will not diminish and/or degrade the Borough's natural resources. However, although the site is well located in terms of easy access to local shops, facilities and services via walking, cycling and bus; uncertainty still remains over the highway capacity of Hayling Island and therefore access to a greater variety of services, facilities and opportunities off the island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

The uncertainty raised in objective 12 will be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development (i.e. objectives 4, 11 and 14). This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objective 5 as the southern sections of Phases 1, 2 and 4 are located in flood zones 2 and/or 3. There were also uncertainties raised against objectives 6 and 8. As such, recommendations have been made below to help improve the assessments of these objectives at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Flood Risk Assessment (FRA) will need to be submitted to inform the design and layout of Phases 1, 2 and 4.

This will help reduce the negative assessment against objective 5.

- b. A Heritage Statement is submitted and used to inform the design and layout of Phases 3 and 4 of Hayling Seafront's regeneration.

This will help reduce the uncertainty against objective 6.

- c. An Ecological Assessment is submitted and used to inform the layout of the schemes.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

### **Overall Recommendation:**

There is significant uncertainty related to the site's assessment against objective 4, 11 and 14 due to the remaining uncertainty regarding the highway capacity on Hayling Island. The Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment are currently underway but have not informed the Draft Local Plan 2036.

**As such, it is recommended that the key site is highlighted in the Draft Local Plan 2036 so that further site specific insights can be gained from public consultation.** This must be outlined within all of the potential sites for Hayling Island and Langstone. However, the site will be reassessed following the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment as to whether it should be included in the pre-submission version of the Local Plan 2036.

**KS5 Southleigh Strategic Site.**  
**Indicative no. of dwellings 2,100**

The site was referred to under Guiding Principle 5 in the Local Plan Housing Statement (LPHS) (2016) and was formerly known as the “Strategic Site” and “the area between Denvilles and Emsworth”. It is referred to as STR1 in the Strategic Housing Land Availability Assessment (SHLAA). A master plan for the site has been prepared and will be made available alongside the Draft Local Plan during the regulation 18 consultation.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development of the area will address housing need. As such, the above will help attract investors, businesses, employers and skilled employees into the Borough; which in turn will help strengthen the local economy. There also potential for some small scale local employment opportunities in the community and retail provision on the site.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 2,100 dwellings will make a substantial contribution to this objective, potentially also providing about 630 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is adjacent to the Emsworth Recreation Ground which has a football pitch and tennis courts. As part of Policy E2, any potential development on the site would also need to provide public open space on site, and the masterplan envisages substantial areas of open space. Chichester Harbour AONB and Southleigh Forest are in close proximity to the south and north east of the site respectively. All of the above provide opportunities for informal recreation.</p> <p>In addition, the site’s development includes a new local centre, community and education facilities which will help contribute to resident and community wellbeing. The provisions of safe walking and cycling routes through the site and connection with Denvilles and Emsworth should also encourage residents to travel via walking and cycling. Due to the scale of proposed development, there are opportunities to; 1) provide specialist accommodation for the elderly, and; 2) if required, provide a combined emergency services hub with easy access to the strategic road network.</p> <p>The site lies in a Radon Class 2 area and there is recorded evidence of land or probable landfill. The south of the site is also in close proximity to the A27 and the railway line, which generate noise.</p>

**KS5 Southleigh Strategic Site.**  
**Indicative no. of dwellings 2,100**

The site was referred to under Guiding Principle 5 in the Local Plan Housing Statement (LPHS) (2016) and was formerly known as the “Strategic Site” and “the area between Denvilles and Emsworth”. It is referred to as STR1 in the Strategic Housing Land Availability Assessment (SHLAA). A master plan for the site has been prepared and will be made available alongside the Draft Local Plan during the regulation 18 consultation.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant’s greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The policy and emerging master plan includes pedestrian and cycle routes which provide access to Warblington and Emsworth Railway Stations and help to enhance the east to west connection between Denvilles and Emsworth, as well as within the new community of Southleigh. The draft policy also includes the need to make provisions for additional bus routes to connect the public transport network between Emsworth and Havant. The above will help minimise the Borough’s greenhouse gas emissions.</p> <p>However, the loss of open green space at this scale will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required. With this, the development of the site includes an opportunity for a new link road off the A27 which is proposed to run through the site and connect to Southleigh Road and Bartons Road.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	A section in the south east of the site is located in Flood Zones 2 and 3. The incorporation of SuDS along the site’s southern areas, as proposed in the emerging master plan, will also help to alleviate flood risk for the site and the surrounding area. To be effective, the flood risk and drainage strategy for the site must take into account the Emsworth Flood Alleviation Scheme plan already put in place by the Environment Agency for the south west of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>Within the site, 1 and 2 Eastleigh Road are Grade II listed buildings. While not listed, Woodbine Cottage is of Local Historical Interest. There are also a number of Grade II listed buildings associated with the adjacent proposed housing allocation; UE55 Southleigh Park House. As such, the north of the site is part of the setting and historic parkland of Southleigh Park House. Careful consideration of these assets in the detailed planning of the development will be needed to avoid adverse impacts.</p> <p>There is high potential for previously unidentified archaeological deposits. However the development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>

**KS5 Southleigh Strategic Site.**  
**Indicative no. of dwellings 2,100**

The site was referred to under Guiding Principle 5 in the Local Plan Housing Statement (LPHS) (2016) and was formerly known as the “Strategic Site” and “the area between Denvilles and Emsworth”. It is referred to as STR1 in the Strategic Housing Land Availability Assessment (SHLAA). A master plan for the site has been prepared and will be made available alongside the Draft Local Plan during the regulation 18 consultation.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site which is situated between the well defined communities of Emsworth (to the east) and Denvilles (to the west). With this, the smaller community of Eastleigh Road is situated in the central north of the site. As such, development of this scale will have a significant effect on what is currently undeveloped land. However, there is the potential to create a new character and sense of place through comprehensive development. The emerging master plan has involved the input and ideas of the surrounding communities.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of open countryside. With this, there is the potential for common reptiles and nesting birds on the site. There are a number of Tree Preservation Orders on the site, and notably, there are a number of mature trees in the north eastern part of the site. These stand in the currently inaccessible parkland formerly associated with Southleigh Park House. A number of high quality hedgerows are also found on the site. Moreover, the south east of the site includes the “land west of Emsworth Recreation Ground” SINC.</p> <p>The emerging Solent Waders and Brent Goose Strategy (2017) has not identified the site as being used by Solent Waders and/or Brent Geese. Nevertheless, the northern half of the area is likely to be used Bechstein’s bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.</p> <p>There is the potential that the natural features and animal species mentioned above could be protected and incorporated into a development scheme through effective landscape buffering and sensitive planning in conjunction with the emerging master plan.</p>
Obj 9	Protect and conserve natural resources	<p>The vast majority of the site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible. In addition, Portsmouth Water has confirmed that the western boundary of the site is in Groundwater Source Protection Zone (SPZ) 1c for the Bedhampton and Havant Springs. The site also overlays a secondary aquifer.</p> <p>The GIS shapefile downloaded from Natural England’s website has indicated that the site has an agricultural land classification (ALC) of Grades 1, 2 and 3. As such, the site contains the best and most versatile (BMV) agricultural land.</p>

**KS5 Southleigh Strategic Site.**  
**Indicative no. of dwellings 2,100**

The site was referred to under Guiding Principle 5 in the Local Plan Housing Statement (LPHS) (2016) and was formerly known as the "Strategic Site" and "the area between Denvilles and Emsworth". It is referred to as STR1 in the Strategic Housing Land Availability Assessment (SHLAA). A master plan for the site has been prepared and will be made available alongside the Draft Local Plan during the regulation 18 consultation.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The development of the site includes an opportunity for a new link road off the A27; this is proposed to run through the site and connect to Southleigh Road and Bartons Road. The policy and emerging master plan includes pedestrian and cycle routes which provide access to Warblington and Emsworth Railway Stations and help to enhance the east to west connection between Denvilles and Emsworth, as well as within the new community of Southleigh. The current policy also includes the need to make provisions for additional bus routes to connect the public transport network between Emsworth and Havant. The above will improve the efficiency of the transport network by increasing sustainable modes of transport.</p> <p>However, delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>



**KS5 Southleigh Strategic Site.**  
**Indicative no. of dwellings 2,100**

The site was referred to under Guiding Principle 5 in the Local Plan Housing Statement (LPHS) (2016) and was formerly known as the "Strategic Site" and "the area between Denvilles and Emsworth". It is referred to as STR1 in the Strategic Housing Land Availability Assessment (SHLAA). A master plan for the site has been prepared and will be made available alongside the Draft Local Plan during the regulation 18 consultation.

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth and Denvilles are some of the least deprived areas in the Borough, however affordability remains an issue. The development has the potential to provide about 630 new affordable homes. These homes will be provided within a new community with a new local centre, community and educational facilities. The development of the site also provides an opportunity to provide specialist accommodation for the elderly. As such, the development of this will help create social inclusion, reduce poverty and close the gap between the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The development of the site includes an opportunity for a new link road off the A27; this is proposed to run through the site and connect to Southleigh Road and Bartons Road. The policy and emerging master plan includes pedestrian and cycle routes which provide access to Warblington and Emsworth Railway Stations and help to enhance the east to west connection between Denvilles and Emsworth, as well as within the new community of Southleigh. The current policy also includes the need to make provisions for additional bus routes to connect the public transport network between Emsworth and Havant. The above will improve the efficiency of the transport network by increasing sustainable modes of transport and providing a local centre within easy walking and cycling distance from new and existing development.

**Supporting Commentary:**

The key site has been assessed positively against five of the 14 objectives. This is mostly due to addressing housing need, the provision of affordable housing generation, as well as the opportunities to provide a local centre. The inclusion of the developer requirements to link Havant Town and Emsworth with pedestrian and cycle routes (including the two nearby railway stations) is also assessed positively. The above, in conjunction with the proposed local centre, community and educational facilities will also help create easy access to local shops, services and facilities. With this, the assessment of objective 4 could be improved through low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. In addition, the uncertainties raised against objectives 3, 4, 6 and 8 will need to be addressed through sensitive planning. This process has already begun through the master plan design workshops with Council Officers, Architects and residents from both Denvilles and Emsworth. With this, a number of recommendations for the



allocation policy for this site has been suggested below which may help improve the site's assessment against these objectives at the next stage of the Local Plan process.

The key site was assessed negatively against objectives 7 and 9. The latter was due to most of the site being in the MSA and also containing BMV agricultural land. The Council's approach to agricultural land is set out in Appendix 2; additional recommendations for the key site have been suggested below with regard to objective 9. As for objective 7, the development of the site will have a significant effect on the appearance and character of the landscape through the loss of open countryside. The comprehensive master planning of the site with the community will help to create a new character and distinctiveness for the site; however, further recommendations have been made below about how landscape distinctiveness and sense of place can still be maintained through the site's development. In particular, the retention and enhancement of the setting of Southleigh Park House, along with a design and layout which respects existing communities (including the smaller community of Eastleigh Road) have been recommended.

### **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening. Information and comments received during the master plan design workshops in March 2017 with local residents have also been used.

- a. A Noise Impact Assessment and Contaminated Land Investigation Report will need to be submitted and inform the layout of the site.

The findings of these reports will help inform the design and layout of the site so that an acceptable relationship between the new dwellings and the A27, railway line and the proposed junction off the A27 is secured through separation and/or other appropriate mitigation measures.

- b. A Flood Risk Assessment (FRA) will need to be submitted and inform the layout of the site with appropriate mitigation.

Even though only part of the site is in food zones 2 and 3, the scale of the site means that an FRA will be required. This will help maintain and, possibly, strengthen the assessment against objective 5.

- c. The land in the south west of the site is safeguarded for flood storage as part of the Emsworth Flood Alleviation scheme as set out by the Environment Agency (EA).

This will help further strengthen the assessment against objective 5.

- d. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objectives 6.

- e. The design and layout preserves and, where possible, enhances the character and parkland setting of Southleigh Park House, and makes best use of the historic parkland.

This will assist in reducing the uncertainty against objective 6 and will help improve the assessment against objective 3 by providing amenity space and public open space for informal recreation. This will also help improve the assessment against objective 7 by protecting local distinctiveness and sense of place.

- f. The design and layout respects the existing communities.

This can be achieved through a variety of design and layout options and will reduce the negative assessment against objective 7. Suggestions to achieve the above have already been suggested through the community master plan design workshops in March 2017.

- g. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- h. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present in the north of the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- i. An Arboricultural Assessment is undertaken which informs the design and layout of the site. The scheme will need to retain and integrate the protected trees and high quality hedgerows found on the site.

This will assist in reducing the uncertainty related to objective 8 by retaining protected trees and high quality hedgerows. This will maintain the connectivity of the existing ecological network; with an opportunity to further enhance such networks through buffers and further planting.

- j. The design and layout retains and, where possible, enhances the "land west of Emsworth Recreation Ground" SINC in accordance with its original criteria for designation.

This will also help reduce the uncertainty related to objective 8. The emerging master plan identifies this area of the site as part of the public open space provision which should help ensure the above requirement.

- k. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will help reduce the negative assessment against objective 9.

- I. Provisions for community food growing (e.g. allotments and/or community orchards etc.) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E19).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

## KS6 Dunsbury Park

**Indicative amount of mixed use floorspace: 53,742 sq m employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sq m together with supporting uses and infrastructure.**

This policy would update and replace Policy CS18 (3) of the Core Strategy (2011) which identifies land at Dunsbury Hill Farm as a key strategic employment site. Since its allocation, the site has become known as Dunsbury Park. Outline consent (reference APP/12/00338) was granted in February 2014 for 61,779 sq m of employment floorspace, plus a hotel with conference facilities comprising 5,574 sq m. Land to the east of Park Lane will be known as Phase 2. It has an identified capacity of 10,000 sqm, which would be over and above the floorspace permitted by the outline consent.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Dunsbury Park has been identified as a business gateway of local and sub-regional importance. The site is proposed for a further 53,742 sq m employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sq m. The development of which will help meet the Borough's employment floorspace need. The site will also be adjacent to Leigh Park, or more specifically the ward of Warren Park, which has one of the highest unemployment rates in the Borough. Moreover, development of the site will attract employers and generate local job employment opportunities. This, in turn, will help improve the economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The site is proposed for 53,742 sq m employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sq m. As such, the development will not contribute towards housing need. However it would provide employment opportunities for residents from new and existing residential developments.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is adjacent to Warren Park which is one of the most deprived wards in the Borough and also has one of the highest unemployment rates. As such, development of this site will provide employment opportunities which are in close proximity to the ward and are adjacent to Prospect Primary School. Access can easily be achieved via walking, cycling and bus (Stagecoach service 23). As such, the development of the site will improve community health and wellbeing by providing local jobs which will help to reduce poverty in the area and close the gap between the most deprived areas in the Borough. Moreover, one of the proposed policy's criterion states that the layout of the site will need to provide an accessible, safe and permeable environment.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is adjacent to Warren Park which is one of the most deprived wards in the Borough and also has one of the highest unemployment rates. The site is also adjacent to Prospect Primary School and can be accessed off the Woolston Road roundabout via walking, cycling and bus from the local area. The Stagecoach 23 bus service stops along Woolston Road and provides a service to Leigh Park District Centre and onto Southsea every 10 to 15 minutes. The criteria of the proposed policy also sets out the requirement of the further development of the site to support the delivery of the South East Hampshire Bus Rapid Transit, as well as the retention and enhancement of pedestrian and cycle access of the site from Park Lane and other leisure routes. As such, the site can be accessed via alternative transport options to the car. In addition, there is the possibility that the site will need to achieve BREEAM standards in conjunction with proposed Policy E8. These will all help minimise the Borough's greenhouse gas emissions.

## KS6 Dunsbury Park

**Indicative amount of mixed use floorspace: 53,742 sq m employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sq m together with supporting uses and infrastructure.**

This policy would update and replace Policy CS18 (3) of the Core Strategy (2011) which identifies land at Dunsbury Hill Farm as a key strategic employment site. Since its allocation, the site has become known as Dunsbury Park. Outline consent (reference APP/12/00338) was granted in February 2014 for 61,779 sq m of employment floorspace, plus a hotel with conference facilities comprising 5,574 sq m. Land to the east of Park Lane will be known as Phase 2. It has an identified capacity of 10,000 sqm, which would be over and above the floorspace permitted by the outline consent.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not situated in flood zones 2 and/or 3. The Hermitage Stream is to the south west of the site which is situated in flood zone 3. As specified in the proposed policy, a SuDS master plan approach has previously been agreed with the Council through the site's outline consent (Phases 1 and 2). Additional criteria have been added to the proposed policy to retain and enhance the wetland habitat area along the Hermitage Stream Corridor and provide for the appropriate long-term maintenance of landscape, open space, ecology and SuDS.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site does not contain, and is not situated within or adjacent to a heritage asset. Planning permission has been issued for Phase 1 subject to an archaeological condition. The archaeological monitoring did not encounter any archaeological remains. However at the northern end of the Phase 2 section of the site, there may be moderate potential for a previously unidentified archaeological site. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is currently a greenfield site (excluding what has already been built out as part of the FatFace distribution centre). As such, the development of this site will have an impact on landscape character and result in the loss of open countryside. Nevertheless, 61,779 sq m of employment floorspace (Phase 1) was granted consent in February 2014 and has already started to be built out. As such, the principle of commercial development on this site has already been established. With this, the proposed policy includes criteria which require the submission of a Landscape and Visual Impact Assessment to demonstrate that proposed building heights will not adversely impact on, but instead respect and enhance, the character of the woodland location. This is to mitigate against the proposed increase in building heights as the site develops out.

## KS6 Dunsbury Park

**Indicative amount of mixed use floorspace: 53,742 sq m employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sq m together with supporting uses and infrastructure.**

This policy would update and replace Policy CS18 (3) of the Core Strategy (2011) which identifies land at Dunsbury Hill Farm as a key strategic employment site. Since its allocation, the site has become known as Dunsbury Park. Outline consent (reference APP/12/00338) was granted in February 2014 for 61,779 sq m of employment floorspace, plus a hotel with conference facilities comprising 5,574 sq m. Land to the east of Park Lane will be known as Phase 2. It has an identified capacity of 10,000 sqm, which would be over and above the floorspace permitted by the outline consent.

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site (excluding what has already been built out as part of the FatFace distribution centre); therefore development of this site will have an impact on biodiversity and geodiversity through the loss of open countryside. Nevertheless, 61,779 sq m of employment floorspace (Phase 1) was granted consent in February 2014 and has already started to be built out. As such, the principle of commercial development on this site has already been established. However, further reserved matters applications are expected for Phase 1. The area and its surroundings are likely to be used by Bechstein's bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.</p> <p>There are a number of mature trees within and adjacent to the site, with this the site is sandwiched between the Dunsbury Hill Wood SINC to the north east and the Cherry Tree Row SINC and Hermitage Stream Corridor to the south west. The draft policy already includes criteria to ascertain a landscape and ecological buffer between development and Beech Wood, as well as the retention and enhancement of the wetland habitat area of the Hermitage Stream Corridor. These sites and natural features, in conjunction with the site's own woodland setting were used to inform the Design Code and development of the first plot (as part of Phase 1).</p>
Obj 9	Protect and conserve natural resources	<p>The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.</p> <p>With this, the GIS shapefile downloaded from Natural England's website, has indicated that the majority of the site has an agricultural land classification (ALC) of Grade 4. Therefore, the majority of the site is not considered to be BMV agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

## KS6 Dunsbury Park

**Indicative amount of mixed use floorspace: 53,742 sq m employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sq m together with supporting uses and infrastructure.**

This policy would update and replace Policy CS18 (3) of the Core Strategy (2011) which identifies land at Dunsbury Hill Farm as a key strategic employment site. Since its allocation, the site has become known as Dunsbury Park. Outline consent (reference APP/12/00338) was granted in February 2014 for 61,779 sq m of employment floorspace, plus a hotel with conference facilities comprising 5,574 sq m. Land to the east of Park Lane will be known as Phase 2. It has an identified capacity of 10,000 sqm, which would be over and above the floorspace permitted by the outline consent.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is adjacent to Warren Park which is one of the most deprived wards in the Borough and also has one of the highest unemployment rates. The site is also adjacent to Prospect Primary School and can be accessed off the Woolston Road roundabout via walking, cycling and bus from the local area. The Stagecoach 23 bus service stops along Woolston Road and provides a service to Leigh Park District Centre and onto Southsea every 10 to 15 minutes. The criteria of the proposed policy also sets out the requirement of the further development of the site to support the delivery of the South East Hampshire Bus Rapid Transit, as well as the retention and enhancement of pedestrian and cycle access of the site from Park Lane and other leisure routes.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>The site is adjacent to Warren Park which is one of the most deprived wards in the Borough and also has one of the highest unemployment rates. The development of this site will provide employment opportunities within walking and cycling distance of this ward which will help to reduce poverty and close the gap between the most deprived areas in the Borough.</p>

## KS6 Dunsbury Park

**Indicative amount of mixed use floorspace: 53,742 sq m employment floorspace (Classes B1, B2 and B8) and a hotel and conference centre of about 5,574 sq m together with supporting uses and infrastructure.**

This policy would update and replace Policy CS18 (3) of the Core Strategy (2011) which identifies land at Dunsbury Hill Farm as a key strategic employment site. Since its allocation, the site has become known as Dunsbury Park. Outline consent (reference APP/12/00338) was granted in February 2014 for 61,779 sq m of employment floorspace, plus a hotel with conference facilities comprising 5,574 sq m. Land to the east of Park Lane will be known as Phase 2. It has an identified capacity of 10,000 sqm, which would be over and above the floorspace permitted by the outline consent.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is adjacent to Warren Park which is one of the most deprived wards in the Borough and also has one of the highest unemployment rates. The site is also adjacent to Prospect Primary School and can be accessed off the Woolston Road roundabout via walking, cycling and bus from the local area. The Stagecoach 23 bus service stops along Woolston Road and provides a service to Leigh Park District Centre and onto Southsea every 10 to 15 minutes. The criteria of the proposed policy also sets out the requirement of the further development of the site to support the delivery of the South East Hampshire Bus Rapid Transit, as well as the retention and enhancement of pedestrian and cycle access of the site from Park Lane and other leisure routes. As such, the site will provide easy access to employment opportunities for residents in the local and surrounding areas.

### Supporting Commentary:

As stated in the introduction to the proposed site at the beginning of the matrix table (above); outline consent (reference APP/12/00338) was granted in February 2014 for 61,779 sq m of employment floorspace, plus a hotel with conference facilities comprising 5,574 sq m. As such, the principle of development in relation to the impact upon the character and appearance of the landscape has already been established. For this reason, the assessment against objective 7 was neutral. In addition, as the site is adjacent to the ward of Warren Park, the development of the site for employment floorspace will provide local job opportunities within walking, cycling and bus distance to one of the most deprived areas of the Borough with a high unemployment rate. For this reason, the site was assessed positively against objectives 1, 3, 4, 13 and 14.

However, a number of uncertainties arose during the site's assessment. The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. As for objectives 6 and 8, despite outlining consent being granted for what is now "Phase 1"; subsequent reserved matters application will still be required for the remainder of phase 1, as well as for the future development of "Phase 2". As such, the moderate potential for a previously unidentified archaeological site and the presence of Bechstein's bat are the reasons for the uncertainty related to these two objectives respectively. These uncertainties will need to be addressed through sensitive planning during the development management process. As such,



two recommendations for the allocation policy for this key site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted and inform the design and layout of the scheme for Phase 2.

This will assist in reducing the uncertainty related to objectives 6

- b. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future applications.

### **Overall Recommendation:**

**This key site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

## KS7 Havant and South Downs College

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	<p>As identified in the background to the policy, Havant Borough suffers from a skills gap, with the Borough falling in the lowest 25% of local authority areas regarding education, skills and training. As a result, more than half of the skilled jobs in the Borough (i.e. managers, professionals and technical etc.) are filled by people who live outside of the Borough. This had hampered the choices available for the Borough's younger people and can trap families in cycles of deprivation.</p> <p>The college (before and after the merger) has been rated highly by Ofsted for 16-18 year olds as well as adult education. As such, by supporting the development of the College, as its merger continues to progress, there is an opportunity to improve the skills base of local residents. The training and development of the Borough's own residents will help strengthen the economy via home grown skilled employees.</p>
Obj 2	Provide affordable, environmentally sound and good quality housing for all	<p>The college has identified parts of its estate that are underutilised. In addition, there are opportunities to redevelop and intensify the existing accommodation on both campuses.</p> <p>For Havant campus, infill residential development may be possible which would enable further refurbishment and/or financial investment into the college.</p> <p>As for the South Downs campus, the relocation of A-level students to the Havant campus will leave areas surplus to requirements. The capital gain from using parts of the site for residential redevelopment can be used to fund refurbishments and remodelling of the remaining areas of the campuses. More specifically, the potential remodelling of the site has created the possibility residential redevelopment of site W140 – this has been explored elsewhere in this Sustainability Appraisal.</p>
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>By supporting the college, there is further opportunity for the college to continue providing high quality education. This will help improve the education, qualification and skills levels throughout Havant Borough and beyond. This is seconded by criteria a) and b) of the policy. As such, the support of the college's merger and redevelopment will help improve community health and wellbeing through improved education and opportunities.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>As identified in the background text of the policy; the skills gap in Havant Borough has resulted in skilled jobs (i.e. managers, professionals and technical etc.) being filled by people who live outside of the Borough. Moreover, half of the Borough's workforce commutes into the Borough. One of the consequences of this is an impact on the Borough's transport infrastructure due to the high number of commuters using the transport network to travel into Havant Borough each day. As such, this impact on the Borough's roads is contributing to the Borough's greenhouse gas emissions. Therefore, improving the skills base within the Borough will improve prosperity whilst also relieving pressure on the Borough's transport infrastructure by producing home grown skilled employees who will not need to travel as far. Moreover, both campuses are in close proximity to public transport options, more so for Havant Campus due to the proximity of Havant Railway Station and Bus Station.</p>

## KS7 Havant and South Downs College

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	Neither of the college's campuses are located in flood zones 2 and/or 3. However, it is acknowledged that flood risk mitigation may need to be incorporated for subsequent future applications on a case-by-case basis.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>Neither of the campuses are in, adjacent to, or contain any heritage assets. However, the archaeological potential for the sites are as follows:</p> <p><b>Havant Campus:</b> No archaeological evidence is currently recorded within the site and little has been recorded in the vicinity. However the proximity of the stream raises the archaeological potential. The existing development on site will have compromised the archaeological potential, but the open space areas might (subject to any past levelling) have retained that archaeological potential.</p> <p><b>South Downs Campus:</b> The site is adjacent to a significant Roman villa, as well as crossed by the line of the Roman road. However the existing development on site will have significantly compromised the archaeological potential. However, the line of the Roman road offers and opportunity to connect the historic landscape to the development and any adjacent development and might offer a positive heritage consideration.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	There is an opportunity to intensify and better configure the floorspace available at the college campuses. The redevelopment of the college's building would remain within their estate which is also previously developed land (PDL). As such, it is not considered that the redevelopment of the campuses will decrease the character and appearance of the landscape and townscape. Criteria d) of the policy includes the provision of public art and public realm improvements ( <i>'which provokes thought and imagination'</i> ); this could strengthen local distinctiveness and sense of place.

## KS7 Havant and South Downs College

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The campuses are previously developed land (PDL) and neither <u>contains</u> protected trees or nature conservation designations. Nonetheless, South Downs Campus is adjacent to Gundymore Wood and Littlepark Wood (West); both of these areas are SINCs and are protected under a woodland Tree Preservation Order (TPO).
Obj 9	Protect and conserve natural resources	Both campuses are previously developed land (PDL) and are not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that both campuses are in the Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>As identified in the background text of the policy; the skills gap in Havant Borough has resulted in skilled jobs (i.e. managers, professionals and technical etc.) being filled by people who live outside of the Borough. Moreover, half of the Borough's workforce commutes into the Borough. One of the consequences of this is an impact on the Borough's transport infrastructure due to the high number of commuters using the transport network to travel into Havant Borough each day. Therefore, improving the skills base within the Borough will improve prosperity whilst also relieving pressure on the Borough's transport infrastructure by producing home grown skilled employees. Moreover, both campuses are in close proximity to public transport options, more so for Havant Campus due to the proximity of Havant Railway Station and Bus Station.</p> <p>Nonetheless, the delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

## KS7 Havant and South Downs College

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes and development will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The support of high quality education establishments can help to improve education, qualification and skill levels throughout Havant Borough and beyond. This has the potential to improve productivity, decrease unemployment and break the cycle of deprivation that can affect families. With this, both colleges are in easy access to public transport; with the Havant Campus in particular, in close proximity to Havant Railway Station and Havant Bus Station. Therefore, the re-modelling and redevelopment of the college can help close the gap between the most deprived areas in the Borough and reduce poverty.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	Both campuses are in close proximity to public transport options, especially bus stops at their respective entrances. Havant Campus is perhaps more accessible as it is in close proximity to Havant Town Centre and therefore Havant Bus Station and Havant Railway Station. South Downs Campus is in close proximity to National Cycle Route 222 which runs along Crookhorn Lane, connecting Waterloo Town Centre with Portsmouth. As such, both campuses are within easy access to additional services, facilities and opportunities in the form of recreation, part-time employment and local shops.

## Supporting Commentary:

The key site has been assessed positively against nine of the objectives. This was because, the support of high quality education establishments' redevelopment can help to improve education, qualification and skill levels throughout the Borough and beyond. This has the potential to improve productivity, decrease unemployment and break the cycle of deprivation that can affect families. This can help produce home grown skilled employees which will strengthen the Borough's economy and may also help alleviate the impact of the Borough's road network by reducing the number of employees who commute from outside of the Borough. In addition, the redevelopment of these college campuses will also help contribute towards housing need.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. As for the uncertainties raised against objectives 6 and 8; these can be addressed through sensitive planning. As such, recommendations for the policy for this site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- b. The design and layout of the site does not impact on the adjacent SINC designations to the north and north east.

This will assist in reducing the uncertainty related to objective 8.

## Overall Recommendation:

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

## KS8 Havant Thicket Reservoir

### Indicative development: Winter storage reservoir comprising recreational provision including visitor centre where

This policy would update Policy CS18(2) (Havant Thicket Reservoir) of the Core Strategy (2011). It would also replace Policy AL6 of the Allocations Plan (2014) which identifies the proposed pipeline route and associated buffer zone to serve Havant Thicket Reservoir.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Havant Thicket is identified as a key area of infrastructure as it would be required to meet the demand for increased water supply in not only Havant Borough, but also the south east in the future. The development of the area to a winter storage reservoir may lead to employment opportunities across the Borough within both Portsmouth Water and within the leisure industry. Therefore, the proposal surrounding this site would help generate a strong economy by meeting water infrastructure needs and creating a greater offer of leisure and recreation provision.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The site is proposed for a winter storage reservoir and not for housing. However, the development of a reservoir will help meet the water needs of the Borough's current and future housing stock.
Obj 3	Safeguard and improve community health, safety and wellbeing	The development of Havant Thicket to a winter storage reservoir will increase the leisure and recreational potential of the area through potential water sports provision, as well as a network of paths for walking, cycling and horse riding. These opportunities will also compliment the leisure and recreation offer at Staunton Country Park. As such, this would generate significant health and wellbeing benefits.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	Criteria p) and q) of the policy outline the potential for renewable energy (dependent on nature conservation and other site constraints), as well as the opportunities of pedestrian and cycle links along the stream corridors. Both of these criteria will help support climate change mitigation and adaptation.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The southern section of Havant Thicket is identified as flood zones 2 and/or 3. However this is a small proportion of the entire site. Criterion o) in the policy adds a requirement that the risk of flooding during storm events will need to be fully assessed via a Flood Risk Assessment (FRA) and mitigation put in place to minimise all risks.

## KS8 Havant Thicket Reservoir

### Indicative development: Winter storage reservoir comprising recreational provision including visitor centre where

This policy would update Policy CS18(2) (Havant Thicket Reservoir) of the Core Strategy (2011). It would also replace Policy AL6 of the Allocations Plan (2014) which identifies the proposed pipeline route and associated buffer zone to serve Havant Thicket Reservoir.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The Sir George Staunton Conservation Area falls into the south-eastern section of the Havant Borough and is the Borough's only Grade II* registered Park and Garden. Criterion iv) aims to integrate the reservoir and the new landscape with the historic landscape of the conservation area and existing woodland.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The allocation of this site has a winter storage reservoir will help protect this site from other speculative development. In turn, the development of a reservoir will enhance the character and appearance of the landscape and, in combination with the adjacent country park, help maintain a local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site contains areas of semi-ancient woodland and planted woodland, as well as SINC's. Though, the site will initially be disturbed through the development of a reservoir, there is the potential to enhance the biodiversity of the area and create further areas important for wildlife conservation. The criteria of the proposed policy also state about the minimisation of tree loss and the need to enhance adjacent sites of both nature and heritage importance.
Obj 9	Protect and conserve natural resources	Sections of the site are in the Mineral Safeguarding Area (MSA) as they are likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



## KS8 Havant Thicket Reservoir

### Indicative development: Winter storage reservoir comprising recreational provision including visitor centre where

This policy would update Policy CS18(2) (Havant Thicket Reservoir) of the Core Strategy (2011). It would also replace Policy AL6 of the Allocations Plan (2014) which identifies the proposed pipeline route and associated buffer zone to serve Havant Thicket Reservoir.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The criteria of the policy state that any development proposal for this site will support the delivery of the South East Hampshire Bus Rapid Transit connecting Waterloooville and Leigh Park. There are also opportunities to enhance the cycle and pedestrian accessibility along the stream corridors connecting to the site and within the site. As such, the development of the site will help generate greater pedestrian and cycle opportunities to access the site.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The allocation of this site for reservoir, and therefore minor leisure development, will help protect and enhance the provision of green infrastructure in the area. This will continue to reduce air pollution by acting as landscape buffer and absorbing particulate releases from vehicle emissions and other greenhouse gases. In addition, green infrastructure assets can improve water quality and manage water resources.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The development of this site will produce a greater provision of leisure and health activities adjacent to one of the most deprived areas in the Borough in terms of health (Warren Park). In addition, it will also help secure public drinking water infrastructure for the whole Borough and beyond. These facilities and infrastructure provision will help to close the gap between the most deprived areas of the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The criteria of the policy state that any development proposal for this site will support the delivery of the South East Hampshire Bus Rapid Transit connecting Waterloooville and Leigh Park. There are also opportunities to enhance the cycle and pedestrian accessibility along the stream corridors connecting to the site and within the site. As such, the development of the site will help generate greater pedestrian and cycle opportunities to access the site.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## KS9 Berewood and Wellington Park

**Indicative proposal: The development as a whole should deliver the agreed vision for the West of Waterlooville MDA which aims to create a sustainable urban extension to Waterlooville of 3,000 new dwellings to the southwest of Waterlooville, integrated with Waterlooville town centre, creating a fourth quadrant to the town**

This policy would update and replace Policy CS18(4) which identifies the land West of Waterlooville as a Major Development Area (MDA) for a sustainable urban extension. Parts of the MDA within the Havant administrative area are known as Berewood and Wellington Park. The policy has been substantially reviewed reflecting the fact the site has been granted planning permission and largely built out within the Borough's administrative area since the adoption of the Core Strategy (2011). A number of phases remain to be delivered within Winchester District. **As such, the policy addresses further development or quantum of dwellings above and beyond that already consented.**

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development which was proposed within Havant Borough's administrative boundaries is nearing completion and has helped to address housing need. The remainder of the development falls within Winchester City Council's administrative boundary. The further development of Berewood in the Winchester area will significantly increase the population in the vicinity of Waterlooville Town Centre. This will provide a significant opportunity to help enhance the footfall of Waterlooville Town Centre and thus increase its vitality and viability.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development proposed within Havant Borough's administrative boundary is nearing completion and has provided a number of affordable dwellings. The remaining development within Winchester City Council's administrative area will also provide a proportion of affordable dwellings which may be able to serve the needs of Havant Borough's residents who are on the Hampshire Homechoice list.
Obj 3	Safeguard and improve community health, safety and wellbeing	The development proposed within Havant Borough's administrative boundary is nearing completion. Along with this, Berewood Primary School (which is actually within Winchester City Council's administrative boundary) opened last year and caters for Waterlooville residents due to its proximity to the administrative border. The additional construction of a second primary school and cemetery within Winchester's administrative boundary, as well as additional infrastructure works (i.e. green infrastructure) will also help further improve community health and wellbeing for residents of the Berewood and Wellington Park development on both sides of the administrative border.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The development proposed within Havant Borough's administrative boundary is nearing completion. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary and will therefore need to adhere to Winchester's policies on climate change and greenhouse gas emissions.

## KS9 Berewood and Wellington Park

**Indicative proposal: The development as a whole should deliver the agreed vision for the West of Waterlooville MDA which aims to create a sustainable urban extension to Waterlooville of 3,000 new dwellings to the southwest of Waterlooville, integrated with Waterlooville town centre, creating a fourth quadrant to the town**

This policy would update and replace Policy CS18(4) which identifies the land West of Waterlooville as a Major Development Area (MDA) for a sustainable urban extension. Parts of the MDA within the Havant administrative area are known as Berewood and Wellington Park. The policy has been substantially reviewed reflecting the fact the site has been granted planning permission and largely built out within the Borough's administrative area since the adoption of the Core Strategy (2011). A number of phases remain to be delivered within Winchester District. **As such, the policy addresses further development or quantum of dwellings above and beyond that already consented.**

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The development proposed within Havant Borough's administrative boundary is nearing completion; therefore any development on land within Havant Borough that was in flood zones 2 and/or 3 has been mitigated through the planning application process using appropriate conditions. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary; this will need to adhere to Winchester's own policies on flood risk, drainage and mitigation.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The development proposed within Havant Borough's administrative boundary is nearing completion. The development within Havant Borough was not within or adjacent to any of the Borough's conservation areas and/or listed buildings. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary; this will need to adhere with Winchester's policies on heritage.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development proposed within Havant Borough's administrative boundary is nearing completion. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary; this will need to adhere to the policies of Winchester's Local Plan.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The development proposed within Havant Borough's administrative boundary is nearing completion. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary; this will need to adhere to the policies of Winchester's Local Plan.

## KS9 Berewood and Wellington Park

**Indicative proposal: The development as a whole should deliver the agreed vision for the West of Waterlooville MDA which aims to create a sustainable urban extension to Waterlooville of 3,000 new dwellings to the southwest of Waterlooville, integrated with Waterlooville town centre, creating a fourth quadrant to the town**

This policy would update and replace Policy CS18(4) which identifies the land West of Waterlooville as a Major Development Area (MDA) for a sustainable urban extension. Parts of the MDA within the Havant administrative area are known as Berewood and Wellington Park. The policy has been substantially reviewed reflecting the fact the site has been granted planning permission and largely built out within the Borough's administrative area since the adoption of the Core Strategy (2011). A number of phases remain to be delivered within Winchester District. **As such, the policy addresses further development or quantum of dwellings above and beyond that already consented.**

	Description	Assessment
Obj 9	Protect and conserve natural resources	The Havant Borough section of the site is not in the Mineral Safeguarding Area (MSA); however it is within Groundwater Source Protection Zone (SPZ) 1c. Nevertheless, the development proposed within Havant Borough's administrative boundary is nearing completion and therefore the above constraint has been mitigated as appropriate. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary and will therefore need to adhere to Winchester's policies regarding natural resources.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development proposed within Havant Borough's administrative boundary is nearing completion. Therefore, the development impact of this objective will be dependent on design and layout and will be influenced by relevant development management policies in Winchester City Council's Local Plan as well as the Hampshire Minerals and Waste Strategy. Hampshire County Council has a strong record of effective waste management. The nearest waste and recycling centres are on Harts Farm Way, Havant and the Waterlooville Household Waste Recycling Centre.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The development proposed within Havant Borough's administrative boundary is nearing completion. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary. The policy proposed for the Havant Borough Draft Local Plan 2036 further development or quantum of dwellings above and beyond that already consented will need to fund any off-site transport improvements necessary to reduce traffic generation and accommodate additional traffic likely to be generated by the development. This will help improve the efficiency of the development's transport network into Havant Borough, or more specifically Waterlooville and Waterlooville Town Centre.</p> <p>The Borough-wide Transport Assessment (TA) will be able to provide further information of likely transport flows. The findings of the TA will be used to inform the Havant Borough Local Plan 2036 once it is published prior to the pre-submission stage.</p>

## KS9 Berewood and Wellington Park

**Indicative proposal: The development as a whole should deliver the agreed vision for the West of Waterlooville MDA which aims to create a sustainable urban extension to Waterlooville of 3,000 new dwellings to the southwest of Waterlooville, integrated with Waterlooville town centre, creating a fourth quadrant to the town**

This policy would update and replace Policy CS18(4) which identifies the land West of Waterlooville as a Major Development Area (MDA) for a sustainable urban extension. Parts of the MDA within the Havant administrative area are known as Berewood and Wellington Park. The policy has been substantially reviewed reflecting the fact the site has been granted planning permission and largely built out within the Borough's administrative area since the adoption of the Core Strategy (2011). A number of phases remain to be delivered within Winchester District. **As such, the policy addresses further development or quantum of dwellings above and beyond that already consented.**

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The development proposed within Havant Borough's administrative boundary is nearing completion. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary. As such, Winchester City Council would need to conduct further assessments on the impact of development beyond what has been permitted with regard to air, water and soil quality.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The development proposed within Havant Borough's administrative boundary is nearing completion and has provided a number of affordable dwellings. The remaining development within Winchester City Council's administrative area will also provide a proportion of affordable dwellings which may be able to serve the needs of Havant Borough's residents who are on the Hampshire Homechoice list. With this, the remainder of the development within Winchester's boundary is due to provide a second primary school and a cemetery which will help create a socially inclusive community within Berewood and Wellington Park.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The development proposed within Havant Borough's administrative boundary is nearing completion. Therefore, any further development beyond that already consented will take place within Winchester's administrative boundary; this will need to adhere to the policies of the Winchester Local Plan. However, it may be appropriate to note that Berewood and Wellington Park developments (the former especially) are located adjacent and close to Waterlooville Town Centre respectively. Therefore access to local shops, services, facilities, employment opportunities (i.e. Brambles Industrial Park) and public transport are available.

**Supporting Text:**

The West of Waterlooville Major Development Area (MDA) has now been referred to as Berewood and Wellington Park. The policy states that the development of this area should continue to be built out in accordance with associated outline consents references APP/10/02862/OUT at Berewood (Grainger Plc) and 05/40000/000 at Wellington Park (Taylor Wimpey) and their subsequent reserved matters applications. This proposed policy for the Havant Borough Draft Local Plan 2036 aims to establish a principle of what would need to occur if further development or quantum of dwellings above and beyond that already consented was proposed. As the development which was originally proposed and approved within the Havant Borough administrative boundary is nearing completion; any further development would have to take place in Winchester City Council's administrative boundary. Therefore, the majority of objectives have been assessed as neutral as a result of this. Nevertheless, should further development within the Winchester administrative boundary take place and impact on Havant Borough (or more specifically Waterlooville and Waterlooville Town Centre); this proposed policy has aimed to mitigate against any negative impacts.

**Overall Recommendation:**

The policy for this key site is recommended for inclusion in the Draft Local Plan 2036.



## KS10 Langstone Technology Park

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The site is currently the largest concentration of commercial floorspace in the Borough, and is thus one of the key nodes in Havant Borough's economy. The redevelopment of the site will widen the employment opportunities available to residents and businesses. This will help boost the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The redevelopment of the site is proposed for further commercial uses. As such, the development will not contribute towards housing need. As the site is surrounded by industrial and office uses, it is not considered appropriate for a residential led development scheme.
Obj 3	Safeguard and improve community health, safety and wellbeing	The redevelopment of the site to widen the variety of commercial uses and increase employment opportunities will help contribute to community wellbeing by providing local jobs. In addition, these jobs will be easily accessed via walking, cycling, bus and train.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is previously developed land (PDL) already within an established employment area. The site is adjacent to Havant Town Centre so can be accessed via walking, cycling, bus and train. As such, the redevelopment of the site will be close to existing services and transport facilities. The utilisation of these will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The eastern border of the site is situated in flood zones 2 and 3. This is due to the site's proximity to a designated main river. As such, a small proportion of the site falls within the estuary 20m buffer of the main river. Though the site is proposed for commercial use and not residential, the layout and design of the scheme will need to ensure no increase to flood risk on and surrounding the site. This will be further explored during the site's targeted consultation in late Spring 2018, as well as through the site's screening work for the pre-submission version of the Local Plan 2036.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site does not contain any designated archaeology areas and/or heritage assets. Due to the previous commercial development of the site, it is assumed that any potential for previously unidentified archaeological deposits would have been compromised. This assumption will be confirmed through the targeted consultation of the site in late Spring 2018, as well as through the site's screening for the pre-submission version of the Local Plan 2036.

## KS10 Langstone Technology Park

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	There is an opportunity to intensify and better configure the floorspace available at Langstone Technology Park for greater commercial uses and employment provision. As the site is previously developed land (PDL) and is already within an established employment area (since at least the 1960s); it is not considered that the redevelopment of this site will decrease the character and appearance of the area. Instead it may help strengthen local distinctiveness by using modern materials and design.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	A series of individual Tree Preservation Orders (TPOs) are found on the eastern edges of the site; there is also a group TPO in the north-west of the site adjacent to the A27. The layout and design of the scheme will need to ensure the protection and enhancement of biodiversity and geodiversity corridors within and surrounding the site. This will be further explored during the site's targeted consultation in late Spring 2018, as well as through the site's screening work for the pre-submission version of the Local Plan 2036.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL); with this the site is not located in one of the Groundwater Source Protection Zones (SPZs). However, the western fringes of the site are in the Mineral Safeguarding Area (MSA). Previous development may have compromised the opportunities for mineral extraction; however this will still need to be explored as part of the site's targeted consultation in late Spring 2018 and the screening work to be undertaken for the pre-submission version of the Local Plan 2036.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The footpath which runs along the eastern border of the site provides safe pedestrian and cycle access from the site to the Solent Retail Park and thus Havant Town Centre. The site is also in close proximity to National Cycle Route 22 along Harts Farm Way (which provides a route from Portsmouth to Rowlands Castle). As such, the widened employment opportunities from the site's development will be easily accessible to residents via walking, cycling, as well as bus and train (i.e. Havant Bus Station and Havant Railway Station in Havant Town Centre)</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>



## KS10 Langstone Technology Park

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The site's accessible location within an established employment area and adjacent to Havant Town Centre will be able to attract skilled employees. As such, the redevelopment of this commercial site will help close the gap between the most deprived areas of the Borough and reduce poverty by providing further job opportunities in the local area.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The footpath which runs along the eastern border of the site provides safe pedestrian and cycle access from the site to the Solent Retail Park and thus Havant Town Centre. The site is also in close proximity to National Cycle Route 22 along Harts Farm Way (which provides a route from Portsmouth to Rowlands Castle). As such, the widened employment opportunities from the site's development will be easily accessible to residents via walking, cycling, as well as bus and train (i.e. Havant Bus Station and Havant Railway Station in Havant Town Centre). Employees will also be able to access local shops, services and facilities in the town centre.

### Supporting Text:

As stated, the Council is working with the landowners on a comprehensive master plan for the future of the site. This will be subject to a targeted consultation in late Spring 2018 to discuss with stakeholders what steps should be taken to make sure that Langstone Technology Park continues to be successful into the future. The uncertainties raised in objectives 5 and 8 will be addressed through this consultation process as well as further screening of the site as part of the work for the pre-submission version of the Local Plan 2036. The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

**Overall Recommendation:** This site is recommended for inclusion in the Draft Local Plan 2036.

# Appendix 5

## Policies – Infrastructure

### IN1 Effective provision of infrastructure

This policy would update and replace policies CS19 and CS21 in the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	By meeting the requirements of on and/or off site infrastructure requirements, new developments will be able to contribute positively towards the needs of the Borough and its residents. This will help create a safe environment with easy access and connections. This will be attractive to investors, businesses, employers and skilled employees. As such, this policy will help support the Borough's economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	Addressing the Borough's infrastructure needs will allow for further housing development that is affordable, environmentally sound and good quality.
Obj 3	Safeguard and improve community health, safety and wellbeing	The provision of infrastructure includes education, emergency planning, green infrastructure (also policy E2), health, utilities and social infrastructure (i.e. community centres and leisure). All of the above will help safeguard and improve community health, safety and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The provision of infrastructure includes green and blue infrastructure (e.g. flood risk management, green routes, open space and SuDS etc.). These will all help the natural environment to mitigate and adapt to climate change. The provision of rail, bus, cycling and walking infrastructure will also encourage residents to use alternative modes of transport to the car. These will all help to minimise the Borough's greenhouse gas emissions.

## IN1 Effective provision of infrastructure

This policy would update and replace policies CS19 and CS21 in the Core Strategy (2011).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	By meeting on and/or off site blue and green infrastructure requirements (e.g. flood risk management, SuDS and open space etc.), developments will be able to reduce the risk of flooding from all sources.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The provision of effective green and blue infrastructure (e.g. open space, SuDS, green routes, ecology etc.) may help to retain the setting of nearby heritage designations.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The provision of effective green and blue infrastructure (e.g. open space, SuDS, green routes, ecology etc.) will help to protect the character and appearance of the landscape and townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The provision of effective green and blue infrastructure (e.g. open space, SuDS, green routes, ecology etc.) will help to support the ecological green networks of the Borough.
Obj 9	Protect and conserve natural resources	The provision of effective green and blue infrastructure (e.g. open space, SuDS, green routes, ecology etc.) may help to ensure pollution prevention through appropriate measures and landscaping.

## IN1 Effective provision of infrastructure

This policy would update and replace policies CS19 and CS21 in the Core Strategy (2011).

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	By meeting on and/or off site utility infrastructure requirements (e.g. waste and recycling, waste water and sewage disposal etc.), developments will be able promote the waste hierarchy along with the requirements of the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	By meeting on and/or off site transport infrastructure requirements (e.g. rail buses, cycling, walking and ferry etc.) further opportunities for walking and cycling can be provided. This principle would suggest a positive assessment; however, the findings of the TA and the Hayling Island Highway and Transport Infrastructure Assessment are not yet ready to inform key schemes. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan, where the studies' recommendations can better inform the Sustainability Appraisal.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. These will be required in order to ascertain the relevant infrastructure requirements to reduce air and water pollution. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	By meeting on and/or off site social infrastructure requirements (e.g. community centres and leisure provisions etc.), as well as transport infrastructure via provisions for rail, bus, walking and cycling, the policy will help guide developments to become more socially inclusive.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	By meeting on and/or off site transport infrastructure requirements (e.g. rail buses, cycling, walking and ferry etc.) further opportunities for walking and cycling can be provided. This will help new developments obtain easy and equitable access to services, facilities and opportunities. This principle would suggest a positive assessment; however, the findings of the TA and the Hayling Island Highway and Transport Infrastructure Assessment are not yet ready to inform key schemes. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan, where the studies' recommendations can better inform the Sustainability Appraisal.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## IN2 Improving Transport Infrastructure

This policy will replace Policies CS20 (Transport and Access Strategy), AL5 (Cross-Borough Bus Rapid Transit) and DM11 (Planning for More Sustainable Travel) of the Core Strategy (2011) and the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing the Borough's transport infrastructure will help attract investors, businesses, employers and skilled employees. As such, this will help contribute to economic growth and thus strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	Addressing the Borough's transport infrastructure will allow for further housing development that is affordable, environmentally sound and good quality.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to improve the Borough's transport infrastructure in a way that does not undermine highway safety. The policy includes a requirement to provide transport management measures to ensure safe and efficient operation of the strategic and local road network. Though key schemes have not yet been identified (awaiting the results of the TA and Hayling Island Highway and Transport Infrastructure Assessment); the principles of this policy will safeguard and improve community safety and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to improve the Borough's transport infrastructure. To do this, the policy requires that proposals improve the range of sustainable, low carbon transport modes available. The policy puts an emphasis on non-motorised modes and public transport, especially high quality/frequency buses. These ideals will help to minimise the Borough's greenhouse gas emissions. However, key schemes have not yet been identified as the Council is awaiting the completion of the TA, Hayling Island Highway and Transport Infrastructure Assessment and PUSH Air Quality Assessment. Therefore, until these studies are completed, the assessment of this objective will remain as uncertain.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to improve the Borough's transport infrastructure. For proposals which are situated in flood zones 2 and/or 3, they will also need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to improve the Borough's transport infrastructure. Any proposal which contains, within or is adjacent to a heritage asset and/or archaeological area will also need to comply with the relevant heritage policy in the Local Plan.

## IN2 Improving Transport Infrastructure

This policy will replace Policies CS20 (Transport and Access Strategy), AL5 (Cross-Borough Bus Rapid Transit) and DM11 (Planning for More Sustainable Travel) of the Core Strategy (2011) and the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to improve the Borough's transport infrastructure. However, proposals will still need to meet the requirements of the relevant landscape and design-based policies in the Local Plan.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to improve the Borough's transport infrastructure. To do this, the policy requires that proposals improve the range of sustainable, low carbon transport modes available. The policy puts an emphasis on non-motorised modes and public transport, especially high quality/frequency buses. These ideals will help to minimise the Borough's greenhouse gas emissions; which, in turn, will help the Borough's ecological networks and species to mitigate and adapt to climate change. However, key schemes have not yet been identified as the Council is awaiting the completion of the TA, Hayling Island Highway and Transport Infrastructure Assessment and PUSH Air Quality Assessment. Therefore, until these studies are completed, the assessment of this objective will remain as uncertain.
Obj 9	Protect and conserve natural resources	The policy aims to improve the Borough's transport infrastructure. As such, proposals will still need to meet the requirements of the relevant agricultural land and aquifer source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment, have meant that these studies were not able to inform the policy and this appraisal. Once these studies have been finalised, their findings will be used to set out key schemes (identified by both Hampshire County Council Strategic Planning and those identified in the completed TA) necessary to mitigate and support the development proposals in the Local Plan. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.



## IN2 Improving Transport Infrastructure

This policy will replace Policies CS20 (Transport and Access Strategy), AL5 (Cross-Borough Bus Rapid Transit) and DM11 (Planning for More Sustainable Travel) of the Core Strategy (2011) and the Allocations Plan (2014).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	By addressing the Borough's transport infrastructure, there is the potential to improve accessibility to goods, services and employment for all. The ease of access to employment and services, for example, will help reduce poverty and close the gap between the most deprived areas. With this, easy access around the Borough will potentially allow for greater social inclusion by allowing people to access a greater range of facilities and areas.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to improve the Borough's transport infrastructure. To do this, the policy requires that proposals improve accessibility to goods, services and employment for all and provide a transport system that promotes equality. This principle would suggest a positive assessment; however, the findings of the TA and the Hayling Island Highway and Transport Infrastructure Assessment are not yet ready to inform key schemes. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan, where the studies' recommendations can better inform the Sustainability Appraisal.

### Supporting Commentary:

The policy aims to improve the Borough's transport infrastructure through a range of principles which include; low carbon transport modes, accessibility improvements, as well as the safe and efficient operation of the strategic and local road network. With regard to the former, the policy places emphasis on non-motorised modes and public transport, especially high quality/frequency buses. These requirements will help, in principle, to minimise the Borough's greenhouse gas emissions by reducing vehicles emissions; air quality may also improve as a result. Nevertheless, key schemes have not yet been identified to achieve the policy's aims. Therefore, objectives 4, 8, 11, 12 and 14 have been assessed as uncertain as a result. These uncertainties will be reassessed following the publication of the Borough-wide Transport Assessment (TA), the Hayling Island Highway and Transport Infrastructure Assessment and the PUSH Air Quality Assessment prior to the pre-submission stage of the Local Plan 2036. At this stage, further information will be available to inform the assessments of this policy.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036 at present.

### IN3 Transport and Parking in New Development

This policy replaces Policies DM11 (Planning for More Sustainable Travel) and DM12 (Mitigating the Impacts of Travel) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy addresses the transport and parking in new developments. The requirement for electric charging points is inline with central governments initiative to shift to low carbon transport by 2040. The policy also encourages easy and safe access to and within new development through the provision of new, and connection to existing, pedestrian and cycle routes. As such, the policy will help attract investors, businesses, employers and skilled employees. This will, in turn, help to strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy addresses the transport and parking in new developments, especially the safe and easy access of and within the development for pedestrians and cyclists. As such, this policy will help to, in line with additional policies in the draft plan, create high quality environments which include good quality housing for all.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. Moreover, the policy requires the safe and suitable access to the site is provided for all people and modes of transport. The site layout should also encourage lower vehicle speeds and promotes the safe and convenient movements of pedestrians and cyclists. To help achieve this, sufficient visibility and lighting must be provided. The policy also requires that adequate provision is made for varying size vehicles; this includes emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently. As such, the provisions of this policy will safeguard community safety and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. The policy emphasises that new pedestrian and cycle routes are provided which reach all parts of the site and connect to existing routes outside of the development. This will help encourage walking and cycling rather than car use for shorter journeys. The policy also requires the provision of electric vehicle charging infrastructure for every new unit with private off-street parking. In shared parking schemes for residential and commercial use, at least 10% are required to provide charging points with the remainder expected to be designed to allow easy installation of electric charging points in the future. This requirement will help minimise the Borough's greenhouse gas emissions and help the transition to low carbon transport by 2040, as set out by central government.



### IN3 Transport and Parking in New Development

This policy replaces Policies DM11 (Planning for More Sustainable Travel) and DM12 (Mitigating the Impacts of Travel) of the Core Strategy (2011).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. Any proposal which is situated in flood zones 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies, especially with regard to the site's access.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. Any proposal which contains, within or is adjacent to a heritage asset and/or archaeological area will also need to comply with the relevant heritage policy in the Local Plan.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy sets out that footways and parking areas should deliver an attractive public realm which uses high quality materials and relates well to the buildings in the scheme. The policy also emphasises that street design, layout, materials and street furniture can all help create safe and pleasant places which can encourage pedestrian and cycle use. As such, the provisions of this policy could help enhance the character and appearance of the townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. The policy emphasises that new pedestrian and cycle routes are provided which reach all parts of the site and connect to existing routes outside of the development. This will help encourage walking and cycling rather than car use for shorter journeys. The policy also requires the provision of electric vehicle charging infrastructure for every new unit with private off-street parking. In shared parking schemes for residential and commercial use, at least 10% are required to provide charging points with the remainder expected to be designed to allow easy installation of electric charging points in the future. This requirement will help minimise the Borough's greenhouse gas emissions; which, in turn, will help the Borough's ecological networks and species to mitigate and adapt to climate change.

### IN3 Transport and Parking in New Development

This policy replaces Policies DM11 (Planning for More Sustainable Travel) and DM12 (Mitigating the Impacts of Travel) of the Core Strategy (2011).

	Description	Assessment
Obj 9	Protect and conserve natural resources	The policy sets out what factors need to be considered when designing the layout of a scheme with regarding to transport and parking. As such, proposals will still need to meet the requirements of the relevant agricultural land and aquifer source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The policy requires that adequate provision is made for varying size vehicles. This includes refuse vehicles to access all parts of the site, park, load, unload and turn safely and conveniently. This policy requirement will help achieve easy waste disposal.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. To do this, the policy states that pedestrian and cycle routes are required which conveniently reach all parts of the site, and link with the wider network beyond the site. With this, on and/or off-site measures will need to promote travel by non-motorised modes and by public transport, including provisions for bus access with suitably located bus stops. Existing public rights of way should also be safeguarded and new routes provided where appropriate. This will help encourage walking and cycling.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. The policy emphasises that new pedestrian and cycle routes are provided which reach all parts of the site and connect to existing routes outside of the development. This will help encourage walking and cycling rather than car use for shorter journeys. The policy also requires the provision of electric vehicle charging infrastructure for every new unit with private off-street parking. In shared parking schemes for residential and commercial use, at least 10% are required to provide charging points, with the remainder expected to be designed to allow easy installation of electric charging points in the future. This requirement will help minimise the Borough's greenhouse gas emissions and, with this, the Borough's air quality through the use of low carbon transport.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. The requirements of pedestrian and cycle routes which reach all parts of the site, and link the wider network beyond the site, will help create greater social inclusion through ease of movement.

### IN3 Transport and Parking in New Development

This policy replaces Policies DM11 (Planning for More Sustainable Travel) and DM12 (Mitigating the Impacts of Travel) of the Core Strategy (2011).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy sets out what factors need to be considered when designing the layout of a scheme with regard to transport and parking. To do this, the policy states that pedestrian and cycle routes are required which conveniently reach all parts of the site and link with the wider network beyond the site. With this, on and/or off-site measures will need to promote travel by non-motorised modes and by public transport, including provisions for bus access with suitably located bus stops. Existing public rights of way are safeguarded and new routes provided where appropriate. All of the above will help to ensure that developments have easy and equitable access to nearby services, facilities and opportunities both within and outside their boundaries.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## IN4 Future Management and Management Plans

This is a new policy and does not replace any policies in the Core Strategy (2011) and/or Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy sets out the requirements for future management and management plans for new developments. The maintenance of “common parts” will help ensure good quality developments after construction. This will help attract further investors into the Borough and thus maintain the strength of the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy sets out the requirements for future management and management plans for new developments. The maintenance of “common parts” will help ensure that once housing is built, the housing and its surroundings remain good quality.
Obj 3	Safeguard and improve community health, safety and wellbeing	Common parts can include; SuDS, roads, paths, parking areas, lighting, foul drainage, landscaping, trees, as well as public and green open space. As such, inappropriate and/or poor maintenance of these can result in health, safety and wellbeing implications. With this, the maintenance will help ensure that residents have opportunities for informal recreation and a quality of life from their surrounding area. As such, the principle of this policy aims to safeguard and improve community health, safety and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant’s greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy explains that maintenance companies, at the cost of the homeowner, now tend to maintain common parts of new developments. Common parts can include; SuDS, roads, paths, parking areas, lighting, foul drainage, landscaping, trees, public and green open space, as well as ecological mitigation areas. With regard to the last three or four; the maintenance of these assets can help the natural environment to mitigate and adapt to climate change. In doing so, these green features can help minimise the Borough’s greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	Common parts can include; SuDS, roads, paths, parking areas, lighting, foul drainage, landscaping, trees, as well as public and green open space. The continued and effective management and maintenance of SuDS and other drainage in particular, will help to reduce the risk of flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy sets out the requirements for future management and management plans for new developments. These will help to retain the setting of nearby heritage designations through appropriate landscaping and maintenance of public and green open spaces.

## IN4 Future Management and Management Plans

This is a new policy and does not replace any policies in the Core Strategy (2011) and/or Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Common parts can include; SuDS, roads, paths, parking areas, lighting, foul drainage, landscaping, trees, as well as public and green open space. As such, inappropriate and/or poor maintenance of these assets can diminish the appearance of the townscape and landscape, as well as sense of place. Therefore, the principle of this policy aims to protect and enhance the appearance and character of a development; in turn, this will help strengthen sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy explains that maintenance companies, at the cost of the homeowner, now tend to maintain common parts of new developments. These parts can also include the management of ecological mitigation areas. The management of these areas maintains the habitats for common and important species, such as bats, Brent Geese and Solent waders amongst others. Therefore, the principle of this policy aims to help protect and enhance the habitats of common and important species. In doing so, the policy supports the enhancements and connectivity of the Borough's ecological green networks and thus biodiversity.
Obj 9	Protect and conserve natural resources	The policy sets out the requirements for future management and management plans for new developments. Such plans will ensure effective maintenance of pollution prevention measures through appropriate landscaping and SuDS etc.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	Common parts can include; SuDS, roads, paths, parking areas, lighting, foul drainage, landscaping, trees, as well as public and green open space. With regard to roads, paths and lighting; the continued maintenance of these can help promote opportunities for walking and cycling. This, in turn, helps to improve the efficiency of the transport network.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy explains that maintenance companies, at the cost of the homeowner, now tend to maintain common parts of new developments. Common parts can include; SuDS, roads, paths, parking areas, lighting, foul drainage, landscaping, trees, public and green open space, as well as ecological mitigation areas. With regard to the last three or four; the maintenance of these will help ensure effective maintenance of pollution prevention measures with regard to water and air.

#### IN4 Future Management and Management Plans

This is a new policy and does not replace any policies in the Core Strategy (2011) and/or Allocations Plan (2014).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy sets out the requirements for future management and management plans for new developments. The maintenance of the “common parts” can help ensure easy and equitable access to facilities, as well as open space for resident health and wellbeing. As such, the above will help generate social inclusion and close the gap between the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	Common parts can include; SuDS, roads, paths, parking areas, lighting, foul drainage, landscaping, trees, as well as public and green open space. With regard to roads, paths and lighting; the continued maintenance of these can help promote opportunities for walking and cycling. This, in turn, helps to improve the efficiency of the transport network and thus access to surrounding services, facilities and opportunities.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

# Appendix 6

## Policies – Environment

### E1 Health and Wellbeing

This policy would update and replace Policy CS1 (Health and Wellbeing) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The promotion of active and healthy lifestyles through the protection of existing, and the provision of new, open spaces and pedestrian/cycle links, will help create high quality environments which are attractive to businesses and investors. It will also help to improve the health profile of the Borough which will, in turn, help create healthy employees. The above will help strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The promotion of active and healthy lifestyles through the protection of existing, and the provision of new, open spaces and pedestrian/cycle links, will help deliver a quality of life and provide opportunities for recreation, social interaction and play in new and existing neighbourhoods. It is acknowledged in the policy that health and wellbeing are also influenced by good quality, affordable housing.
Obj 3	Safeguard and improve community health, safety and wellbeing	The promotion of active and healthy lifestyles through the protection of existing, and the provision of new, open spaces and pedestrian/cycle links, will help encourage physical activity and social interaction. This will promote positive mental and physical wellbeing as well as healthy childhood development. With this, the policy also outlines the need to maximise opportunities for increasing walking and cycling for all types of trips by improving travel linkages throughout the Borough, especially along stream corridors, the coast, into the countryside and to the seven open spaces highlighted as “destinations”. The need for safe, well lit, overlooked and welcoming walking and cycling routes will also help ensure community safety.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant’s greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The promotion of active and healthy lifestyles through the protection of existing, and the provision of new, open spaces and pedestrian/cycle links, will help retain a carbon store and help the environment and living species adapt to climate change by providing opportunities for growth and movement. In addition, the need to create walkable and cycling communities will help minimise the Borough’s greenhouse gas emissions by reducing residents’ need of the car.



## E1 Health and Wellbeing

This policy would update and replace Policy CS1 (Health and Wellbeing) of the Core Strategy (2011).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The promotion of active and healthy lifestyles through the protection of existing, and the provision of new, open spaces and pedestrian/cycle links, will allow the natural environment to mitigate and manage flood risk and drainage. Moreover, this policy used in combination with proposed Policies E2, E4, E12 and E13 will be able to reduce the risk of flooding to existing and new communities.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Though the policy does not specifically reference historical and cultural heritage assets; the protection and further provision of open spaces along with pedestrian and cycle paths may be able to protect and enhance the setting of listed buildings and conservation areas by providing a landscape buffer between these historic assets and new development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The creation of opportunities for informal play, social interaction and active travel (i.e. walking and cycling) through the design and layout of a development will make provision for high quality footpaths, cycle paths, seating and signage which will assist in enhancing the character of the area. Artworks such as interactive sculptures or paint on the path's surface may also help enhance the character and appearance of the area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The promotion of active and healthy lifestyles through the protection of existing, and provision of new, open spaces and pedestrian/cycle links, will help protect ecological green networks. There is the possibility to include natural features, such as earth mounds, trees and/or streams to help achieve the above.
Obj 9	Protect and conserve natural resources	The promotion of active and healthy lifestyles through the protection of existing, and provision of new, open spaces will help protect and conserve natural resources.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



## E1 Health and Wellbeing

This policy would update and replace Policy CS1 (Health and Wellbeing) of the Core Strategy (2011).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The promotion of active and healthy lifestyles through the protection of existing, and provision of new, open spaces and pedestrian/cycle links, will help provide safe and accessible pedestrian and cycle routes. This will, therefore, increase the opportunity for sustainable travel modes.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The promotion of active and healthy lifestyles through the protection of existing, and provision of new, open spaces and pedestrian/cycle links, will help reduce air and noise pollution through landscape buffering. In addition, the creation of walkable communities will not only lead to improved health and wellbeing, but will also encourage residents to drive less; this, in turn, will reduce the level of particulates produced from exhaust emissions.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The promotion of active and healthy lifestyles through the protection of existing, and provision of new, open spaces and pedestrian/cycle links, will help provide opportunities for recreation and social interaction. In turn, this will help create socially inclusive communities. In doing so, the policy will help create neighbourhoods which provide safe places to meet, play and socialise.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The promotion of active and healthy lifestyles through the protection of existing, and provision of new, open spaces and pedestrian/cycle links, will help provide alternative and accessible routes to further services, facilities and opportunities. Moreover, the provision of open spaces for informal recreation and social interaction is itself a facility and opportunity which will be in close proximity to residents' homes.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E2 Green Infrastructure

This policy would update and replace Policy CS13 (Green Infrastructure) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The protection, enhancement and further provision of green infrastructure will help create high quality environments which are attractive to businesses and investors. This, in turn, will help strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy outlines the amount of green space expected to be provided alongside any new residential development. The protection, enhancement and new provision of green infrastructure will help deliver a quality of life and provide opportunities for recreation, social interaction and play in new and existing neighbourhoods.
Obj 3	Safeguard and improve community health, safety and wellbeing	The protection, enhancement and further provision of green infrastructure will improve community health and wellbeing by improving environmental quality and providing opportunities for recreation. With this, creating areas of play is vital for a child in his or her social, emotional, intellectual and physical development.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The protection, enhancement and further provision of green infrastructure will help establish a network of green corridors for animal and plant movement. Moreover, this will retain a carbon store and help the environment and living species adapt to climate change by providing opportunities for growth and movement.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The protection, enhancement and further provision of green infrastructure provide opportunities for multi-functionality; as such it may be possible to combine open space with Sustainable Urban Drainage Systems (SuDS). Moreover, green infrastructure can help improve drainage and manage flood risk.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Though the policy does not specifically reference historical and cultural heritage assets; the protection, enhancement and further provision of green infrastructure may be able to protect and enhance the setting of listed buildings and conservation areas by providing a landscape buffer between these historic assets and new development.

## E2 Green Infrastructure

This policy would update and replace Policy CS13 (Green Infrastructure) of the Core Strategy (2011).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The protection, enhancement and further provision of green infrastructure can provide opportunities for recreation, as well as mental and physical health benefits. As such, there is the opportunity to protect landscape character through sensitively placed green infrastructure assets, while also strengthening local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The protection, enhancement and further provision of green infrastructure can provide a range of ecosystem services. This can include the enhancement of current biodiversity and geodiversity corridors as well as the establishment of new corridors and green networks around the Borough.
Obj 9	Protect and conserve natural resources	The protection, enhancement and further provision of green infrastructure will be able to protect and conserve natural resources.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The policy outlines particular importance to standards of design and highlights the following assets which should be considered for inclusion in any enhancement and/or further provision of green infrastructure assets; seats, bins and signs. With this, the development impact of this objective will also be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The protection, enhancement and further provision of green infrastructure can link existing, and provide new, transport routes in the form of pedestrian and cycle paths. This will promote walking and cycling.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The protection, enhancement and further provision of green infrastructure can reduce air and noise pollution by acting as a landscape buffer and absorbing particulate releases from vehicle emissions. In addition, green infrastructure assets can improve water quality and manage water resources.

## E2 Green Infrastructure

This policy would update and replace Policy CS13 (Green Infrastructure) of the Core Strategy (2011).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The protection, enhancement and further provision of green infrastructure can deliver an improved quality of life and provide opportunities for recreation and social interaction. As such, green infrastructure can help create social inclusion within developments and neighbourhoods by providing safe places to meet, play and socialise.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The protection, enhancement and further provision of green infrastructure can improve access to services, facilities and opportunities (i.e. social and recreational) by improving the accessibility to parks and gardens by walking and/or cycling.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

### E3 Sports and Recreation

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The protection, enhancement and further provision of sports and recreation facilities will help create high quality environments which are attractive to businesses and investors. This, in turn, will help strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The protection, enhancement and new provision of sports and recreation facilities will help deliver a quality of life and provide opportunities for recreation, social interaction and play in new and existing neighbourhoods.
Obj 3	Safeguard and improve community health, safety and wellbeing	Havant Borough's health priorities include reducing obesity and increasing physical activity. This can be achieved through the protection, enhancement and new provision of sports and recreation facilities. Moreover, access to high quality sport and recreational facilities can make an important contribution to the health and wellbeing of communities and has opportunities to reduce crime.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. Existing facilities are already in or adjacent to designated town, district and local centres and/or residential development. The protection of these facilities in easily accessible areas will continue to encourage residents to walk, cycle and possibly use the bus to get to them. Moreover, the provision of new facilities will be dependent on location and low carbon design (where possible) to help reduce the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. In the instance that a proposal is put forward for new provision, then it will need to accord with relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. In the instance that a proposal is put forward for new provision, then it will need to accord with relevant heritage policy.

### E3 Sports and Recreation

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. Other policies in the Draft Local Plan will ensure that new development is of a scale and of a kind which is appropriate to the surrounding area in order to protect the character and appearance of the landscape and townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. New proposals will need to adhere to the requirements of the relevant ecological conservation policy if adjacent or within a nature conservation designations and/or protected trees.
Obj 9	Protect and conserve natural resources	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. New proposals will need to adhere to the requirements of the relevant source protection zone and agricultural land policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy outlines the need to protect and enhance existing facilities through improvements to accessibility, and/or provide new sports and recreation facilities that are publically available. The specifics of how such facilities are accessible and improvements to the efficiency of the transport network through pedestrian and cycle paths will need to be clarified through the relevant transport policies and health and wellbeing policy.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. Existing facilities are already within or in close proximity to designated town, district and local centres or within residential development. The policy does currently state that facilities should be publically available; however, it is acknowledged that the ease of access of new facilities will be dependent on location and incorporation with existing pedestrian and cycle routes.

### E3 Sports and Recreation

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. This can help create opportunities for recreation, exercise and social interaction which, in turn, can help create generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The aim of this policy is to protect, enhance and provide new sports and recreational facilities. This, in turn, will safeguard and provide new services, facilities and opportunities for residents with regard to exercise, health and wellbeing. Existing facilities are already within or in close proximity to designated town, district and local centres or within residential development. The policy does currently state that facilities should be publically available; however, it is acknowledged that the ease of access of new facilities will be dependent on location and incorporation with existing pedestrian and cycle routes.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E4 Local Green Spaces

This policy would update and replace policy AL8 (Local Green Spaces) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The protection and enhancement of the identified local green spaces will help create high quality environments which are attractive to businesses and investors. This, in turn, will help strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The protection and enhancement of the identified local green spaces will retain areas of movement corridors and opportunities for residents to socialise, as well as participate in exercise and recreational activities. This will help deliver a quality of life for residents of new and existing developments and neighbourhoods.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>As defined in the background to the policy, a local green space is designated where it is demonstrably special to the local community because of its recreational value (amongst others). The protection and enhancement of the identified local green spaces will safeguard opportunities for recreation and places for residents to meet and socialise. This, in turn, will safeguard and improve community health (both mental and physical), safety and wellbeing.</p> <p>The only exceptions for development on local green spaces are for the provision of appropriate facilities for outdoor sport. In these circumstances, this too may improve community health through greater opportunities for informal and formal recreation and exercise.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The protection and enhancement of local green spaces will help maintain green corridors for plant and animal movement. Moreover, the protection of these assets will act as a carbon store and help the environment and living species adapt to climate change by providing opportunities for growth and movement.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The protection and enhancement of the identified local green spaces can help improve drainage and manage flood risk.



## E4 Local Green Spaces

This policy would update and replace policy AL8 (Local Green Spaces) of the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	As defined in the background to the policy, a local green space is designated where it is demonstrably special to the local community because of its historic significance (amongst other values). As such, the protection and enhancement of local green spaces, in combination with the requirements of proposed Policy E9 will help protect, enhance and manage features, areas and landscapes of historical and cultural heritage importance.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	As defined in the background to the policy, a local green space is designated where it is local in character, and where it is demonstrably special to the local community because of its beauty, historic significance, recreational value, tranquillity or richness of its wildlife. Therefore the protection and enhancement of local green spaces will help protect and enhance not only the character and appearance of the landscape and townscape, but also help to maintain and strengthen local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	As defined in the background to the policy, a local green space is designated where it is demonstrably special to the local community because of its richness of wildlife (amongst other values). Therefore the protection and enhancement of local green spaces will help to protect, enhance and manage ecological networks (and within this, movement corridors for species). The combination of this proposed policy with other policies within the plan (e.g. E2 and E15) will also help protect and enhance these ecological green corridors.
Obj 9	Protect and conserve natural resources	The protection and enhancement of the identified local green spaces will protect and conserve the natural resources that underlay and/or are within them.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The protection and enhancement of the identified local green spaces provide (or can provide further) links between existing, as well as provide new) transport routes in the form of pedestrian and cycle paths. This, in turn, will continue to promote walking and cycling.

#### E4 Local Green Spaces

This policy would update and replace policy AL8 (Local Green Spaces) of the Allocations Plan (2014).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The protection and enhancement of the identified local green spaces will help reduce air and noise pollution as these green landscapes can absorb the particulate releases from vehicle emissions. These green spaces can also act as a buffer between areas of noise and residential areas.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	As defined in the background to the policy, a local green space is designated where it is demonstrably special to the local community for a number of values. As such, the protection and enhancement of these identified local green spaces help to create social inclusion by providing social and recreational opportunities. This, in turn, helps to create social inclusion and create place where residents from the most and least deprived areas of the Borough can interact.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	As defined in the background to the policy, a local green space is designated where it is in reasonably close proximity to the community it serves. As such, the protection and enhancement of these identified local green spaces will maintain easy access to facilities and opportunities; especially social and recreational opportunities.

#### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E5 Hermitage Stream

This policy would update and replace Policy AL7 (Hermitage Stream) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy does not aim to contribute to the economy explicitly but instead to preserve and enhance the setting, the future maintenance and the restoration of the Hermitage Stream.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy does not aim to supply housing, but instead protect and enhance the setting of the Hermitage Stream from future proposals. In doing so, the policy may help create a setting which compliments the neighbourhood aspirations and sense of place that new developments hope to achieve.
Obj 3	Safeguard and improve community health, safety and wellbeing	The requirement for proposals to include improvements to cycleways and/or footways along the stream itself, and link to the nearby rights of way network, will provide opportunities for informal recreation and exercise. This will help improve community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The requirement for proposals to include improvements to cycleways and/or footways along the stream itself, and link to the nearby rights of way network, will help provide improved pedestrian and cycle routes. These will help provide further transport options and routes alternative to the car, which will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	By its nature, sections of the Hermitage Stream are located in flood zones 2 and/or 3. However, the requirement to retain access for further improvements and restoration allow for future mitigation against flooding. In addition, proposals for built development near to the stream will need to adhere to the relevant flooding and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to preserve and enhance the landscape setting of the Hermitage Stream, while retaining access for future maintenance, improvements and restoration. If any proposals affecting the Hermitage Stream also fall within or are adjacent to a heritage asset (i.e. conservation, listed buildings and/or archaeological area), then the proposal will also need to adhere to the relevant heritage policy.

## E5 Hermitage Stream

This policy would update and replace Policy AL7 (Hermitage Stream) of the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy specifically requires proposals to preserve and enhance the landscape setting around the Hermitage Stream whilst also allowing access for future maintenance, improvements and restoration. As such, the policy will help protect the sense of place and local distinctiveness of the landscape around the Hermitage Stream.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The requirement that proposals do not prevent the ability to implement future restoration of the Hermitage Stream will mean that there is the possibility to improve ecological networks through channel restoration in the future.
Obj 9	Protect and conserve natural resources	The requirement to preserve and enhance the setting of the Hermitage Stream, while allowing access for future maintenance, improvements and restoration, will assist in protecting and conserving natural resources in the area.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The requirement for proposals to include improvements to cycleways and/or footways along the stream itself, and link to the nearby rights of way network, will help improve the efficiency of transport networks through opportunities for walking and cycling.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>The requirement for proposals to include improvements to cycleways and/or footways along the stream itself, and link to the nearby rights of way network, will help provide improved pedestrian and cycle routes. These will help provide further transport options and routes alternative to the car; thus helping to reduce air pollution.</p> <p>The requirement to retain access for future maintenance, improvements and restoration of the Hermitage Stream may also help improve water quality in the future if required.</p>

## E5 Hermitage Stream

This policy would update and replace Policy AL7 (Hermitage Stream) of the Allocations Plan (2014).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The protection and enhancement of the setting of the Hermitage Stream, along with improvements to the cycleways and footpaths, both along the stream and connection to the nearby public rights of way network, will help create opportunities for recreation and social interaction. Nevertheless, the policy will not ensure social inclusivity, reduction of poverty or the closing of the gap.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The requirement for proposals to include improvements to cycleways and/or footways along the stream itself, and link to the nearby rights of way network, will help provide improved pedestrian and cycle routes. These will help provide further access and travel options to get to nearby services, facilities and opportunities.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E6 High Quality Design

This policy would update and replace Policy CS16 (High Quality Design) in the Core Strategy (2011) and Policy DM21 (Shopfronts, Signs, Security Shutters and Advertisements) of the Allocations Plan (2014). It also covers aspects of Policy CS8 (Community Safety) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to maximise opportunities, particularly in the town and district centres, for mixed-uses and the co-location of facilities. In combination, the requirements of signs and shutters to be of an appropriate size and scale so that they do not affect the visual amenity of the street-scene will also help attract employers, businesses and investors into the Borough's town and district centres. This will help develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to provide housing of a high quality design which does not cause unacceptable harm to the amenity of its neighbours. With this, the design and layout of schemes should not undermine the development potential of adjacent sites. The policy also outlines the requirements to integrate and design affordable housing in a way that is indistinguishable from market housing.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy outlines opportunities to reduce crime and antisocial behaviour through appropriate design and layout, while promoting healthy communities through the provision of safe and convenient access in and around developments via pedestrian and cycle paths. It is also explicitly stated that such convenient access/connections includes the needs of the elderly, disabled and less able.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The policy aims to provide development of a high quality design that is well connected to, and integrated with, the local area by linking existing pedestrian and cycle routes and encouraging people to use public transport. The incorporation of safe, secure and convenient provision for cycle storage is also included in the policy. The above will help to encourage residents to walk, cycle and use public transport rather than use the car. This will help minimise the Borough's greenhouse gas emissions.</p> <p>Moreover, the policy references a link with the proposed low carbon design policy in terms of construction methods and resource efficiency. In doing so, the policy highlights the maximisation of solar gain, the minimisation for energy heating, and thus the support of Passivhaus Principles. This too will help minimise the Borough's greenhouse gas emissions.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to provide development of a high quality design that is well connected to, and integrated with, the local area by linking existing pedestrian and cycle routes and encourage people to use public transport. The risk of flooding is not directly mentioned; however proposals which are situated in either flood zone 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies.

## E6 High Quality Design

This policy would update and replace Policy CS16 (High Quality Design) in the Core Strategy (2011) and Policy DM21 (Shopfronts, Signs, Security Shutters and Advertisements) of the Allocations Plan (2014). It also covers aspects of Policy CS8 (Community Safety) of the Core Strategy (2011).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to provide development of a high quality design which integrates new development with the Borough's natural, built and historic environment. To do so, the policy states that proposals will need to have regard to the Character Appraisals and Management Plans of the Borough's Conservation Areas (in line with the relevant Heritage policy) as these help identify local character and distinctiveness. Once these are identified, proposals will need to positively respond to these natural and built features.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The policy sets out the Borough's place-making objectives in terms of delivering high quality design and enhancing connections between people and places. In doing so, the policy aims to integrate new development with the Borough's natural, built and historic environment. This will be achieved by proposals responding to, and drawing inspiration from, these assets which will help retain and form a sense of place through design. Such ideas should also be in line with the relevant Character Appraisals, Management Plans and Neighbourhood Plans as outlined in the policy. Considerations have also been outlined regarding heights, massing, existing building lines, widths, depths and proportion of features such as doors and windows.</p> <p>Moreover, the policy has also identified areas which suffer neglect and lack of identity in the hope that future proposals can improve this. These areas include Havant and Waterlooville Town Centres, as well as Hayling Island Seafront. The impact of development on the Chichester Harbour AONB is also highlighted.</p> <p>Overall, the policy aims to create places where people want to live, work, visit and enjoy.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to provide development of a high quality design which integrates new development with the Borough's natural, built and historic environment. The policy states that proposals will need to integrate with existing local landscape features and characteristics of the area, by protecting and enhancing local wildlife, biodiversity and ecology. This will help protect biodiversity and ecological networks in combination with other policies in the draft plan. In addition, the reference to the proposed low carbon design policy in terms of; construction methods, energy efficiency, solar gain maximisation, reduction in energy heating and the support of Passivhaus Principles, will also help protect the wider ecological networks.
Obj 9	Protect and conserve natural resources	The policy references a link with the proposed low carbon design policy in terms of construction methods and resource efficiency. In doing so, the policy highlights the maximisation of solar gain, the minimisation for energy heating, and thus the support of Passivhaus Principles. The way in which buildings are designed and constructed can have a significant impact upon the natural environment. The reduction of the Borough's energy consumption, and thus carbon footprint, will prevent habitat loss and natural resource depletion.



## E6 High Quality Design

This policy would update and replace Policy CS16 (High Quality Design) in the Core Strategy (2011) and Policy DM21 (Shopfronts, Signs, Security Shutters and Advertisements) of the Allocations Plan (2014). It also covers aspects of Policy CS8 (Community Safety) of the Core Strategy (2011).

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The policy includes a requirement to incorporate safe, secure and convenient provision for refuse and recycling facilities. These are to be achieved in line with the relevant proposed infrastructure policies in the draft plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to provide development of a high quality design that is well connected to, and integrated with, the local area by linking existing pedestrian and cycle routes and encouraging people to use public transport. This will help to improve the efficiency of transport networks by providing further opportunities for walking and cycling.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>The policy aims to provide development of a high quality design that is well connected to, and integrated with, the local area by linking existing pedestrian and cycle routes and encouraging people to use public transport. The incorporation of safe, secure and convenient provision for cycle storage is also included in the policy. The above will help to encourage residents to walk, cycle and use public transport rather than use the car. Moreover, the policy references a link with the proposed low carbon design policy in terms of construction methods and resource efficiency. In doing so, the policy highlights the maximisation of solar gain, the minimisation for energy heating, and thus the support of Passivhaus Principles.</p> <p>From the above, improved energy standards, and the promotion of alternative modes of transport to the car, for new developments will help reduce greenhouse gas emissions. In doing so, this will help to reduce particulates being released into the air and thus help combat air pollution.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy outlines opportunities to reduce crime and antisocial behaviour through appropriate design and layout, while promoting healthy communities through the provision of safe and convenient access in and around developments via pedestrian and cycle paths. It is also explicitly stated that such convenient access/connections includes the needs of the elderly, disabled and less able. The policy also outlines the requirements to integrate and design affordable housing in a way that is indistinguishable from market housing. As such, the policy aims to create safe and inclusive communities. The requirements of the policy will help reduce poverty and close the gap between the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to provide development of a high quality design that is well connected to, and integrated with, the local area by linking existing pedestrian and cycle routes and encouraging people to use public transport. This will help to improve the efficiency of transport networks and access to services by providing further opportunities for walking and cycling.



**Overall Recommendation:**

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E7 High Quality New Homes

This policy would replace and update Policies CS16 (High Quality Design) and CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. The policy acknowledges that innovative housing solutions, such as the emerging "build to rent" sector, can involve higher density development in town centre locations. The provision of such a product in a town centre location would help increase viability and vitality of a town centre through an increase in footfall and close proximity of shoppers' living quarters. With this, the product may help deliver a strong economy and improve the town centres.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	<p>The policy outlines that housing developments will be required to; 1) provide 30% of homes that meet part M4(2) of the Building Regulations (enhanced accessible and adaptable standards) for proposals over 10 dwellings, and; 2) provide 2% of homes which are wheelchair accessible as part of the affordable housing provision (part M4(3) of the Buildings Regulations) for proposals over 50 dwellings.</p> <p>This will provide affordable and environmentally sound and good quality housing for all the Borough's residents (i.e. families, older people and disabled residents). By building to appropriate space standards, this will ensure new homes provide sufficient space for basic daily activities and needs.</p>
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The policy outlines that housing developments will be required to; 1) provide 30% of homes that meet part M4(2) of the Building Regulations (enhanced accessible and adaptable standards) for proposals over 10 dwellings, and; 2) provide 2% of homes which are wheelchair accessible as part of the affordable housing provision (part M4(3) of the Buildings Regulations) for proposals over 50 dwellings.</p> <p>This will provide housing for all (i.e. families, older people and disabled residents) by offering functional and adaptable living spaces with appropriate outdoor amenity provision. This will enable all types of residents to have a good quality of life and healthy lifestyle. As such, this will improve community health and wellbeing, while meeting an identified need of the Borough's residents.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. Proposals will also need to accord with the high quality and low carbon design policies which compliment this high quality <u>homes</u> policy.

## E7 High Quality New Homes

This policy would replace and update Policies CS16 (High Quality Design) and CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. Proposals which are also situated in flood zones 2 and/or 3 will need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. However, the policy acknowledges that such standards may be altered in exceptional circumstances. Such instances include works which may significantly affect a heritage asset or would require impractical changes to a building earmarked for conservation.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. Proposals will also need to adhere to the relevant landscape and high quality design policies regarding the surrounding area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. Proposals which include and/or are adjacent to nature conservation designations and/or protected trees will need to adhere to the relevant ecological conservation policy.
Obj 9	Protect and conserve natural resources	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. Proposals will also need to be in accordance with the relevant ecological conservation, agricultural land, groundwater source protection and landscape policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

## E7 High Quality New Homes

This policy would replace and update Policies CS16 (High Quality Design) and CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. Proposals will need to accord with the high quality design policy which compliments this high quality <u>homes</u> policy, as well as the relevant transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. The ease of access to facilities (i.e. so that car use is not required) as well as provisions of green infrastructure will be covered in the relevant policies which proposals will also need to adhere to.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>The policy outlines that housing developments will be required to; 1) provide 30% of homes that meet part M4(2) of the Building Regulations (enhanced accessible and adaptable standards) for proposals over 10 dwellings, and; 2) provide 2% of homes which are wheelchair accessible as part of the affordable housing provision (part M4(3) of the Buildings Regulations) for proposals over 50 dwellings.</p> <p>This will provide housing for all (i.e. families, older people and disabled residents) by offering functional and adaptable living spaces with appropriate outdoor amenity provision. This will enable all types of residents to have a good quality of life and healthy lifestyle. As such, this will help create developments with are socially inclusive, reduce poverty and help close the gap between the Borough's most deprived areas.</p>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to provide high quality housing which meets appropriate internal space standards and provides outdoor amenity space. Proposals will need to accord with the high quality design policy which compliments this high quality <u>homes</u> policy, as well as other relevant transport and environment policies.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E8 Low Carbon Design

This policy would update and replace Policy CS14 (Efficient Use of Resources) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The combination of meeting housing and employment need while also incorporating low carbon design to help make developments more energy efficient (and thus cheaper to run) will help attract businesses, investors and employers. This will help develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to provide housing which is comfortable, efficient, easy to use, reduces overheating, and from the above, is both good quality and environmentally sound.
Obj 3	Safeguard and improve community health, safety and wellbeing	Overheating is an increasing concern as peak summer temperatures rise as a result of climate change. This can lead to adverse impacts on comfort, health (especially for the elderly) and productivity. As such, energy efficient design and construction will help to reduce overheating via natural ventilation and the types of materials/fabric used. Moreover, the reduction of overheating will improve community health, safety and wellbeing. The use of third party assessments such as BREEAM and HQM also acknowledge the distance and accessibility of open spaces and opportunities for prospective residents. The use of these assessments will also help ensure adequate open space for community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The country has committed to a reduction in greenhouse gas emissions through the Climate Change Act 2008 and the signing of the UNFCCC Paris Agreement (November 2016). This policy aims for Havant Borough to help contribute to the above. To do this, the council will support proposals which incorporate; solar gain, natural ventilation, fabric performance, Passivhaus principles, connection to district heat and achieve sustainability standards under third party assessments. These will all help to reduce the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy refers to new and not existing development. In doing so, the policy aims to reduce greenhouse gas emissions of new development through low carbon design. Proposals which incorporate the above and are within flood zones 2 and/or 3 will also need to adhere to the relevant flooding and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy refers to new and not existing development. In doing so, the policy aims to reduce greenhouse gas emissions of new development through low carbon design. Proposals which incorporate the above and are within or adjacent to conservations area, listed buildings and/or archaeological areas, will also need to adhere to the relevant heritage policies.

## E8 Low Carbon Design

This policy would update and replace Policy CS14 (Efficient Use of Resources) of the Core Strategy (2011).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	High quality and low carbon design can respond to the challenges of climate change, natural resource depletion, energy scrutiny, habitat loss, as well as wider environmental issues whilst also creating an attractive and inclusive identity for the Borough.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The way in which buildings are designed and constructed can have a significant impact upon the natural environment. The reduction of the Borough's energy consumption, and thus carbon footprint, will prevent habitat loss and natural resource depletion.
Obj 9	Protect and conserve natural resources	The way in which buildings are designed and constructed can have a significant impact upon the natural environment. The reduction of the Borough's energy consumption, and thus carbon footprint, will prevent habitat loss and natural resource depletion.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy is primarily focused with the low carbon design and energy efficiency of new buildings. However, it is possible, to plan for the connection of new developments to existing pedestrian and cycle routes through the use of third party assessments and other proposed policies in this draft plan.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	Improved energy standards for new developments will help reduce greenhouse gas emissions. In doing so, this will help to reduce particulates being released into the air. The use of the BREEAM Communities master planning approach will help to secure pedestrian and cycle accesses and routes which will reduce residents' reliance on the car.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Third party assessments, such as BREEAM and HQM, aim to create inclusive communities with good access to open and amenity space. Moreover, by designing and constructing buildings to a high standard of low carbon design, developments can not only reduce energy consumption and the Borough's carbon footprint, but also the overall cost of running a building/home for occupants. This will help to reduce poverty by decreasing residents' utility and maintenance bills.

## E8 Low Carbon Design

This policy would update and replace Policy CS14 (Efficient Use of Resources) of the Core Strategy (2011).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy is primarily focused with the low carbon design and energy efficiency of new buildings. However, it is possible, to plan for the close proximity of new development to open and amenity space as well as the connection of new developments to existing pedestrian and cycle routes through the use of third party assessments and other proposed policies in this draft plan.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E9 Historic Environment and Heritage Assets

This policy would update and replace part of Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) of the Core Strategy (2011) and Policy DM20 (Historic Assets) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy acknowledges that redundant or underused buildings could be sensitively brought back into use. As such, some historic assets may be able to provide commercial or retail floorspace if planned for sensitively and appropriately, in line with the rest of the policy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy acknowledges that redundant or underused buildings could be sensitively brought back into use. As such, some historic assets may be able to provide housing if designed and planned for sensitively and appropriately, in line with the rest of the policy.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy acknowledges how the Borough's historic environment contributes to its distinctive character and sense of place. This has also helped to develop community identity which can positively affect mental health and wellbeing. With this, such heritage assets include registered parks and gardens which provide residents with opportunities for informal recreation.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to protect, conserve and enhance the Borough's historic environment and assets. Such assets include registered parks and gardens. The protection of these assets will act as a carbon store and help the environment and living species adapt to climate change by providing opportunities for growth and movement.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to protect, conserve and enhance the Borough's historic environment. Any proposals which affect, or have the potential to affect, such assets and are also in flood zones 2 and/or 3 will need to adhere to the relevant flooding and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The policy aims to protect, conserve and enhance the Borough's historic environment and the contribution such heritage assets make to local distinctiveness and sense of place. To ensure the above, the policy sets out that a Heritage Statement is required for any proposal which affects or has the potential to affect a heritage asset.</p> <p>Moreover, the policy states that proposals which are likely to cause "substantial harm" to the significance of a heritage assets and/or their setting will not be permitted unless there are exceptional circumstances.</p>



## E9 Historic Environment and Heritage Assets

This policy would update and replace part of Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) of the Core Strategy (2011) and Policy DM20 (Historic Assets) of the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy acknowledges how the Borough's historic environment contributes to its distinctive character and sense of place. Therefore, the policy aims to protect, conserve and enhance the Borough's historic environment. Where proposals affect or may affect a heritage asset, a Heritage Statement is required and any proposal likely to cause "substantive harm" will not be permitted unless exceptional circumstances persist.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	Heritage assets include registered parks and gardens. These form part of the ecological green networks of the Borough; as such, the protection, conservation and enhancement of such assets will indirectly also protect and enhance biodiversity.
Obj 9	Protect and conserve natural resources	Heritage assets include registered parks and gardens. As such, the protection, conservation and enhancement of such assets will indirectly also protect and conserve the natural resources which underlay and/or are within them.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to protect, conserve and enhance the Borough's historic environment. As such, it does not include criteria with regard to transport networks and their efficiency. This will be addressed through other policies in the draft plan.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to protect, conserve and enhance the Borough's historic environment and assets. Such assets include registered parks and gardens. The protection of these assets will help reduce air and noise pollution as these green landscapes can absorb the particulate releases from vehicle emissions. They can also act as a buffer between sources of noise and residential areas.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to protect, conserve and enhance the Borough's historic environment and assets. Such assets also create community identity, and can include registered parks and gardens. These assets in particular provide places for people to meet, socialise and participate in informal recreation. Protection of such assets will therefore help create socially inclusive communities. However, this will not contribute to poverty reduction and closing the gap between deprived areas.

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

This policy would update and replace part of Policy CS11 (Protecting and Enhancing the Special Environment and Heritage of Havant Borough) of the Core Strategy (2011) and Policy DM20 (Historic Assets) of the Allocations Plan (2014).

	<b>Description</b>	<b>Assessment</b>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to protect, conserve and enhance the Borough's historic environment. The aspects of this objective would be assessed against a proposal through other policies in the draft plan.

### **Overall Recommendation:**

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E10 Landscape and Townscape

This policy updates and replaces DM9 (Development in the Coastal Zone) and parts of DM8 (Conservation, Protection and Enhancement of Existing Natural Features) and of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	There is a presumption against new development beyond the defined settlement boundaries, in particular against new residential or commercial development. As such, the policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. This will help to protect and enhance local distinctiveness and sense of place. In turn, this may help attract investors and businesses into the Borough which would strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	There is a presumption against new development beyond the defined settlement boundaries, in particular against new residential or commercial development. The policy acknowledges the need for housing and how because of the aim to meet this need, it is important that residents are able to access undeveloped areas for leisure and health benefits. To do this, the policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. By acknowledging the importance of the Borough's unique environment, and the need to protect and enhance it, further opportunities for public access and recreation can be explored. The policy explicitly outlines the protection or enhancement of existing rights of way which help residents to access nature and undeveloped areas; developers are therefore expected to facilitate connections of new developments to areas of open space, the countryside and the coast. All of the above will help improve community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. In doing so, the policy outlines the requirement for rights of way to be protected and enhanced to access undeveloped areas, the countryside and the coast for recreation and health benefits. Indirectly, this will also enhance pedestrian and cycle routes which will encourage alternative transport options to the car. This will help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. The policy specifically states that proposals of development within the coastal zone will need to comply with the relevant policy on flood risk.

## E10 Landscape and Townscape

This policy updates and replaces DM9 (Development in the Coastal Zone) and parts of DM8 (Conservation, Protection and Enhancement of Existing Natural Features) and of the Core Strategy (2011).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. In doing so, developments are expected to relate positively to, protect or enhance the aesthetic value of, man-made structures that contribute to a sense of place. By definition, this would include heritage assets. More specifically, the policy states that in Conservation Areas; Character Appraisals and Management Plans should be given due consideration.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Landscape refers to the interaction between the built-up and undeveloped areas; the policy outlines the importance of new development respecting its surroundings and making the most of attractive and distinctive landmarks. This will help enhance what is special about the character of Havant Borough as a place. Moreover, the policy aims for development to contribute positively to local identity and strengthen local distinctiveness using existing landscape and townscape features.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. In doing so, developments are expected to relate positively to, protect or enhance the aesthetic value of, individual or groups of natural features that contribute to a sense of place. Such features include, but are not exhaustive to; trees, hedgerows, streams or topographical features. The criteria of the policy specifically states that such features should be protected from destruction or deterioration. In doing so, the policy will help protect existing green ecological networks.
Obj 9	Protect and conserve natural resources	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. Though the preservation of the landscape outside of the settlement boundary will help protect and conserve natural resources, this will be indirect. For the preservation of specific natural resources (i.e. soil and groundwater supply); proposals will need to adhere to other proposed policies in the draft plan.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. In doing so, the policy outlines the requirement for rights of way to be protected and enhanced to access undeveloped areas, the countryside and the coast for recreation and health benefits. More specifically, the policy references the need to regard Natural England's plans to deliver a National Coastal Path around England. All of the above will enhance pedestrian and cycle routes which will encourage alternative transport options to the car.

## E10 Landscape and Townscape

This policy updates and replaces DM9 (Development in the Coastal Zone) and parts of DM8 (Conservation, Protection and Enhancement of Existing Natural Features) and of the Core Strategy (2011).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. In doing so, the policy will protect the landscape outside of the settlement boundary from development (unless exceptions apply) which will allow these areas to absorb air particulates. With this, the policy outlines the requirement for rights of way to be protected and enhanced to access undeveloped areas, the countryside and the coast for recreation and health benefits. More specifically, the policy references the need to regard Natural England's plans to deliver a National Coastal Path around England. All of the above will improve opportunities for walking and cycling which will reduce residents' reliance on the car.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy outlines the importance of new development respecting its surroundings and making the most of attractive and distinctive landmarks. By concentrating development, which maintains and enhances the landscape, within the new settlement boundaries, areas of the Borough will be able to retain their special character which helps create community identity and thus social inclusion. The requirement for rights of way to be protected and enhanced to access undeveloped areas, the countryside and the coast for recreation and health benefits will also ensure social inclusion by allowing residents to meet and interact with one another whilst undertaking recreational activities. Nevertheless, the policy will not necessarily help with poverty reduction or closing the gap between the most deprived areas.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to concentrate development, which maintains and enhances the landscape, within the new settlement boundaries. In doing so, the policy outlines the requirement for rights of way to be protected and enhanced to access undeveloped areas, the countryside and the coast for recreation and health benefits. More specifically, the policy references the need to regard Natural England's plans to deliver a National Coastal Path around England. All of the above will improve access to the areas for recreation and health opportunities.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E11 Chichester Harbour Area of Outstanding Natural Beauty

This policy would update and replace Policy CS12 (Chichester Harbour Area of Outstanding Natural Beauty (AONB)) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to protect the AONB designation of Chichester Harbour. This, itself, does not aim to prevent economic development, but instead informs an applicant of the factors they would need to consider when preparing a planning application. The character and beauty of the AONB helps attract businesses, investors, skilled employees, day visitors and tourists into the Borough. Therefore, the protection of the AONB and its setting is essential.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to protect the AONB designation of Chichester Harbour. This, itself, does not aim to prevent good quality housing, but instead informs an applicant of the factors they would need to consider when preparing a planning application.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to protect the AONB designation of Chichester Harbour. This, itself, does not aim to prevent development, but instead informs an applicant of the factors they would need to consider when preparing a planning application. The character and beauty of the AONB provides informal recreational opportunities for residents, visitors and tourists alike. Such areas can contribute to community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to protect the AONB designation of Chichester Harbour. This, itself, does not aim to prevent development, but instead informs an applicant of the factors they would need to consider when preparing a planning application. The protection of such an area will also have benefits for the animal and plant species which Chichester Harbour supports. This, in turn, will support climate change mitigation and adaptation through species movement.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to protect the AONB designation of Chichester Harbour. Any proposals within the AONB that are also in flood zones 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to protect the AONB designation of Chichester Harbour. Any proposals within the AONB that are also contain, are within, or adjacent to a heritage asset and/or archaeological area will also need to adhere to the relevant heritage policy.



## E11 Chichester Harbour Area of Outstanding Natural Beauty

This policy would update and replace Policy CS12 (Chichester Harbour Area of Outstanding Natural Beauty (AONB)) of the Core Strategy (2011).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Areas of Outstanding Natural Beauty (AONB) have the highest status of protection in relation to landscape and scenic beauty (Para 115, NPPF). The flatness of the harbour makes the AONB vulnerable to visual intrusions from inappropriate development. As such, the policy only permits development which is in accordance with the Chichester Harbour AONB SPD, Management Plan and is appropriate to the economic, social and environmental wellbeing of the area. With this, proposal must also enhance the special qualities of the AONB.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The undeveloped character of the harbour, along with the mudflats and saltmarshes exposed at low tide, has resulted in a number of nature conservation designations. These include, Ramsar, SAC, SPA and SSSI designations. As such, the requirements for proposals to be appropriate to the environmental wellbeing of the area, conserve and enhance the special qualities of the AONB and mitigate any detrimental affects should ensure the protection of biodiversity.
Obj 9	Protect and conserve natural resources	The policy aims to protect the AONB designation of Chichester Harbour. Though the integrity and protection of the AONB designation will help protect and conserve natural resources, this will be indirect. For the preservation of specific natural resources (i.e. soil and groundwater supply); proposals will need to adhere to other proposed policies in the draft plan.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to protect the AONB designation of Chichester Harbour. As such, proposals in the AONB will still need to adhere to the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to protect the AONB designation of Chichester Harbour. This, itself, does not aim to prevent development, but instead informs an applicant of the factors they would need to consider when preparing a planning application. The protection of such an area will also have benefits for the animal and plant species which Chichester Harbour supports. This, in turn, will safeguard air and water quality in the area.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to protect the AONB designation of Chichester Harbour. As such, development proposals in the AONB will still need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.

### **E11 Chichester Harbour Area of Outstanding Natural Beauty**

This policy would update and replace Policy CS12 (Chichester Harbour Area of Outstanding Natural Beauty (AONB)) of the Core Strategy (2011).

	<b>Description</b>	<b>Assessment</b>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to protect the AONB designation of Chichester Harbour. As such, proposals in the AONB will still need to adhere to the relevant design and transport policies.

#### **Overall Recommendation:**

The policy is recommended for inclusion in the Draft Local Plan 2036.



## E12 Managing Flood Risk in New Development

This policy would update and replace of parts of Policy CS15 (Flood and Coastal Erosion Risk) in the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to prevent commercial floorspace, as well as town, local and district centres from the risk of flooding. This would otherwise deter employers, businesses and investors from coming into the Borough.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to prevent good quality housing from the risk of flooding.
Obj 3	Safeguard and improve community health, safety and wellbeing	Flooding can have a significant effect on community health, safety and wellbeing due to stagnant water left over after an event and fast flowing water courses during the event. As such, the policy aims to reduce the risk of flooding in new and existing developments through appropriate protection, resilience and resistance measures.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The UK Climate Change Risk Assessment 2017 noted that an increase in temperature will intensify flooding and coastal change. As such, this policy aims to reduce the risk of flooding in new and existing developments; therefore, the policy will contribute to climate change mitigation and adaptation.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to reduce the risk of flooding in new and existing developments through appropriate protection, resilience and resistance measures. This should be outlined through a Flood Risk Assessment or Statement. In addition, the policy proposes developers contribute to flood alleviation schemes which are designed to benefit a wider area, and that development on unallocated sites that are in flood zones 2 and/or 3 will be resisted.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to reduce the risk of flooding in new and existing developments. As such, proposals also containing, within or adjacent to heritage assets and/or archaeological areas will need to adhere to the relevant heritage policy.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to reduce the risk of flooding in new and existing developments. Though this on its own would help protect the appearance of the landscape and the townscape, proposals will still need to adhere to the relevant landscape and high quality design policies regarding the surrounding area.

## E12 Managing Flood Risk in New Development

This policy would update and replace of parts of Policy CS15 (Flood and Coastal Erosion Risk) in the Core Strategy (2011).

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to reduce the risk of flooding in new and existing developments. Though this on its own would help protect the Borough's biodiversity and ecological green networks, proposals will still need to adhere to the relevant ecological conservation and landscape policies.
Obj 9	Protect and conserve natural resources	The policy aims to reduce the risk of flooding in new and existing developments. As such, proposals will also need to be in accordance with the relevant ecological conservation, agricultural land, groundwater source protection and landscape policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to reduce the risk of flooding in new and existing developments. As such, proposals will still need to adhere to the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to reduce the risk of flooding in new and existing developments. Fast flowing water courses during flood events, as well as stagnant water after flooding events, can transfer a variety of undesirable particulates into soil and water stores. In some cases this could include pollutants. As such, reducing the risk of flooding will help reduce the risk of pollutants entering the Borough's water and soil stores.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to reduce the risk of flooding in new and existing developments. As such, development proposals will still need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to reduce the risk of flooding in new and existing developments. As such, proposals will still need to adhere to the relevant design and transport policies.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

### E13 Drainage Infrastructure in New Development

This policy would update and replace part of Policy CS15 (Flood and Coastal Erosion Risk) of the Core Strategy (2011) and Policy DM25 (Flood Risk in Emsworth) in the site Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to prevent commercial floorspace, as well as town, local and district centres from the risk of flooding through appropriate drainage infrastructure. This would otherwise deter employers, businesses and investors from coming into the Borough.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to prevent good quality housing from the risk of flooding through appropriate drainage infrastructure.
Obj 3	Safeguard and improve community health, safety and wellbeing	Flooding can have a significant effect on community health, safety and wellbeing from stagnant water left over after an event and fast flowing water courses during an event. As such, the policy aims to reduce the risk of flooding through appropriate drainage infrastructure. With this, the incorporation of Sustainable Drainage Systems (SuDS) to manage surface water drainage on larger sites can provide multifunctional benefits while creating an attractive landscape feature. Such additional benefits can also include open space for informal recreation which would also help improve residents' health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The UK Climate Change Risk Assessment 2017 noted that an increase in temperature will intensify flooding and coastal change. The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. As such, the policy outlines that on-site drainage systems should be designed to meet the drainage needs of development in full over the lifetime of the development, and, with this, must also be designed to take into account the effects of climate change. The latter addresses the possibility of extreme events, where rates of flow could exceed the normal designed standards. Therefore, the policy will contribute to climate change mitigation and adaptation.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. In doing so, the policy requires that new development does not lead to a net-increase in run-off and that new development does not lead to the risk of flooding elsewhere.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. As such, proposals also containing, within or adjacent to heritage assets and/or archaeological areas will need to adhere to the relevant heritage policy.

### E13 Drainage Infrastructure in New Development

This policy would update and replace part of Policy CS15 (Flood and Coastal Erosion Risk) of the Core Strategy (2011) and Policy DM25 (Flood Risk in Emsworth) in the site Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. With this, the incorporation of Sustainable Drainage Systems (SuDS) to manage surface water drainage on larger sites can provide multifunctional benefits while creating an attractive landscape feature. In addition, permeable paving can also help to reduce runoff while providing a more attractive material within the townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. Though this on its own would help protect the Borough's biodiversity and ecological green networks, proposals will still need to adhere to the relevant ecological conservation and landscape policies.
Obj 9	Protect and conserve natural resources	The policy acknowledges that some types of Sustainable Drainage Systems (SuDS) may not be appropriate in certain areas. For example, Groundwater Source Protection Zones (SPZs) are sensitive to drilling operations, as such infiltration boreholes would be inappropriate in these areas as they may present potential groundwater pollution pathways. Moreover, the policy aims to reduce the risk of flooding through appropriate drainage infrastructure, while preventing risk of pollution to water sources and paths and thus the Borough's natural resources.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. As such, proposals will still need to adhere to the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy acknowledges that some types of Sustainable Drainage Systems (SuDS) may not be appropriate in certain areas. For example, Groundwater Source Protection Zones (SPZs) are sensitive to drilling operations, as such infiltration boreholes would be inappropriate in these areas as they may present potential groundwater pollution pathways. Moreover, the policy aims to reduce the risk of flooding through appropriate drainage infrastructure while preventing risk of pollution to water sources and paths.

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

This policy would update and replace part of Policy CS15 (Flood and Coastal Erosion Risk) of the Core Strategy (2011) and Policy DM25 (Flood Risk in Emsworth) in the site Allocations Plan (2014).

	<b>Description</b>	<b>Assessment</b>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. As such, development proposals will still need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to reduce the risk of flooding through appropriate drainage infrastructure. As such, proposals will still need to adhere to the relevant design and transport policies.

### **Overall Recommendation:**

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E14 Areas of Coastal Change

This policy replaces Policy AL4 (Coastal Change Management Areas) of the Allocations Plan (2014) and parts of Policy CS15 (Flood and Erosion Risk) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	This policy provides support for new or replacement coastal defence schemes and does not support permanent residential developments in the Coastal Change Management Areas. Nevertheless, the policy does acknowledge that developments, such as hotels, shops, offices or leisure activities, may be acceptable in these areas. The use of temporary permissions and/or applying restoration conditions will be explored in these instances. As such, this will still help attract business and employers into the area and thus strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	This policy provides support for new or replacement coastal defence schemes and does not support permanent residential developments in the Coastal Change Management Areas. This is due to residents' safety.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy outlines that permanent new residential development will not be permitted within the defined Coastal Change Management Areas – this will safeguard community safety. Moreover, the policy aims to support, in principle, the management of the coast to protect people and property.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The UK Climate Change Risk Assessment 2017 noted that an increase in temperature will intensify flooding and coastal change. This policy provides support for new or replacement coastal defence schemes and thus contributes to climate change mitigation and adaptation.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	This policy provides support for new or replacement coastal defence schemes. This will help reduce flood risk and erosion to the vulnerable sections of the Borough's coastline, and thus existing residential properties.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There are currently no listed buildings or conservation areas within the designated Coastal Change Management Areas. However, in the instance that this changes in the future or future proposals have the potential to affect listed buildings in the vicinity; the relevant heritage policy will also need to be adhered to.



## E14 Areas of Coastal Change

This policy replaces Policy AL4 (Coastal Change Management Areas) of the Allocations Plan (2014) and parts of Policy CS15 (Flood and Erosion Risk) of the Core Strategy (2011).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This policy provides support for new or replacement coastal defence schemes and does not support permanent residential developments in the Coastal Change Management Areas. The protection of these areas will help protect the character and appearance of Hayling Island's coastal landscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This policy provides support for new or replacement coastal defence schemes. It is acknowledged in the policy that the benefits of protecting people and property must be carefully balanced against the effects on sensitive habitats and species in these areas. Therefore, the policy does not support permanent residential development on the Coastal Management Areas.
Obj 9	Protect and conserve natural resources	This policy provides support for new or replacement coastal defence schemes for the purposes of resident and landscape protection. It does not refer to the protection or conservation of natural resources in the Borough's Coastal Management Areas.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	This policy provides support for new or replacement coastal defence schemes. Therefore, the development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	This policy provides support for new or replacement coastal defence schemes and does not support permanent residential developments in the Coastal Change Management Areas. One of these areas includes a section of the Hayling Billy Trail which is a vital route off Hayling Island for pedestrians and cyclists.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	This policy provides support for new or replacement coastal defence schemes and does not support permanent residential developments in the Coastal Change Management Areas. One of these areas includes a section of the Hayling Billy Trail which is a vital route off Hayling Island for pedestrians and cyclists. The protection of the trail will continue to encourage residents to use the cycling and walking route rather than using the car (which would otherwise contribute to the Borough's greenhouse gas emissions and thus air pollution)

#### **E14 Areas of Coastal Change**

This policy replaces Policy AL4 (Coastal Change Management Areas) of the Allocations Plan (2014) and parts of Policy CS15 (Flood and Erosion Risk) of the Core Strategy (2011).

	<b>Description</b>	<b>Assessment</b>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	This policy provides support for new or replacement coastal defence schemes and does not support permanent residential developments in the Coastal Change Management Areas. Development proposals in these areas will also need to adhere with the relevant green infrastructure, high quality and low carbon design policies.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	This policy provides support for new or replacement coastal defence schemes and does not support permanent residential developments in the Coastal Change Management Areas. One of these areas includes a section of the Hayling Billy Trail which is a vital route off Hayling Island for pedestrians and cyclists to access further services, facilities and opportunities.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.



## E15 Ecological Conservation

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

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to protect, enhance and link together the existing natural environment. This will help benefit new and existing residential developments by; 1) protecting and enhancing the Borough's landscape and cultural heritage; 2) providing vital amenity and recreational spaces, and 3) continue to provide residents with opportunities for sport and physical activity. This will help attract investors, businesses and employers into the Borough. As such, the policy will help to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to protect, enhance and link together the existing natural environment. This will help benefit new and existing residential developments by; 1) protecting and enhancing the Borough's landscape and cultural heritage; 2) providing vital amenity and recreational spaces, and 3) continue to provide residents with opportunities for sport and physical activity. As such, the policy will help create health and community benefits for residents of new developments whilst protecting and enhancing the natural environment.
Obj 3	Safeguard and improve community health, safety and wellbeing	The Borough's nature conservation designations provide vital amenity and recreational space for residents. The protection of such assets will continue to provide opportunities for people to take part in sport and engage in physical activity. As such, the policy will help safeguard and improve community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The Borough has a rich and diverse natural environment which is documented by its range of protective national and international designations, as well as its range of natural features. In order to protect these designations and features, the policy outlines the need for development to result in the net gain of biodiversity wherever possible. To do so, the policy outlines that developments must be informed and influenced by the presence of woodlands, trees and hedgerows on the site, and from this, should not fragment and/or isolate wildlife corridors and habitats.</p> <p>The provisions of this policy will help to protect the natural environment and allow for species to mitigate and adapt to climate change through habitat and movement corridors. Such protection will also ensure green features continue to act as greenhouse gas stores.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to protect and enhance the Borough's nature conservation designations and natural features. The protection of such features will help the environment to mitigate flood risk. However, proposals in flood zones 2 and/or 3 will still need to adhere to the relevant flood risk and drainage policies.

## E15 Ecological Conservation

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

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The Borough's nature conservation designations provide a number of benefits. This includes, but is not exhaustive of, the protection and enhancement of the Borough's landscape and cultural heritage. These create a sense of place and identity. As such, the protection of these assets will also help to protect the historical and cultural importance of Havant Borough.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The Borough's nature conservation designations provide a number of benefits. This includes, but is not exhaustive of, the protection and enhancement of the Borough's landscape and cultural heritage. These help to create a sense of place and identity. Moreover, the policy highlights the numerous designations of Langstone and Chichester Harbours; these are significant landscape features of Havant Borough and are vital in the character, appearance, local distinctiveness and sense of place of the area. As such, the policy sets out that any likely significant effect on the harbours will result in the refusal of planning permission.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The Borough has a rich and diverse natural environment which is documented by its range of protective national and international designations, as well as its range of natural features. In order to protect these designations and features, the policy outlines the need for development to result in the net gain of biodiversity wherever possible. To do so, the policy outlines that developments must be informed and influenced by the presence of woodlands, trees and hedgerows on the site, and from this, should not fragment and/or isolate wildlife corridors and habitats.</p> <p>The provisions of this policy will therefore, help to ensure that biodiversity is protected and enhanced wherever possible, and in doing so, support the Borough's ecological green networks.</p>
Obj 9	Protect and conserve natural resources	The policy aims to protect, enhance and link together the existing natural environment. This will, in turn, help to protect and conserve the Borough's natural resources.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to protect, enhance and link together the existing natural environment. As such, proposals will also need to adhere to the relevant design and transport policies.

## E15 Ecological Conservation

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

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The Borough has a rich and diverse natural environment which is documented by its range of protective national and international designations, as well as its range of natural features. In order to protect these designations and features, the policy outlines the need for development to result in the net gain of biodiversity wherever possible. To do so, the policy outlines that developments must be informed and influenced by the presence of woodlands, trees and hedgerows on the site, and from this, should not fragment and/or isolate wildlife corridors and habitats. The provisions of this policy will help to safeguard air, water and soil quality by allowing the natural environment to adapt to and mitigate against pollution from both diffuse and point sources.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to protect, enhance and link together the existing natural environment. This will help benefit new and existing residential developments by; 1) protecting and enhancing the Borough's landscape and cultural heritage; 2) providing vital amenity and recreational spaces, and 3) continue to provide residents with opportunities for sport and physical activity. As such, the policy will help achieve social inclusion; however, it will not contribute to a reduction in poverty or closing of the gap.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to protect, enhance and link together the existing natural environment. As such, proposals will also need to adhere to the relevant design and transport policies.

### Overall Recommendation:

The policy is recommended for inclusion in the Draft Local Plan 2036.

## E16 Solent Special Protection Areas

This policy would update and replace Policy DM24 (Recreational Disturbance to SPAs from Residential Development) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. The provision of a strategic mitigation framework allows development to take place whilst fulfilling the statutory requirement to prevent a significant effect on the SPAs. As such, by protecting the SPAs and addressing housing need, employers and skilled employees will be attracted to the area. This, in turn, will help develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. The provision of a strategic mitigation framework allows development to take place whilst fulfilling the statutory requirement to prevent a significant effect on the SPAs.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy acknowledges that public access to the coast provides benefits in terms of health, wellbeing and education. As such, the aim of the policy is to help manage the benefit of the coast for both the bird and human populations.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, proposals will also need to accord with the high quality and low carbon design policies.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, proposals in flood zones 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, proposals which include, are in, or adjacent to heritage assets and/or archaeological areas will need to adhere to the relevant heritage policy.

## E16 Solent Special Protection Areas

This policy would update and replace Policy DM24 (Recreational Disturbance to SPAs from Residential Development) of the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Under the Conservation of Habitats and Species Regulations (2010 as amended), avoidance and mitigation measures are required in any proposed development which, either alone or in combination with others plans and projects, is likely to have a significant effect on the SPA. However, as the SPAs designated within Havant Borough are Langstone and Chichester Harbours which are also SACs, SSSIs and Ramsar sites (and AONB for the latter); the mitigation may also have a positive effect on the character and appearance on the harbours' landscapes.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The background of the policy explains that the Solent hosts over 90,000 waders each winter, including 10% of the global population of Brent Geese. From this, further housing development has, and will continue to, increase the number of visitors to the coast. The increase in level of human recreation and disturbance prevents the birds from feeding effectively and can lead to bird mortality. The policy will help to avoid such mortality through its support of the work of the Bird Aware Solent initiative.
Obj 9	Protect and conserve natural resources	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, proposals will also need to be in accordance with the relevant ecological conservation, agricultural land, groundwater source protection and landscape policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, proposals will need still to adhere to the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, proposals will need to adhere to the relevant ecological conservation, green infrastructure, transport, aquifer source protection zones and low carbon design policies.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, development proposals will also need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.

## E16 Solent Special Protection Areas

This policy would update and replace Policy DM24 (Recreational Disturbance to SPAs from Residential Development) of the Allocations Plan (2014).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to mitigate the effects on the Solent Special Protection Areas from the increase in visitor numbers along the coast due to new housing developments. As such, proposals will also need to adhere to the relevant design and transport policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## E17 Brent Goose and Wader Feeding and Roosting Sites

This policy would update and replace Policy DM23 (Sites for Brent Geese and Waders) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. In doing so, the mitigation package or strategy will allow development to take place on such sites providing that alternative provisions for Brent Geese and Solent Waders are secured. As such, by protecting the birds and addressing housing need, employers and skilled employees will be attracted to the area. This, in turn, will help develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. In doing so, the mitigation package or strategy will allow development to take place on such sites providing that alternative provisions for Brent Geese and Solent Waders are secured.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals will also need to adhere to the relevant policies associated with health and wellbeing, local green spaces and green infrastructure.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals will also need to accord with the high quality and low carbon design policies.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals also in flood zones 2 and/or 3 will need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals also containing, within or adjacent to heritage assets and/or archaeological areas will need to adhere to the relevant heritage policy.



## E17 Brent Goose and Wader Feeding and Roosting Sites

This policy would update and replace Policy DM23 (Sites for Brent Geese and Waders) of the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The protection of sites from development for roosting and feeding by Brent Geese and Solent Waders will be able to protect the character and appearance of some of the Borough's landscapes. In the instances where a suitable mitigation package can demonstrate that alternative provision for geese and waders can be secured so that development can take place; the alternative provision may include improvements being made to fields adjacent or in the vicinity of the proposed development. This has the potential to improve the character and appearance of the fields proposed for alternative Brent Goose and Solent Wader provision.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The Solent hosts over 90,000 waders each winter, including 10% of the global population of Brent Geese. Brent Geese are protected under Directive 2009/147/EC on the Conservation of Wild Birds (the "Birds Directive"). The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. This will help to ensure that the species, along with other Solent waders, continue to be protected and have adequate feeding sites in order to build up body mass to fly back to Siberia in the summer months.
Obj 9	Protect and conserve natural resources	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals will also need to be in accordance with the relevant ecological conservation, agricultural land, groundwater source protection and landscape policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals will still need to adhere to the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals will still need to adhere to the relevant ecological conservation, green infrastructure, transport, aquifer source protection zones and low carbon design policies.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, development proposals will also need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.



### **E17 Brent Goose and Wader Feeding and Roosting Sites**

This policy would update and replace Policy DM23 (Sites for Brent Geese and Waders) of the Allocations Plan (2014).

	<b>Description</b>	<b>Assessment</b>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to mitigate the effects of development on sites important to Brent Geese and Solent Waders for feeding and roosting. As such, proposals will still need to adhere to the relevant design and transport policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## E18 Protected Species

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy does not aim to contribute to the economy explicitly, but instead aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. This will help produce an attractive environment which may help attract investors and businesses into the area.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy does not aim to supply housing, instead it aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. In doing so, the policy may help create a setting which compliments the neighbourhood aspirations and sense of place that new developments hope to achieve.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. The protection of these species will help protect the overall biodiversity of Havant Borough. In instances where such species are found to be present, the policy requires no net loss of woodland (including groups and fragmentations of woodland), as well as appropriate buffers to woodlands, hedgerows and other flight corridors from development. This may, in turn, may safeguard community health and wellbeing by safeguarding green spaces around and within the built up area.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. The protection of these species will help protect the overall biodiversity of Havant Borough. In instances where such species are found to be present, the policy requires no net loss of woodland (including groups and fragmentations of woodland), as well as appropriate buffers to woodlands, hedgerows and other flight corridors from development. This will, in turn, help these areas mitigate and adapt to climate change by acting as a store for greenhouse gas emissions and by allowing species corridor movements.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. The protection of these species will help protect the overall biodiversity of Havant Borough. In instances where such species are found to be present, the policy requires no net loss of woodland (including groups and fragmentations of woodland), as well as appropriate buffers to woodlands, hedgerows and other flight corridors from development. This will, in turn, help the natural environment respond to, mitigate and adapt to flood risk. However, proposals will still need to adhere to the relevant flood risk and drainage policies.

## E18 Protected Species

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. As such, proposals also containing, within or adjacent to heritage assets and/or archaeological areas will need to adhere to the relevant heritage policy.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. The protection of these species will help protect the overall biodiversity of Havant Borough. In instances where such species are found to be present, the policy requires no net loss of woodland (including groups and fragmentations of woodland), as well as appropriate buffers to woodlands, hedgerows and other flight corridors from development. This will, in turn, help to protect and the character and appearance of the landscapes in these areas.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. The protection of these species will help protect the overall biodiversity of Havant Borough. In instances where such species are found to be present, the policy requires no net loss of woodland (including groups and fragmentations of woodland), as well as appropriate buffers to woodlands, hedgerows and other flight corridors from development. Though this is specifically required to secure the ecological networks for Bechstein's bat, this will also result in benefits for other species and their movement.
Obj 9	Protect and conserve natural resources	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. The protection of these species will help protect the overall biodiversity of Havant Borough. In instances where such species are found to be present, the policy requires no net loss of woodland (including groups and fragmentations of woodland), as well as appropriate buffers to woodlands, hedgerows and other flight corridors from development. This will, in turn, help to protect and conserve the Borough's natural resources in these areas.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

## E18 Protected Species

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. As such, proposals will still need to adhere to the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. The protection of these species will help protect the overall biodiversity of Havant Borough. In instances where such species are found to be present, the policy requires no net loss of woodland (including groups and fragmentations of woodland), as well as appropriate buffers to woodlands, hedgerows and other flight corridors from development. This will, in turn, help these areas safeguard air, water and soil quality by allowing the natural environment to mitigate pollution from both diffuse and point sources.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. As such, development proposals will still need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to prevent any net loss in biodiversity and achieve biodiversity enhancements where possible. More specifically, the policy is concerned with the protection of designated protected species, with particular emphasis placed on Bechstein's bat. As such, proposals will still need to adhere to the relevant design and transport policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## E19 Best and Most Versatile Agricultural Land

This policy is new and would not update or replace policies in the Core Strategy (2011), Allocations Plan (2014) and the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to protect greenfield sites which contain BMV agricultural land that are not allocated for development in the draft plan. By addressing housing need, but also protecting the remaining greenfield BMV sites in the Borough; the policy will help attract employers and investors, whilst also protecting the remains of a finite resource which is essential to the Borough's agricultural industry. The policy would therefore help continue to develop a strong local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to protect greenfield sites which contain BMV agricultural land that are not allocated for development in the draft plan. As the draft plan proposes to allocate sites which meet the Borough's housing need, the protection of unallocated greenfield BMV sites will not hinder housing generation.
Obj 3	Safeguard and improve community health, safety and wellbeing	For residential development of 50 dwellings or more, which contain BMV agricultural land; the policy aims for these developments to provide community food growing provisions (e.g. allotments and community orchards etc.) as part of their open space provision. This will add additional social benefits by providing a recreational activity for new and existing residents within the vicinity of the development(s). As such, this will improve community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	As stated in the background of the policy; soil is a finite resource which acts as a store for carbon and other greenhouse gases.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The protection of unallocated greenfield sites, which contain BMV agricultural land, from development will reduce the risk of flooding in some areas of the Borough. Soil acts as a store for water; thus the protection of open greenfield sites will assist the natural environment in adapting to increased flood risk caused by climate change.</p> <p>Those greenfield sites which are proposed for development will still need to adhere to the requirements of the relevant flood risk and drainage policies.</p>
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The protection of unallocated greenfield sites which contain BMV agricultural land will not necessarily impact upon this objective. For those greenfield sites which are proposed for allocation in the draft plan, the requirements of the heritage policy will still need to be adhered to where appropriate.

## E19 Best and Most Versatile Agricultural Land

This policy is new and would not update or replace policies in the Core Strategy (2011), Allocations Plan (2014) and the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The protection of unallocated greenfield sites which contain BMV agricultural land from development will help protect the current character and appearance of the landscapes where these sites are situated.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The protection of unallocated greenfield sites which contain BMV agricultural land from development will help protect existing ecological green networks in areas where these sites are situated.
Obj 9	Protect and conserve natural resources	<p>The policy aims to balance the need for housing with the protection of natural resources (i.e. soil). The criterion which outlines the requirement of soil surveys to demonstrate that an unallocated greenfield site does not contain BMV agricultural land, otherwise it is likely to be refused, helps to protect and conserve high quality soil.</p> <p>For those sites put forward in the draft plan which do contain BMV agricultural land; it has been stated that the loss of these sites is due to other benefits of development which outweigh the loss of BMV land. Please see Appendix 2. The provision of community food growing initiatives (e.g. allotments and community orchards etc.) on these sites, as part of the green infrastructure requirement in proposed Policy E2, will help justify such loss by meeting a local need and by using a section of the site for local food growing.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The policy outlines that allotment areas should be laid out into plots with durable paths and adequate space for compost bins. This objective will also be impacted by the relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The provision of community food growing initiatives (e.g. allotments and community orchards) within the green infrastructure of new developments (for allocated sites containing BMV agricultural land), will provide opportunities for new and nearby residents to access a social and recreational activity close to their own homes. As such, allotments will be within walking and cycling distance of the communities in which they serve.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	As stated in the background of the policy; soil is a finite resource which acts as a buffer against pollution. More specifically, this would include air pollution – the soil can absorb the particulates released from vehicle emissions.

### E19 Best and Most Versatile Agricultural Land

This policy is new and would not update or replace policies in the Core Strategy (2011), Allocations Plan (2014) and the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The provision of community food growing initiatives (e.g. allotments and community orchards etc.) of allocated greenfield sites which contain BMV agricultural land will provide an opportunity for residents to participate in a recreational and social activity. This may help create social inclusion within the established and nearby communities and bring residents from all walks of life together. However, it may not help reduce poverty and the gap between the least and most deprived areas of the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy states that the allotment areas should be available to all residents in the local area. The provision of community food growing initiatives (e.g. allotments and community orchards) within the green infrastructure of new developments (for allocated sites containing BMV agricultural land), will provide opportunities for new and nearby residents to access a social and recreational activity close to their own homes.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.



## E20 Amenity and Pollution

This policy would update and replace Policies DM10 (Pollution) of the Core Strategy (2011) and DM18 (Protecting New Development from Pollution) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. In doing so, the policy also outlines that appropriate mitigation measures should be visually acceptable in design terms. This will ensure new developments (both residential and commercial, as well as those in the town, district and local centres) do not decrease the attractiveness of an area for residents, shoppers, visitors and tourists. This will help further attract businesses and employers into the Borough, and thus will assist in developing a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. In doing so, the policy also outlines that appropriate mitigation measures should be visually acceptable in design terms. This will help ensure that any likely significant effect on the amenity of existing and future residents is mitigated. This will assist in making sure that housing provided remains good quality.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. In doing so, the policy also outlines that appropriate mitigation measures should be visually acceptable in design terms. The above will help safeguard community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. In doing so, the policy also outlines that appropriate mitigation measures should be visually acceptable in design terms. In some instances this may refer to greenhouse gas emissions and how these are reduced and/or mitigated. It is likely that the provisions of the high quality and low carbon design policies can also be used in conjunction with this policy.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. Proposals which are also in flood zones 2 and/or 3 will also have to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. As such, proposals which also contain, within or adjacent to heritage assets and/or archaeological areas will also need to adhere to the relevant heritage policy.



## E20 Amenity and Pollution

This policy would update and replace Policies DM10 (Pollution) of the Core Strategy (2011) and DM18 (Protecting New Development from Pollution) of the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. In doing so, the policy also outlines that appropriate mitigation measures should be visually acceptable in design terms. As such, the policy will help reduce various forms of pollution, which would otherwise diminish the character of an area; while ensuring that the mitigation measures used do not themselves also diminish the landscape character and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. As such, proposals which contain, are within or are adjacent to heritage assets, green infrastructure, nature conservation designations and protected trees will also need to adhere to the relevant ecological conservation and green infrastructure policies.
Obj 9	Protect and conserve natural resources	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. As such, proposals on BMV agricultural land and/or in the Groundwater Source Protection Zones (SPZs) will need to adhere to the relevant policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. This is likely to involve waste generation and disposal. As such, proposals will also be influenced by the Hampshire Minerals and Waste Plan where appropriate.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. As such, development proposals will also need to adhere with the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. In doing so, the policy states that mitigation measures should minimise any detrimental impact on the local amenity of the area and thus avoid constituting a "statutory nuisance" or exceeding relevant environmental quality standards.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. As such, development proposals will also need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.

## E20 Amenity and Pollution

This policy would update and replace Policies DM10 (Pollution) of the Core Strategy (2011) and DM18 (Protecting New Development from Pollution) of the Allocations Plan (2014).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to mitigate the levels of air, noise, odour, vibration, light, water and other forms of pollution that new developments may cause. As such, development proposals will also need to adhere with the relevant design and transport policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## E21 Contamination

This policy would update and replace Policy DM17 (Contaminated Land) of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	If present, contamination could represent a material risk to human health, buildings, and services such as water supply, groundwater, ecology or landscaping and planting. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, this will assist in preventing harm to human health, as well as the built and natural environments. This will, in turn, keep the Borough as an attractive area of investment from stakeholders, businesses and employers. This will help to strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	If present, contamination could represent a material risk to human health, buildings, and services such as water supply, groundwater, ecology or landscaping and planting. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, this will mean that housing can be provided on previously developed land (PDL) which will not cause harm to human health, as well as the built and natural environments.
Obj 3	Safeguard and improve community health, safety and wellbeing	If present, contamination could represent a material risk to human health through water supply, groundwater and/or ecology. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. This will safeguard community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	If present, contamination could represent a material risk to the natural environment through water supply, groundwater and/or ecology. In turn, this may reduce the natural environment's ability to absorb greenhouse gases. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. This will safeguard biodiversity and the Borough's ecological green networks so that they can continue to act as a carbon store, as well as mitigate and adapt to climate change.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, proposals which are also in flood zones 2 and/or 3 will also have to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	If present, contamination could represent a material risk to the built and natural environment through water supply, groundwater, ecology and/or landscaping. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, the policy will help to protect the archaeological, historical and cultural features and assets of the Borough.

## E21 Contamination

This policy would update and replace Policy DM17 (Contaminated Land) of the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	If present, contamination could represent a material risk to the natural environment through water supply, groundwater ecology, or landscaping and planting. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. This will protect the appearance of landscapes and townscapes which, in turn, would protect local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	If present, contamination could represent a material risk to the natural environment through water supply, groundwater and/or ecology. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. This will safeguard biodiversity and the Borough's ecological green networks.
Obj 9	Protect and conserve natural resources	If present, contamination could represent a material risk to the natural environment and its resources through water supply, groundwater and/or ecology. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. This will policy will protect natural resources from being contaminated.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, development proposals will also need to adhere with the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	If present, contamination could represent a material risk to the natural environment through water supply, groundwater and/or ecology. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, this will safeguard air, water and soil qualities by reducing contamination/pollution from both diffuse and source points.

## E21 Contamination

This policy would update and replace Policy DM17 (Contaminated Land) of the Allocations Plan (2014).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	If present, contamination could represent a material risk to human health, buildings, and services such as water supply, groundwater, ecology or landscaping and planting. The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, this will mean that housing can be provided on previously developed land (PDL) which will not cause harm to human health, as well as the built and natural environments. However, the impact of this objective will also mean that the relevant green infrastructure, housing, high quality and low carbon design policies will also need to be adhered to.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to mitigate (to an acceptable level) any actual or likely negative effects on receptors from potential sources of contamination. As such, development proposals will also need to adhere with the relevant design and transport policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## E22 Aquifer Source Protection Zones

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The Borough contains 29 springs which are under the control of Portsmouth Water. Together they produce a daily yield of more than 100 million litres. Not only does this supply drinking water for the Borough's residents, but also supplies drinking water to our visitors, tourist and employees. As such, the protection of the Borough's chalk aquifer is essential to the economy due to the employment opportunities it provides and the infrastructure resource it produces to the Borough's residents and beyond.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy does not aim to supply housing, but instead protect the Borough's chalk aquifer from pollution. The aquifer provides crucial groundwater resources for public water supply. As such, the protection of the aquifer will not only safeguard public health, but also supply new housing with fresh drinking water.
Obj 3	Safeguard and improve community health, safety and wellbeing	The chalk aquifer that underlies the Borough provides crucial groundwater resources for public water supply and the environment. The aquifer can be easily polluted from development. As such, it is vital that the groundwater/public water supply is protected through the inclusion of appropriate planning conditions on any consent granted. This will ensure that community health is safeguarded.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to protect the chalk aquifer that underlies Havant Borough, as it provides crucial groundwater resources for public water supply and the environment. As such, development proposals will also need to adhere with the relevant green infrastructure, high quality and low carbon design policies.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to protect the chalk aquifer that underlies Havant Borough as it provides crucial groundwater resources for public water supply and the environment. Proposals which overlay the Groundwater Source Protection Zones (SPZs) and are in flood zones 2 and/or 3 will also have to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to protect the chalk aquifer that underlies Havant Borough as it provides crucial groundwater resources for public water supply and the environment. Proposals which overlay the Groundwater Source Protection Zones (SPZs) and also contain, within or adjacent to heritage assets and/or archaeological areas will also need to adhere to the relevant heritage policy.

## E22 Aquifer Source Protection Zones

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Langstone Harbour is a designated SPA, SAC, SSSI and Ramsar site. Though not an AONB like its neighbouring harbour, it still has a distinctive character and landscape which to has a local distinctiveness and sense of place. The groundwater permeating to the surface from the Borough's 29 springs provides freshwater flows into the harbour. As such, by protecting the aquifer from being polluted, the policy is also, albeit indirectly, preventing pollutants from being discharged into Langstone Harbour.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	Langstone Harbour is a designated SPA, SAC, SSSI and Ramsar site. These designations are due to species growing and feeding upon it. The groundwater permeating to the surface from the Borough's 29 springs provides freshwater flows into the harbour. As such, by protecting the aquifer from being polluted, the policy is also, albeit indirectly, preventing pollutants from being discharged into Langstone Harbour; this would otherwise harm the species and networks which the harbour supports.
Obj 9	Protect and conserve natural resources	The chalk aquifer that underlies the Borough provides crucial groundwater resources for public water supply and the environment. The policy aims to protect these areas by only permitting development that does not cause a detrimental impact on water quality. This can be achieved by protecting groundwater, controlled waters and surfaced water through appropriate conditions such as restrictions on piling, infiltration drainage and contamination investigation/remediation.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The policy aims to protect the chalk aquifer that underlies Havant Borough as it provides crucial groundwater resources for public water supply and the environment. As such, the development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to protect the chalk aquifer that underlies Havant Borough as it provides crucial groundwater resources for public water supply and the environment. As such, development proposals will also need to adhere with the relevant design and transport policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to protect the chalk aquifer that underlies Havant Borough as it provides crucial groundwater resources for public water supply and the environment. The protection of the Borough's groundwater/public water supply is protected through the inclusion of appropriate planning conditions on any granted consent. This will safeguard water quality and reduce pollution through point sources caused by development.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to protect the chalk aquifer that underlies Havant Borough as it provides crucial groundwater resources for public water supply and the environment. As such, development proposals will also need to adhere with the relevant green infrastructure, housing, high quality and low carbon design policies.



## E22 Aquifer Source Protection Zones

This is a new policy and does not replace any policies in the Core Strategy (2011) or Allocations Plan (2014).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to protect the chalk aquifer that underlies Havant Borough as it provides crucial groundwater resources for public water supply and the environment. As such, development proposals will also need to adhere with the relevant design and transport policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## E23 New and Extended Cemeteries

This policy would update and replace Policy DM22 of the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The provision of new cemeteries may not develop a dynamic, diverse and knowledge-based economy per se; however it would address a social need.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The provision of new cemeteries will not only help retain ecological network corridors, but will also provide a place where residents of existing and new developments can meet to remember those that have passed.
Obj 3	Safeguard and improve community health, safety and wellbeing	The provision of new cemeteries will help address the very sensitive issue of a person's remembrance after their passing. The development of new cemeteries will also help create green infrastructure links with the surrounding area. As such, the requirements of the proposed policy will help provide a place of rest for those who have passed, and a place of meeting for communities and individuals so that they can remember those important to them. The above will be able to help improve community health and wellbeing by creating a sense of place and togetherness.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The provision of new cemeteries to include new green infrastructure will help maintain green corridors for plant and animal movement. This in turn will help species adapt to climate change.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy outlines that the provision of a new cemetery will have no adverse impact on controlled waters including groundwater and surface water. Therefore, this policy, in conjunction with proposed Policies E12 and E13, aims to reduce the risk of flooding from all sources.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The impact of a new cemetery against this objective would be dependent on the proposed location. As such, any proposal for a new cemetery would need to meet the requirements of the proposed heritage policy if within or adjacent to a heritage asset.

## E23 New and Extended Cemeteries

This policy would update and replace Policy DM22 of the Allocations Plan (2014).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy outlines that further cemetery provision should have regard to the character of the surrounding area. With this, they should be well designed and consider the local context. As such, the provisions of this policy should help to protect the landscape character and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy outlines that the design of new cemeteries makes the most of opportunities to improve and/or create new habitats and green infrastructure (see proposed policy E2). With this, the policy states that the provision of a new cemetery must retain existing landscape features such as hedges and trees. This could help improve the connectivity of the site with surrounding ecological green networks.
Obj 9	Protect and conserve natural resources	The provision of a new cemetery would protect the natural resources which are underlain. However, as outlined in the proposed policy, the provision of a new cemetery must have no adverse impact on controlled waters including groundwater stores and courses.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The proposed policy highlights that new cemeteries should be ideally accessible via public transport preferably with good links to the rights of way network. The requirement of sufficient visitor parking is also outlined. This should mean that all residents will be able to access new cemeteries via a broad range of transport networks.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The provision of new cemeteries will help provide green infrastructure assets which will help connect the new cemetery to surrounding ecological corridors and networks. This will help reduce air and noise pollution as these green landscapes can absorb the particulate releases from vehicle emissions. These green spaces can also act as a buffer between areas of noise and residential areas.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The provision of new cemeteries will not only help retain ecological network corridors, but will also provide a place of togetherness and social inclusion, where residents of the most and least deprived areas of the Borough can meet to remember those that have passed.

### E23 New and Extended Cemeteries

This policy would update and replace Policy DM22 of the Allocations Plan (2014).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The proposed policy highlights that new cemeteries should be ideally accessible via public transport preferably with good links to the rights of way network. The requirement of sufficient visitor parking is also outlined. This should mean that all residents will be able to access new cemeteries via a broad range of transport networks.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

# Appendix 7

## Policies – Housing

### H1 Housing Need, Supply and Brownfield Sites

<b>H1 Housing Need, Supply and Brownfield Sites</b>		
This policy would update and replace Guiding Principle 3 of the Local Plan Housing Statement (2016) and Policy CS9 (Housing) of the Core Strategy (2011).		
	<b>Description</b>	<b>Assessment</b>
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. In conjunction with other policies in the draft plan, this will provide affordable, environmentally sound and quality housing for all.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. This will meet residents' housing needs which will help safeguard health and wellbeing. Alternatively, however, it may be argued that the level of housing proposed may not safeguard community wellbeing in the view of individuals, groups and communities where residential developments are proposed on greenfield sites. As this objective has two contrasting arguments, it has been assessed as neutral.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. To do this, the Council has sought to maximise residential development on previously developed land (PDL) where possible, especially within the town centres and regeneration areas as these are close to transport hubs. Nevertheless, despite these efforts, more than half of the sites allocated in the Draft Local Plan 2036 are on greenfield sites.</p> <p>Though other policies in the Draft Local Plan 2036 aim to promote and support climate change mitigation and adaptation; it is acknowledged that the loss of greenfield land will reduce the ability of the natural environment to adapt to climate change.</p>

## H1 Housing Need, Supply and Brownfield Sites

This policy would update and replace Guiding Principle 3 of the Local Plan Housing Statement (2016) and Policy CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. Proposals in flood zones 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. Proposals containing, within or adjacent to heritage assets and/or archaeological areas will also need to adhere to the relevant heritage policy.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. To do this, the Council has sought to maximise residential development on previously developed land (PDL) where possible, especially within the town centres and regeneration areas as these are close to transport hubs. Nevertheless, despite these efforts, more than half of the sites allocated in the Draft Local Plan 2036 are on greenfield sites.</p> <p>Though comprehensive development will help maximise opportunities to create new local distinctiveness and sense of place, and in some cases improve this for underused, abandoned and/or deprived areas; it is acknowledged that there will be a significant change and loss of open landscape character.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. To do this, the Council has sought to maximise residential development on previously developed land (PDL) where possible, especially within the town centres and regeneration areas as these are close to transport hubs.</p> <p>Nevertheless, despite these efforts, more than half of the sites allocated in the Draft Local Plan 2036 are on greenfield sites. Though there are other policies in the Draft Local Plan 2036 which aim to protect and enhance biodiversity where possible, and continue to support the Borough's ecological green networks, it is likely that such connections will be impacted upon.</p>

## H1 Housing Need, Supply and Brownfield Sites

This policy would update and replace Guiding Principle 3 of the Local Plan Housing Statement (2016) and Policy CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 9	Protect and conserve natural resources	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. To do this, the Council has sought to maximise residential development on previously developed land (PDL) where possible, especially within the town centres and regeneration areas as these are close to transport hubs. Nevertheless, despite these efforts, more than half of the sites allocated in the Draft Local Plan 2036 are on greenfield sites. Though there are other policies in this draft plan which will help reduce the impact on the Borough's natural resources, it is still likely that not all natural resources will be protected and conserved (i.e. BMV soil).
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. To do this, the Council has sought to maximise residential development on previously developed land (PDL) where possible, especially within the town centres and regeneration areas as these are close to existing transport hubs. However, it is acknowledged that an increase in housing will affect the Borough's transport networks. The delays to the Borough-wide Transport Assessment (TA), and the Hayling Island Highway and Transport Infrastructure Assessment, have meant that the studies were not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>



## H1 Housing Need, Supply and Brownfield Sites

This policy would update and replace Guiding Principle 3 of the Local Plan Housing Statement (2016) and Policy CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. In conjunction with other policies in the draft plan, this will provide affordable, environmentally sound and quality housing for all. As such, the policy will help reduce poverty, create social inclusion and close the gap between the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. To do this, the Council has sought to maximise residential development on previously developed land (PDL) where possible, especially within the town centres and regeneration areas as these are close to existing transport hubs. This will mean that these residential developments in particular, will have easy access to services, facilities and opportunities. As for the remainder of the sites proposed for allocation in the Draft Local Plan 2036, their easy and equitable accesses have been assessed individually.

### Supporting Commentary:

The policy outlines how Havant Borough aims to meet and exceed its objectively assessed need for housing. For this reason the policy has been assessed positively against objectives 1, 2 and 13, as addressing housing need will help boost the economy and home Havant Borough's residents. To achieve this, the Council has sought to maximise residential development on previously developed land (PDL) where possible, especially within the town centres and regeneration areas, as these are close to transport hubs. Initially this would create a positive assessment, as PDL has been utilised wherever possible in order to help meet housing need. Nevertheless, despite these efforts, more than half of the proposed housing in the Draft Local Plan 2036 will still need to be built on greenfield sites in order to meet objectively assessed need. Due to this, objectives 4, 7, 8 and 9 have been assessed negatively as it is recognised that a reduction in open greenfield land will impact upon the Borough's landscape, biodiversity and natural resources. In combination, this will also affect the natural environment's ability to mitigate and adapt to climate change. However, the additional policies related to the environment, which are proposed in the draft plan, will help to reduce the impact of these new developments. There is therefore, the possibility of re-assessing these negative objectives to "uncertain" or "neutral" at the pre-submission stage of the Local Plan 2036 once representations from residents, key stakeholders and infrastructure providers have been received from the regulation 18 public consultation.

Moreover, the uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), Hayling Island Highway and Transport Infrastructure Assessment, PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036 at present.

## H2 Affordable Housing

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

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing affordable housing need and creating high quality homes will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The provision of affordable housing (both intermediate and rented) which is evenly spaced across the site, and integrated with the rest of the development, will meet the requirement of this objective.
Obj 3	Safeguard and improve community health, safety and wellbeing	The provision of affordable housing (both intermediate and rented) which is evenly spaced across the site, and integrated with the rest of the development, will help create inclusive communities. By meeting the affordable housing needs of the Borough's residents, this will help safeguard and improve community wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to provide a proportion of affordable housing within market housing-led schemes. The impact of this objective will be dependent on the location of a scheme. Proposals will also need to adhere to the relevant high quality and low carbon design policies.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to provide a proportion of affordable housing within market housing-led schemes. Any site which is situated within (albeit even partly) flood zones 2 and/or 3 will also need to comply with the relevant flood risk and drainage policies in the Local Plan.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to provide a proportion of affordable housing within market housing-led schemes. Any site which contains, within or adjacent to a heritage asset and/or archaeological area will also need to comply with the relevant heritage policy in the Local Plan.

## H2 Affordable Housing

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

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to provide a proportion of affordable housing within market housing-led schemes. Proposals will still need to meet the requirements of the relevant landscape and design-based policies in the Local Plan.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to provide a proportion of affordable housing within market housing-led schemes. Proposals will still need to meet the requirements of the relevant ecological conservation and protected species policies in the Local Plan.
Obj 9	Protect and conserve natural resources	The policy aims to provide a proportion of affordable housing within market housing-led schemes. Proposals will still need to meet the requirements of the relevant agricultural land and aquifer source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to provide a proportion of affordable housing within market housing-led schemes. Proposals should also, through the requirements of this policy, evenly spread the proportion of affordable housing across a site and integrate it with the rest of the development. As such, the impact of this objective will be dependent on the design and layout of a proposal. Therefore, proposals will also need to adhere to the relevant transport, high quality and low carbon design policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to provide a proportion of affordable housing within market housing-led schemes. The ease of access to facilities (i.e. so that car use is not required) as well as provisions of green infrastructure, landscape, high quality and low carbon design will need to be adhered to through the relevant policies in the Local Plan.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to secure a proportion of affordable housing on all market housing-led schemes. This will help secure mixed and balanced communities. Therefore, the policy will help to reduce poverty, create social inclusion and close the gap between the most deprived areas in the Borough.

## H2 Affordable Housing

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

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to provide a proportion of affordable housing within market housing-led schemes. Proposals should also, through the requirements of this policy, evenly spread the proportion of affordable housing across a site and integrate it with the rest of the development. As such, the impact of this objective will be dependent on the design and layout of a proposal. Therefore, proposals will also need to adhere to the relevant transport, high quality and low carbon design policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

### H3 Housing Density and Mix

This policy updates and replaces Guiding Principle 3 of the Local Plan Housing Statement (2016) and Policy CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy outlines the net density of at least 75 dwellings per hectare for residential developments in Havant and Waterloo Town Centres. Addressing housing need by maximising residential development in town centres will help increase the footfall of the respective centres. This will help attract investors, employers and businesses into the Borough and thus strengthen the economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy will help address housing need by securing a net density of at least 35 dwellings per hectare (75 dwellings per hectare if in the town centres). In addition, the policy aims to meet the needs of the Borough's residents and acknowledges the demand for newly forming households. As such, the policy sets out the requirement for 35% of the overall housing mix to be of two bedroom homes. In doing so, this will help provide affordable and good quality housing for all.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. In doing so, the policy caters for all individuals, groups and communities in society, especially the newly forming households and those wishing to downsize, both of whom require two bedrooms. As such, it is considered that the policy will safeguard community wellbeing by achieving mixed and balance communities while meeting an identified need.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. In doing so, the policy states that proposals will be expected, in line with the low carbon design policy, to demonstrate how they take advantage of natural light and heat in order to minimise the use of energy. This minimisation will help reduce the Borough's greenhouse gas emissions. In addition, the policy states that the design and layout of higher density schemes (at least 75 dwellings per hectare) will need to take into account the impact of overshadowing; this too will help reduce greenhouse gas emissions from the use of internal heating systems if overshadowing can be avoided.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. Proposals in flood zones 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies.

### H3 Housing Density and Mix

This policy updates and replaces Guiding Principle 3 of the Local Plan Housing Statement (2016) and Policy CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. Proposals containing, within or adjacent to heritage assets and/or archaeological areas will also need to adhere to the relevant heritage policy.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. Though the policy sets a requirement for a net density of 35 dwellings per annum (75 dwellings per annum if in the town centres); the policy does acknowledge a different approach may be justified for any developments which could impact upon the designated SPAs, SACs and Ramsar sites. As such, the policy allows for flexibility in order to protect the character and appearance of the Borough's international nature conservation designations.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. Though the policy sets a requirement for a net density of 35 dwellings per annum (75 dwellings per annum if in the town centres); the policy does acknowledge a different approach may be justified for any developments which could impact upon the designated SPAs, SACs and Ramsar sites. As such, the policy allows for flexibility in order to protect the Borough's international nature conservation designations. This, in turn, will help protect and, where possible, enhance the connectivity of the Borough's ecological networks.
Obj 9	Protect and conserve natural resources	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. Therefore, proposals will still need to meet the requirements of the relevant agricultural land and aquifer source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy has sought to require high densities in town centre locations due to their sustainability and easy access to a variety of transport options, as well as local shops, services and facilities. However, the improvements to the efficiency of transport networks for locations and densities outside the town centres could be advised through the Borough-wide Transport Assessment (TA). However, the delays to the TA and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.

### H3 Housing Density and Mix

This policy updates and replaces Guiding Principle 3 of the Local Plan Housing Statement (2016) and Policy CS9 (Housing) of the Core Strategy (2011).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>The policy has sought to require higher densities in town centre locations due to their sustainability and easy access to transport hubs, local shops, services and facilities. A density of 35 dwellings per hectare is required for all other developments outside of the town centres. New homes and higher densities will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to meet the housing needs of the Borough's residents in terms of size, tenure and range of housing products. In doing so, the policy caters for all individuals, groups and communities in society, especially the newly forming households and those wishing to downsize, both of whom require two bedrooms. As such, it is considered that the policy will help reduce poverty, create social inclusion and close the gap between the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy has sought to require higher densities in town centre locations due to their sustainability and easy access to a variety of transport options, as well as local shops, services and facilities.



**Supporting Commentary:**

The policy was assessed fairly positively due to the requirement of 35% of new developments containing two bedroom homes for newly forming households and those wishing to downsize. This will help maximise opportunities for housing on the finite land available in the Borough, as well as meeting the need of the Borough's younger and older residents. This, in turn, will help create mixed and inclusive communities with higher densities suggested for town centre locations where access to transport hubs, local shops, services and facilities is greatest.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), Hayling Island Highway and Transport Infrastructure Assessment, PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036.

**Overall Recommendation:**

The policy is recommended for inclusion in the Draft Local Plan 2036.

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

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

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. Addressing the housing needs of all of the Borough's residents will help to attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. This will ensure that the draft plan helps to provide affordable, environmentally sound and good quality housing for all and caters for all of the needs of residents.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. By meeting the needs of these individuals and groups, along with the provision for accessible outdoor spaces and a satisfactory outlook, the policy will help improve community health (both physically and mentally), safety and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. The impact of this objective will be dependent on the location of a scheme. Proposals will also need to adhere to the relevant high quality and low carbon design policies.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. Proposals in flood zones 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. Proposals containing, within or adjacent to heritage assets and archaeological areas will also need to adhere to the relevant heritage policy.

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

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

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. As such, proposals will still need to meet the requirements of the relevant landscape and design-based policies in the Local Plan.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. As such, proposals will still need to meet the requirements of the relevant ecological conservation and protected species policies in the Local Plan.
Obj 9	Protect and conserve natural resources	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. As such, proposals will still need to meet the requirements of the relevant agricultural land and aquifer source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. As such, the impact of this objective will be dependent on the design and layout of a proposal. Therefore, proposals will also need to adhere to the relevant transport, high quality and low carbon design policies.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. The ease of access to facilities (i.e. so that car use is not required) as well as provisions of green infrastructure, landscape, high quality and low carbon design will need to be adhered to through the relevant policies in the Local Plan.

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

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

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. This will ensure that the draft plan helps to provide affordable housing for all the Borough's residents. In doing so, the provisions of this policy will help reduce poverty, create social inclusion and close the gap between the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy aims to help provide suitable housing for the Borough's older population, as well as those with specialist medical needs. As such, the impact of this objective will be dependent on the design and layout of a proposal. Therefore, proposals will also need to adhere to the relevant transport, high quality and low carbon design policies.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## H5 Gypsies, Travellers and Travelling Showpeople

This policy would update and replace policy CS10 (Gypsies, Travellers and Travelling Showpeople) of the Core Strategy (2011).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing the accommodation needs of all of the Borough's residents will help to Attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. As such, the policy will help meet the housing needs of all of the Borough's residents.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy requires that traffic from the site is not generated on a scale which is inappropriate to the locality and is likely to cause a hazard to road safety. This will also safeguard community safety. As for community health and wellbeing, meeting the needs of all the Borough's residents and providing living space will help meet the requirements of this objective.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. The impact of this objective will be dependent on the location of a scheme. This will need to be assessed on a site by site basis.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. Proposals in flood zones 2 and/or 3 will also need to adhere to the relevant flood risk and drainage policies.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. Proposals containing, within or adjacent to heritage assets and archaeological areas will also need to adhere to the relevant heritage policy.

## H5 Gypsies, Travellers and Travelling Showpeople

This policy would update and replace policy CS10 (Gypsies, Travellers and Travelling Showpeople) of the Core Strategy (2011).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. As such, proposals will still need to meet the requirements of the relevant landscape and design-based policies in the Local Plan.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. As such, proposals will still need to meet the requirements of the relevant ecological conservation and protected species policies in the Local Plan.
Obj 9	Protect and conserve natural resources	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. As such, proposals will still need to meet the requirements of the relevant agricultural land and aquifer source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout of a scheme and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. As such, the impact of this objective will be dependent on the design and layout of a proposal. As such, proposals will still need to adhere to the relevant environmental and high quality design policies in the Local Plan where appropriate.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. As such, proposals will still need to adhere to the relevant environmental policies in the Local Plan.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The policy aims to help provide suitable accommodation for gypsies, travellers and travelling showpeople. As such, the policy will help meet the housing needs of all of the Borough's residents and help to create a socially inclusive Borough.

## H5 Gypsies, Travellers and Travelling Showpeople

This policy would update and replace policy CS10 (Gypsies, Travellers and Travelling Showpeople) of the Core Strategy (2011).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy requires that accommodation for gypsies, travellers and travelling showpeople are capable of accessing utilities, as well as education, health, welfare and employment infrastructure. Though each proposal will need to be assessed on a site by site basis, the criteria set out in the policy meet the requirements of this objective.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.



# Appendix 8

## Emsworth – Proposed Housing Sites

### EM36 Former Victoria Cottage Hospital Indicative no. of dwellings: 15

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 15 dwellings will help meet this objective, providing about 5 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Due to the district centre location, the site has the potential to bring forward greater community benefits than just a mainstream housing development. For example retirement accommodation may be appropriate.</p> <p>The site is situated near to the Lumley Meadow SINC and the Brook Meadow LNR which is also designated as a Local Green Space. The site is also within walking distance to the Chichester Harbour AONB. As such, there are a number of informal recreational opportunities available. However, the site is within a Radon Class 2 area and was previously used as a hospital.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is located within Emsworth District Centre and is, therefore, in close proximity to local shops, services and facilities, including the Emsworth Railway Station. The site can be easily accessed by walking and cycling. In addition, the Emsworth Hospital bus stop is situated adjacent to the site which is served by the First 27 and Emsworth and District 28/28a bus services to Rowlands Castle, Southbourne and Havant Town Centre. The site is also a short walking distance from the Warblington Road bus stops which is served by the Stagecoach 700 (every 20-30 minutes) bus service to Chichester (and onto Bognor Regis) and Havant Town Centre (and onto Portsmouth). The Bourne Community College and Emsworth Primary School bus routes (44 and 611) also serve this bus stop. The A259 (Havant Road) is also National Cycle Route 2 which provides a route from Havant Town Centre (and onto Hayling Island) through to Chichester. As such, there are a number of transport options available which will help minimise the Borough's greenhouse gas emissions.

**EM36 Former Victoria Cottage Hospital**  
**Indicative no. of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and does not lie in flood zones 2 and/or 3.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is directly opposite (on the other side of the A259) to the Emsworth Conservation Area. The existing building has Victorian elements but has been heavily altered over time. The building is not listed and has not been put forward as an undesignated heritage asset. The potential demolition and redevelopment of the site will need to have regard to the impact on the setting of the Emsworth Conservation Area.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL). The existing building is located within Emsworth District Centre and is also opposite the Emsworth Conservation Area. The potential loss of this building will have an impact on the character and appearance of the district centre. At the same time, the site is also opposite to the Emsworth Baptist Church which now has a more modern design. A scheme for the site will need to create an acceptable relationship with the two storey residential properties to the west, as well as the surround design and townscape of the district centre.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) which currently consists of a vacant unit. Though roosting bats and nesting birds may be present in the existing building, the site itself has low ecological value.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA).

**EM36 Former Victoria Cottage Hospital**  
**Indicative no. of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located within Emsworth District Centre and is, therefore, in close proximity to local shops, services and facilities, including the Emsworth Railway Station. The site can be easily accessed by walking and cycling. In addition, the "Emsworth Hospital" bus stop is situated adjacent to the site which is served by the First 27 and Emsworth and District 28/28a bus services to Rowlands Castle, Southbourne and Havant Town Centre. The site is also a short walking distance from the Warblington Road Bus Stops which is served by the Stagecoach 700 (every 20-30 minutes) bus service to Chichester (and onto Bognor Regis) and Havant Town Centre (and onto Portsmouth). The A259 (Havant Road) is also National Cycle Route 2 which provides a route from Havant Town Centre (and onto Hayling Island) through to Chichester. As such, there are numerous opportunities to travel by walking, cycling, bus and train.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will be reassessed when the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**EM36 Former Victoria Cottage Hospital**  
**Indicative no. of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the borough (although affordability remains an issue) and has an ageing population. The development will provide around 5 new affordable homes. In addition, the site is located within Emsworth District Centre, as such; the development of the site will be within easy access to local facilities and services (including the Emsworth Community Centre). This will help generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is located within Emsworth District Centre and is, therefore, in close proximity to local services and facilities; this includes the Emsworth Community Centre. The site is also in close proximity to the Emsworth Railway Station and National Cycle Route 2 (Havant Road). Therefore, the site can be easily accessed by walking and cycling and is served by the Emsworth Hospital bus stops which allow for easy access to surrounding areas including Southbourne, Chichester (and onto Bognor Regis), Denvilles and Havant Town Centre (and onto Portsmouth).

**Supporting Commentary:**

The site is located within Emsworth District Centre. As such, the site has been assessed positively against most of the objectives due to the close proximity (i.e. walking and cycling distance) to local shops, services and facilities. More specifically, these include Emsworth Community Centre and Emsworth Railway Station. The "Emsworth Hospital" bus stop is also directly adjacent to the site facing onto North Street and provides frequent services to nearby areas. The site is also close to Havant Road which forms part of National Cycle Route 2. As such, the site is in a highly accessible location and will mean that residents are not dependent on the car. Moreover, the assessment of objective 4 could be further heightened through low carbon design.

The assessment of objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

With regard to the uncertainties raised against objectives 6 and 7, sensitive planning will need to be demonstrated through the development management process. A number of recommendations for the allocation policy for these sites have been suggested below which may help improve the site's assessment against these uncertain objectives at the next stage of the Local Plan process.

## Recommendations:

The following recommendations have been made from the information received through the site's screening:

- a. The potential for elderly accommodation and nursery or other community provision should be highlighted within the allocation policy for this site.

The site's easily accessible location may mean that it is suitable for elderly accommodation and a nursery or other community provisions. This use will compliment the surrounding area and will provide elderly residents with retirement accommodation that is well situated to local shops, services and facilities, as well as public transport options. In turn, the potential development of the site could generate greater social inclusion. The above, will further heighten the assessments against objectives 2, 3, 13 and 14.

- b. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

The potential loss of this building will have an impact on the character and appearance of the district centre. At the same time, the site is also opposite to the Emsworth Baptist Church which now has a more modern design. A scheme for the site will need to create an acceptable relationship with the two storey residential properties to the west, as well as the surround design and townscape of the district centre. The use of a Heritage Statement will assist in addressing the uncertainties raised in objectives 6 and 7 regarding the existing building's previous uses and historic structure, as well as the redevelopment of the site in regard to the adjacent Emsworth Conservation Area and surrounding areas.

- c. A Land Contamination Investigation Report will need to be submitted and inform the layout of the scheme.

The site is within a Radon Class 2 area and the previous use of the site may have impacted on the surrounding area. As such, a Land Contamination Investigation Report will be able to address any uncertainties and will assist in improving the assessment of objective 3.

## Overall Recommendation:

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**EM40 South Street Car Park**  
**Indicative no. of dwellings 5**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as EM40.

The site includes two sites in the northern section of South Street Car Park in Emsworth District Centre. The western site is located where the car park meets Nile Street, while the eastern site includes the current car park exit and public toilet block.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.  However, the eastern site would face onto South Street which is a secondary frontage within Emsworth District Centre. Residential uses at ground-floor level are contradictory to the town and district centre policies as they can diminish centre viability and vitality. In addition, the loss of car parking would need to be addressed within any proposal.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 5 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is situated near to the Lumley Meadow SINC and the Brook Meadow LNR which is also designated as a Local Green Space. The site is also in close proximity to the Chichester Harbour AONB. As such, there are a number of informal recreational opportunities.  Nevertheless, the site would require the demolition of the South Street Car Park public toilet block. These toilets are relied upon by residents, especially the elderly. As such, the development of the eastern site would cause deterioration to the wellbeing of some residents. It has been suggested that the toilet block could be re-provided but no alternative location has yet been suggested.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is located within Emsworth District Centre and is, therefore, in close proximity to local shops, services and facilities, including the Emsworth Railway Station. The site can be easily accessed by walking and cycling. The Square bus stop provides bus services to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis) via the Stagecoach 700 service every 20 to 30 minutes. As such, prospective residents would not be reliant on the car which would minimise the Borough's greenhouse gas emissions

**EM40 South Street Car Park**  
**Indicative no. of dwellings 5**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as EM40.

The site includes two sites in the northern section of South Street Car Park in Emsworth District Centre. The western site is located where the car park meets Nile Street, while the eastern site includes the current car park exit and public toilet block.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and is not located in flood zones 2 and/or 3.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is situated within the Emsworth Conservation Area. Given the location, there is potential for previously unidentified archaeology relating to the origins and development of the town. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL). The site is currently used as part of South Street car park. Nevertheless, the site is situated in the Emsworth Conservation Area and is adjacent to a number of listed buildings. Therefore, there is currently a distinctive character. Future development would need to be very carefully considered, particularly with regard to density, layout and design, to ensure the historic qualities of the adjacent buildings and their settings are maintained.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) which is currently used as a car park and falls within the Chichester Harbour AONB. Given the surrounding character of the area, it is not considered that development of the site would have an impact on the biodiversity and geodiversity of the surrounding area.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA).



**EM40 South Street Car Park**  
**Indicative no. of dwellings 5**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as EM40.

The site includes two sites in the northern section of South Street Car Park in Emsworth District Centre. The western site is located where the car park meets Nile Street, while the eastern site includes the current car park exit and public toilet block.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site can be easily accessed by walking and cycling. The Square bus stop provides bus services to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis) via the Stagecoach 700 service every 20 to 30 minutes. The Emsworth Railway Station is also located on the opposite side of the District Centre. As such, prospective residents would not be reliant on the car. National Cycle Route 2 is also in close proximity to the site.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will be reassessed when the TA is published at the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the Borough, although affordability remains an issue. The development, due to its small scale, is unlikely to provide any new affordable homes.

**EM40 South Street Car Park**  
**Indicative no. of dwellings 5**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as EM40.

The site includes two sites in the northern section of South Street Car Park in Emsworth District Centre. The western site is located where the car park meets Nile Street, while the eastern site includes the current car park exit and public toilet block.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is located within Emsworth District Centre and is, therefore, in close proximity to local services and facilities; this includes the Emsworth Community Centre and Emsworth Railway Station. In addition, the site is near to two established employment areas (along Palmers Road and Seagull Lane) and thus employment opportunities. The site can be easily accessed by walking and cycling and is served by the Square bus stop which allows for easy access to surrounding areas including Chichester (and onto Bognor Regis) and Havant Town Centre (and onto Portsmouth). As such, the site is within easy access to a number of services, facilities and opportunities via a variety of sustainable modes of transport.

**Supporting Commentary:**

The site is located within Emsworth District Centre. As such, the site has been assessed positively against some of the objectives due to the close proximity (i.e. walking and cycling distance) to local shops, services and facilities. More specifically, these include Emsworth Community Centre and Emsworth Railway Station. The Square bus stop is also within close proximity to the site and provides services to Havant, Chichester and beyond via the Stagecoach 700 bus service. Havant Road to the north also forms part of National Cycle Route 2. As such, the site is in a highly accessible location and will mean that residents will not dependent on the car. Moreover, the assessment of objective 4 can be further improved through the incorporation of low carbon design.

Nevertheless, the site was assessed as having a "strong negative effect" against objective 1. This is because (for the eastern site) residential uses at ground-floor level are not supported on active frontages within town, district and local centres; as this can reduce a centre's viability and vitality. To overcome this, a mixed-use scheme could include retail uses at ground-floor level and residential use on upper floors. In doing so, however, it is likely that this would bring the dwelling capacity below the five dwelling threshold.

With this, the site was assessed negatively against objective 3. This is because the demolition of the public toilet block would deteriorate the wellbeing of residents, especially the elderly. If a reduced scheme was to come forward for this site, then the public toilet block would either need to be retained or re-provided elsewhere within the Emsworth District Centre.

### **Overall Recommendation:**

**This site is not recommended for inclusion in the Draft Local Plan 2036;** however, the site is within an easily accessible location and could be considered with a reduced dwelling capacity.

The Draft Local Plan 2036 will only include sites of five dwellings or more. As the principle of residential use of ground-floor frontages within town, district and local centres is not supported, there is an opportunity to provide a mixed-use development with retail units at ground-floor and residential uses on upper floors for the eastern site of this two site proposal. In doing so, this is likely to bring the dwelling capacity below the five dwelling threshold.

Therefore, this site could be supported in principle as a potential windfall site for mixed-use development with retail uses at ground-floor and residential uses on upper floors in the future.

**EM42 North Street Gas Site**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 15 dwellings will help meet this objective, providing about 5 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is situated near to the Lumley Meadow SINC and the Brook Meadow LNR which is also designated as a Local Green Space. The site is also within walking distance to the Chichester Harbour AONB. As such, there are a number of informal recreational opportunities</p> <p>However, the site is within a Radon Class 2 area. In addition, an electrical sub-station and a storage tank are still present on the site. The site is also adjacent to two established industrial areas; Palmers Road (predominately motor trades) and Seagull Lane (engineering and metal fabrication companies) which may provide a source of noise.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is located directly adjacent to Emsworth District Centre and is, therefore, in close proximity to local shops, services and facilities, including the Emsworth Railway Station. The site can be easily accessed by walking and cycling. In addition, the Emsworth Hospital and Palmers Road bus stops are situated near to the site (along North Street) and are served by the First 27 and Emsworth and District 28/28a bus services to Rowlands Castle, Southbourne and Havant Town Centre. The site is also a short walking distance from the Warblington Road bus stops which is served by the Stagecoach 700 (every 20-30 minutes) bus service to Chichester (and onto Bognor Regis) and Havant Town Centre (and onto Portsmouth). The Bourne Community College and Emsworth Primary School bus routes (44 and 611) also serve these bus stops. As such, alternative modes of transport are available which will help minimise the Borough's greenhouse gas emissions.

**EM42 North Street Gas Site**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The eastern section of the site lies in flood zone 2 due to the proximity of the River Ems. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding; as such a Flood Risk Assessment (FRA) will be required.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site has been significantly impacted by past development and this may have removed the archaeological potential.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL). The site comprises of a cleared area of land following the dismantling of the gasholder. The redevelopment of the site to residential accommodation could have a positive impact on the appearance of the townscape and the residential amenity of neighbouring properties in this location.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) which once accommodated a gasholder. However, the River Ems, Lumley Meadows SINC and the Brook Meadow LNR lie to the east of the site. The design and layout will need to provide an appropriate setting and buffer to these ecological green networks.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA).

**EM42 North Street Gas Site**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located directly adjacent to Emsworth District Centre and is, therefore, in close proximity to local shops, services and facilities, including the Emsworth Railway Station. The site can be easily accessed by walking and cycling. In addition, the Emsworth Hospital and Palmers Road bus stops are situated near to the site, along North Street, and are served by the First 27 and Emsworth and District 28/28a bus services to Rowlands Castle, Southbourne and Havant Town Centre. The site is also a short walking distance from the Warblington Road Bus Stops which is served by the Stagecoach 700 (every 20-30 minutes) bus service to Chichester (and onto Bognor Regis) and Havant Town Centre (and onto Portsmouth). The Bourne Community College and Emsworth Primary School bus routes (44 and 611) also serve these bus stops. The A259 (Havant Road) is also National Cycle Route 2 which provides a route from Havant Town Centre (and onto Hayling Island) through to Chichester. As such, there are numerous opportunities to travel by walking, cycling, bus and train.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will reassessed when the TA is published at the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**EM42 North Street Gas Site**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the borough although affordability remains an issue. The development will provide around 5 new affordable homes. In addition, the site is located within Emsworth District Centre, as such; the development of the site will be within easy access to local facilities and services (including the Emsworth Community Centre). This will help generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is located within Emsworth District Centre and is, therefore, in close proximity to local services and facilities; this includes the Emsworth Community Centre. The site is also in close proximity to the Emsworth Railway Station and National Cycle Route 2 (Havant Road). Therefore, the site can be easily accessed by walking and cycling and is served by the Emsworth Hospital bus stops which allow for easy access to surrounding areas including Southbourne, Chichester (and onto Bognor Regis), Denvilles and Havant Town Centre (and onto Portsmouth).

**Supporting Commentary:**

The site is directly adjacent to Emsworth District Centre. As such, the site has been assessed positively against most of the above objectives due to the close proximity (i.e. walking and cycling distance) to local shops, services and facilities. More specifically, these include Emsworth Community Centre, Emsworth Railway Station, as well as two bus stops along North Street. The site is also close to Havant Road which forms part of National Cycle Route 2. As such, the site is in a highly accessible location and will mean that residents will not be solely dependent on the car. Moreover, the assessment of objective 4 could be further improved through the incorporation of low carbon design.

The assessments of objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

Nevertheless, the site has been assessed negatively against objectives 3 and 5. This is due to the site's previous use as a gasholder and the subsequent associated ground quality issues, as well as the eastern section of the site in flood zone 2. A number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment against these objectives at the next stage of the Local Plan process.



## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Flood Risk Assessment (FRA) will need to be submitted and inform the layout of the site; however, it is considered that residential development should be planned for in the western section of the site as to avoid flood zone 2.

This will improve the assessment of the site against objective 5 as residential development will be located away from the flood zone. The above will also assist in improving the assessments against objectives 3 and 7 as the eastern section of the site will be available for soft landscaping and vegetation buffering; this will provide benefits to residents wellbeing and visual amenity, and also create a transition from the townscape to the rural setting of the River Ems and Westbourne to the east.

- b. A Noise Impact Assessment and Contaminated Land Investigation Report will need to be submitted and inform the layout of the site.

The findings of these reports will help inform the design and layout of the site so that an acceptable relationship between the new dwellings and the existing industrial and motor trade uses is secured through separation and/or other appropriate mitigation measures.

## **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**EM43 Land at Fowley Cottage, Warblington Road**  
**Indicative no. of dwellings: 7**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 7 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is within 0.7km of Emsworth District Centre (which has a number of local shops, facilities and services) and is within walking distance to the allotments situated between Esmond Close and Bath Road. The site is a water front location and adjacent to Chichester Harbour AONB. The Solent Wayfarers Walk is directly adjacent to the south. As such, there are a number of informal recreation opportunities.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is within 0.7km of Emsworth District Centre and is, therefore, in close proximity to local services and facilities. The Emsworth Railway Station is within cycling distance and can also be accessed by bus. With this, the Clovelly Road and Warblington Road bus stops (both located on Havant Road – A259) are served by the Stagecoach 700 service to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis). These services run every 20-30 minutes. Havant Road also forms part of National Cycle Route 2. As such, the site can be easily accessed by walking, cycling and bus; meaning that residents will not be totally reliant on the car. This will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is adjacent to Chichester Harbour. As such, the southern end of the site is in flood zones 2 and 3. Therefore, the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding; as such a Flood Risk Assessment (FRA) will be required.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the location there is some potential for previously unidentified archaeology of prehistoric, Roman date and Saxon date. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.

**EM43 Land at Fowley Cottage, Warblington Road**  
**Indicative no. of dwellings: 7**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Part of the site is previously developed land (PDL) with the rest of the site is the property's curtilage. The site is bordered by residential development to the east and west, as well as Warblington Road to the north. The design and layout of the development of the site will need to be mindful of the two-storey residential area which surrounds the site and the Chichester Harbour AONB which abuts the site to the south.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The south of the site is adjacent to the Chichester Harbour AONB, SPA, SAC and Ramsar site. As such, any development will need to be respectful of the Harbour's setting and subsequent designations.
Obj 9	Protect and conserve natural resources	The site consists of a dwelling and its residential curtilage; as such the site is partly previously developed land (PDL). The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is within 0.7km of Emsworth District Centre (which has a number of local shops, facilities and services) and is within walking distance to the allotments situated between Esmond Close and Bath Road. In addition the site is within walking distance of Havant Road which provides a number of bus services (i.e. Stagecoach 700) to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis). The Emsworth Primary School (route 611) and Oaklands School (route 245) routes are also accessible via the bus stops along Havant Road. Havant Road is also part of National Cycle Route 2.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**EM43 Land at Fowley Cottage, Warblington Road**  
**Indicative no. of dwellings: 7**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the Borough, although affordability remains an issue. The development, due to its small scale, is unlikely to provide any new affordable homes.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is within 0.7km of Emsworth District Centre (which provides a number of community facilities and services) and is within walking distance to the allotments situated between Esmond Close and Bath Road. In addition the site is within walking distance of Havant Road which provides a number of bus services (i.e. Stagecoach 700) to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis), and also forms part of National Cycle Route 2. The Emsworth Primary School (route 611) and Oaklands School (route 245) routes are also accessible via the bus stops along Havant Road. The site is also adjacent to Chichester Harbour AONB which provides numerous opportunities for informal recreation. Therefore, the site is in easy access to services, facilities and opportunities.

**Supporting Commentary:**

The site is within walking and cycling distance to Havant Road (A259) and Emsworth District Centre. As such, the site can be accessed via a number of bus routes along Havant Road and is in close proximity to allotments and local shops, services and facilities. Due to the above, the site has been assessed positively against half of the objectives. The only objective that the site was assessed negatively against was objective 5. This is because the southern section of the site is identified in flood zones 2 and 3.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036. In addition, the uncertainties assessed against objectives 6, 7 and 8 will need to be addressed through sensitive planning via the development management process. The design and layout of a scheme will need to take into account the two storey residential properties surrounding the site as well as the Council's Chichester Harbour AONB SPD which refers to appropriate design within and surrounding the AONB. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against the uncertain objectives 6, 7 and 8 and negative objective 5 at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Flood Risk Assessment (FRA) will need to be submitted and inform the layout of the site; however, it is considered that residential development should be planned for in the northern section of the site as to avoid flood zones 2 and 3.

This will improve the assessment of the site against objective 5 as residential development will be located away from the flood zone. The above will also assist in improving the assessments against objectives 3, 7 and 8 as the southern section of the site will be available for soft landscaping and vegetation buffering; this will provide benefits to residents wellbeing and visual amenity, as well as respecting the designation of the Chichester Harbour AONB, SPA, SAC and Ramsar site.

- b. A Heritage Statement and Landscape and Visual Impact Assessment will need to be submitted to support an application; the design and layout of the scheme should be informed by these reports' findings.

This will assist in reducing the uncertainties related to objectives 6 and 7.

- c. An Ecological Statement will need to be submitted and support an application.

This will assist in reducing the uncertainty related to objective 8.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE02b Land North and West of Selangor Avenue**  
**Indicative no. of dwellings 161**

The site was previously referred to as UE02b in the Local Plan Housing Statement (2016). The site originally had an indicative number of 154 dwellings. However, the indicative number was increased following the granting of planning permission for 161 dwellings in June 2017 under reference APP/16/00774. If the permission is implemented before the Local Plan is adopted, the site will be removed from the plan.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 161 dwellings will help meet this objective, providing about 48 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is within close proximity to a number of open space features, including allotments at Washington and Bath Roads, the sports ground off Southleigh Road and informal open space. The Solent Wayfarers Walk is 300m to the south. As part of Policy E2, any potential development would also need to provide public open space on site. The site is also approximately 1km away from both community and health facilities in Emsworth District Centre, which can be accessed by via walking, cycling or bus.</p> <p>However, the site is in close proximity to the A27 and railway line. As such, a Noise Impact Assessment will need to be submitted. The design and layout of the scheme should aim to reduce the impact of noise on future residents.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is in close proximity to the Selangor Avenue and Havant Road bus stops. These are served by the Stagecoach 700 route which provides bus services to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis) every 20 to 30 minutes. The site is approximately 1km from Emsworth Railway Station and directly adjacent to National Cycle Route 2 (on-road) along the A259 linking Havant, Emsworth and Chichester.</p> <p>It is acknowledged, however, that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zones 2 or 3 but is within proximity of the Selangor watercourse which runs close to the site. Any site specific flooding issues will need to be addressed through the development management process. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.

**UE02b Land North and West of Selangor Avenue**  
**Indicative no. of dwellings 161**

The site was previously referred to as UE02b in the Local Plan Housing Statement (2016). The site originally had an indicative number of 154 dwellings. However, the indicative number was increased following the granting of planning permission for 161 dwellings in June 2017 under reference APP/16/00774. If the permission is implemented before the Local Plan is adopted, the site will be removed from the plan.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the site's location and lack of previous development, there is high archaeological potential. However the development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is currently open farmland on the edge of the existing urban area and could be seen as a natural extension of existing settlement boundaries. It is also on the northern edge of the Chichester Harbour AONB. It is acknowledged that the development of this site will have an effect on what is currently open landscape. While careful and sensitive planning will help maximise opportunities to create new distinctiveness and sense of place, there will be a change and loss of open landscape character.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The Havant BAP (2011) indicates that the site is within proximity of a number of sites important for nature conservation. These sites include; Warblington Castle Farm West SINC, Conigar Point SINC, Brook Farm B SINC, Wade Court Park SINC and Langstone Mill Pond SINC. All of the above form a network of supporting habitats for the Warblington Meadows SSSI and are also important features of Chichester Harbour SPA, SAC and Ramsar site.</p> <p>The emerging Solent Waders and Brent Goose Strategy (2017) has not identified the site as being used by Solent Waders and/or Brent Geese.</p>
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.</p> <p>DEFRA's Magic Map tool indicates that the site contains Grade 2 agricultural land. As such, the site contains the best most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



**UE02b Land North and West of Selangor Avenue**  
**Indicative no. of dwellings 161**

The site was previously referred to as UE02b in the Local Plan Housing Statement (2016). The site originally had an indicative number of 154 dwellings. However, the indicative number was increased following the granting of planning permission for 161 dwellings in June 2017 under reference APP/16/00774. If the permission is implemented before the Local Plan is adopted, the site will be removed from the plan.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is in close proximity to the Selangor Avenue and Havant Road bus stops. These are served by the Stagecoach 700 route which provides bus services to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis) every 20 to 30 minutes. The site is approximately 1km from Emsworth Railway Station and directly adjacent to National Cycle Route 2 (on-road) along the A259 linking Emsworth and Havant. There are local education (primary and secondary) facilities within walking distance to the site. In addition, a number of local shops, services and facilities can be accessed about 1 mile away in Emsworth District Centre.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the borough, although affordability remains an issue. The development will provide about 48 new affordable homes in an accessible location.

**UE02b Land North and West of Selangor Avenue**  
**Indicative no. of dwellings 161**

The site was previously referred to as UE02b in the Local Plan Housing Statement (2016). The site originally had an indicative number of 154 dwellings. However, the indicative number was increased following the granting of planning permission for 161 dwellings in June 2017 under reference APP/16/00774. If the permission is implemented before the Local Plan is adopted, the site will be removed from the plan.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is in close proximity to the Selangor Avenue and Havant Road bus stops. These are served by the Stagecoach 700 route which provides bus services to Havant (and onto Portsmouth) and Chichester (and onto Bognor Regis) every 20 to 30 minutes. The site is approximately 1km from Emsworth Railway Station and directly adjacent to National Cycle Route 2 (on-road) along the A259 linking Havant, Emsworth and Chichester..</p> <p>There are local education facilities within walking distance to the site. In addition, a number of local shops, services and facilities can be accessed about 1 mile away in Emsworth District Centre by walking, cycling and bus. The above indicates that the site has easy and equitable access to services, facilities and opportunities.</p>

**Supporting Commentary:**

The site was assessed positively against a number of objectives. This was mostly due to the site's proximity to education facilities (within walking distance) as well as the ease of access to further areas and facilities through the adjacent bus stops/services and National Cycle Route 2. In addition, a number of surrounding areas and designations provide an opportunity for a variety of informal recreation. The scale of potential affordable housing generation has also been assessed positively. Moreover, the assessment of objective 4 could be improved through the incorporation of low carbon design.

However, a number of uncertainties have arisen due to the site's surrounding landscape and setting (i.e. objectives 5, 6 and 8). As such, sensitive planning will need to be demonstrated through the development management process. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against a number of the uncertain objectives at the next stage of the Local Plan process.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036.

The site assessed negatively against objectives 7 and 9. With regard to objective 7, it is acknowledged that development of such a large greenfield site will have a significant effect on what is currently open landscape. With this, sensitive planning will help create opportunities for local distinctiveness and a sense of place in order to mitigate some of the negative effects associated with development of this site. As for objective 9, this was due to the site containing BMV agricultural land and is located in the Mineral Safeguarding Area (MSA). The Council's approach to BMV agricultural land is set out in Appendix 2.

## **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Noise Impact Assessment will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 3. At present, there are numbers of locations surrounding the site which can provide informal recreation opportunities; however, the potential noise impacts from the A27 and railway line are what reduces the positive assessment of this objective to uncertain. The Noise Impact Assessment should help secure an acceptable relationship between the new dwellings and the railway line through separation and/or appropriate mitigation measures.

- b. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- c. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

- d. Provisions for community food growing (e.g. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E19).

It is acknowledged that this may not be possible following the grant of previous planning permission; however, in the event that the scheme is not built out and a new application is submitted, the requirement for community food growing provisions should be included. This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing provisions will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

## **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE13 Land West of Horndean Road and South of Southleigh Road.**  
**Indicative no. of dwellings 125**

The site was previously referred to as UE13 in the Allocations Plan (2014). Outline planning permission was granted in April 2015 under reference APP/14/00547 for residential development to provide 125 dwellings and a water retention area. A subsequent reserved matters application was approved in August 2017 under reference APP/17/00358.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 125 dwellings will help meet this objective, providing about 38 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is adjacent to the Emsworth Recreation Ground which has a football pitch and tennis courts. As part of Policy E2, any potential development would also need to provide public open space on site. Chichester Harbour AONB is also in close proximity and Southleigh Forest is about 0.5 miles away. All of the above provide opportunities for informal recreation. The nearest existing health facilities, as well as community facilities and services, are located in Emsworth District Centre which is about 0.8 miles away. As such, residents would be able to access the above by walking, cycling and bus.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is north, and within walking distance, of the Emsworth Recreation Ground, Emsworth Railway Station and within 0.8 miles of Emsworth District Centre. As such, the development will be within walking and cycling distance of key community facilities and services and will thus reduce residents' reliance on the car. This will minimise the Borough's greenhouse gas emissions.  It is however acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The southern section of the site lies in flood zones 2 and 3. As such, a Flood Risk Assessment (FRA) will need to be carried out. On site flood risk management will be required through the policies of the Local Plan and the planning application process.

**UE13 Land West of Horndean Road and South of Southleigh Road.**  
**Indicative no. of dwellings 125**

The site was previously referred to as UE13 in the Allocations Plan (2014). Outline planning permission was granted in April 2015 under reference APP/14/00547 for residential development to provide 125 dwellings and a water retention area. A subsequent reserved matters application was approved in August 2017 under reference APP/17/00358.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There have been finds in the area indicating Iron Age activity. Given the location and the lack of previous development on the site there is potential for previously unidentified archaeology of prehistoric and Roman date. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site and is on the edge of the existing urban area and could be seen as a natural extension of existing settlement boundaries. The development of the site will have a significant effect on what is currently undeveloped land. However, sensitive planning and connection to the new community of Southleigh will create a new distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of open countryside. With this, there is an existing pond on the site and common lizards, noctule and common pipistrelle have been recorded on the site. The site is also adjacent to Priority Habitat (West Brook) and a SINC. Any impacts on these natural features and animal species can be managed and incorporated into a development scheme through effective landscape buffering and sensitive planning via the planning application process.
Obj 9	Protect and conserve natural resources	The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible.  Previous editions of the Local Plan and its evidence base documents, along with the GIS shapefile downloaded from Natural England's website, have indicated that the site has an agricultural land classification (ALC) of Grades 2 and 3. As such, the site contains the best and most versatile (BMV) agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE13 Land West of Horndean Road and South of Southleigh Road.**  
**Indicative no. of dwellings 125**

The site was previously referred to as UE13 in the Allocations Plan (2014). Outline planning permission was granted in April 2015 under reference APP/14/00547 for residential development to provide 125 dwellings and a water retention area. A subsequent reserved matters application was approved in August 2017 under reference APP/17/00358.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is north, and within walking distance, of the Emsworth Recreation Ground, Emsworth Railway Station and within 0.8 miles of Emsworth District Centre. As such, the development can be accessed via walking, cycling and bus services to the above.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the Borough, however affordability remains an issue. The development will provide about 38 new affordable homes.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is north, and within walking distance, of the Emsworth Recreation Ground and Emsworth Railway Station. The nearest existing health facilities, as well as community facilities and services, are located in Emsworth District Centre which is 0.8 miles away. As such, residents would be able to access the above by walking, cycling and bus.

## Supporting Commentary:

The site has been assessed positively against a number of the objectives. This is mostly due to the walking, cycling and bus opportunities along Horndean Road which connect the site with Emsworth Recreation Ground, Emsworth Railway Station, Emsworth District Centre and various established employment areas. As such, residents will have easy access to local shops, services and facilities and be able to use alternative modes of transport to the car. With this, the assessment of objective 4 could be further improved by incorporating low carbon design.

Objectives 5 and 9 were assessed negatively. The former is because the south of the site lies in flood zones 2 and 3, whereas the latter was due to the site containing BMV agricultural land and also being located in the MSA (the Council's approach to BMV agricultural land is set out in Appendix 2). It should be noted that the recent grant of planning permission has shown that food risk can be mitigated and overcome.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the Pre-Submission version of the Local Plan 2036. In addition, the uncertainties raised in objectives 6, 7 and 8 will need to be addressed through sensitive planning during the development management process; a number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against these objectives at the next stage of the Local Plan process.

With regard to landscape considerations, however, it is acknowledge that the previous Sustainability Appraisal of this site for the Local Plan (Allocations) [published July 2014] assessed the site as having a "negative effect" against objective 7. At the time, this was due to the site forming an extension to the settlement boundary and was thus considered to contribute a negative effect on the surrounding landscape to the west and north-west. Due to the high housing need, the Council has now proposed the creation of the new community of Southleigh on the land to the west and north-west of the site. As such, it is now considered that UE37 will no longer form an unacceptable extension to the settlement boundary due to development being proposed to the west.



## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- b. Provisions for community food growing (i.e. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E9).

It is acknowledged that this may not be possible following the grant of previous planning permissions; however, in the event that the scheme is not built out and a new application is submitted, the requirement for potential allotment provision should be included. This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing provisions will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

- c. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

- d. Pedestrian and cycle links are sought to connect the site with the new community of Southleigh and onto Denvilles.

This will create better permeability of pedestrian and cycle routes in the Borough and help connect and improve access to Emsworth and Denvilles via sustainable modes of transport. This will help improve the assessment of the site against objectives 3, 4, 11 and 14.

## Overall Recommendation:

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE27a Land off Westwood Close**  
**Indicative no. of dwellings: 35**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site incorporates a proportion of site reference UE27 which was discounted in the SHLAA (January 2017). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 35 dwellings will help meet this objective, providing about 10 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is less than 1km (0.6 miles) away from Emsworth Recreation Ground which has a football pitch and tennis courts. The site is also situated close to the River Ems. There are therefore, opportunities for informal recreation. The site is also less than a mile away from Emsworth District Centre; as such, local shops, facilities and services will be accessible by walking, cycling and bus.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is less than 1km (0.6 miles) from Emsworth Railway Station and therefore less than a mile away from Emsworth District Centre, where there are numerous local shops, services and facilities. With this, there are numerous bus stops along New Brighton Road which provide bus services to Rowlands Castle and Southbourne via the First 27 and 28 services. Services to Havant Town Centre are also available via route 28A through the Emsworth &amp; District Bus Company. As such, there are opportunities to use alternative methods of transport to the car. Havant footpath 73 also runs through the east of the site and connects North Street with the Westbourne Road.</p> <p>It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The site is adjacent to land identified as flood zones 2 and 3 (due to the close proximity of the River Ems). As such, the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding.</p> <p>It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.</p>

**UE27a Land off Westwood Close**  
**Indicative no. of dwellings: 35**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site incorporates a proportion of site reference UE27 which was discounted in the SHLAA (January 2017). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the previously undeveloped nature of the site; there is the potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site and is on the edge of existing residential development. The development of the site will have an effect on what is currently undeveloped land. A proposal would need to be sensitively planned as to protect the setting of the River Ems and respect the proximity of the site to Westbourne.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of open countryside. With this, however, there are no designated SINC's within or surrounding the site. It is acknowledged that the site abuts the floodplain of the River Ems, as such the site is likely to home a variety of animal and invertebrate species. Ecological Assessments and sensitive planning will be able to help maintain existing and create new habitats.
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grades 3 and 4. As such, it is considered that the site does not contain the best and most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE27a Land off Westwood Close**  
**Indicative no. of dwellings: 35**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site incorporates a proportion of site reference UE27 which was discounted in the SHLAA (January 2017). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is less than 1km (0.6 miles) from Emsworth Railway Station and therefore less than a mile away from Emsworth District Centre, where there are numerous local shops, services and facilities. With this, there are numerous bus stops along New Brighton Road which provide bus services to Rowlands Castle and Southbourne via the First 27 and 28 services. Services to Havant Town Centre are also available via route 28A through the Emsworth &amp; District Bus Company. Havant footpath 73 runs through the east of the site and connects North Street with the Westbourne Road. As such, there are opportunities to use alternative methods of transport to the car.</p> <p>The delays to the sub-regional PUSH Air Quality Assessment have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the borough, however affordability remains an issue. The development will provide about 10 new affordable homes.

**UE27a Land off Westwood Close**  
**Indicative no. of dwellings: 35**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site incorporates a proportion of site reference UE27 which was discounted in the SHLAA (January 2017). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is less than 1km (0.6 miles) from Emsworth Railway Station and therefore less than a mile away from Emsworth District Centre, where there are numerous local shops, services and facilities, and opportunities for employment. With this, there are numerous bus stops along New Brighton Road which provide bus services to Rowlands Castle and Southbourne via the First 27 and 28 services. Services to Havant Town Centre are also available via route 28A through the Emsworth & District Bus Company. In addition, Havant footpath 73 runs through the east of the site and connects North Street with the Westbourne Road. As such, there are a number of opportunities to access facilities and services close by.

**Supporting Commentary:**

The uncertainties raised against objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. However, the uncertainties raised in objectives 5, 6 and 8 are due to the site's close proximity to the floodplain and setting of the River Ems. Though there are no designated SINCS within the site or its surroundings, it is still acknowledged that the landscape would be sensitive to development. As such, an application would need to respect and retain the semi-rural character of the area, while also taken into consideration the potential ecological benefits of the River Ems floodplain. The site's proximity to the border with Chichester District and thus the county of West Sussex will also need to be considered and respected.

The assessment of objective 4 could be improved by incorporating low carbon design. A number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment against the objectives.

Nevertheless, the site was assessed negatively against objective 7. This is because it is acknowledged that development will have a significant effect on what is currently open landscape. With this, sensitive planning will help create opportunities for local distinctiveness and a sense of place in order to mitigate some of the negative effects associated with development of this site.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Flood Risk Assessment (FRA) will need to be submitted to inform the design and layout of the scheme. Flood risk mitigation will also need to be provided with the scheme.

Although the site is not identified in flood zones 2 and 3, the adjacent area is identified in the flood zones and is also within the floodplain of the River Ems. The above recommendation will assist in reducing the uncertainty related to objective 5.

- b. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- c. An Ecological Assessment will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 8.

- d. The Havant footpath 73 will need to be maintained or re-routed so that residents can take advantage of walking and cycling opportunities.

This will maintain the various options of sustainable transport currently on offer around the site. More specifically, the retention or re-routing of the path will allow residents to travel between North Street (Emsworth District Centre) and Westbourne. This will help improve the assessment against objective 3, but also improve the assessments against objectives 4, 11 and 14.

## **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE37 West of Coldharbour Farm.**  
**Indicative no. of dwellings: 53**

The site was previously referred to as UE37 in the Allocations Plan (2014). Outline planning permission was granted in October 2014 under reference APP/14/00360 for residential development to provide 53 dwellings with new vehicular access from Coldharbour Farm Road. In addition, an application for the re-arrangement of the parking layout was approved under reference APP/16/00496 in August 2016.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 53 dwellings will help meet this objective, providing about 16 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is adjacent to the Emsworth Recreation Ground which has a football pitch and tennis courts. As part of Policy E2, any potential development would also need to provide public open space on site. Chichester Harbour AONB is also in close proximity. Both of these sites provide opportunities for informal recreation. The nearest existing health facilities, as well as community facilities and services, are located in Emsworth District Centre which is less than 0.5 miles away. As such, residents would be able to access a number of facilities by walking and cycling.</p> <p>Nevertheless, the site is directly adjacent to the A27 and the A27 Service Station. Therefore, development of the site will need to mitigate against the noise and light of the A27 and any ground contamination issues will need to be addressed.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is adjacent to Emsworth Recreation Ground and is a short walk to Emsworth Railway Station. The site is also less than 0.5 miles away from Emsworth District Centre. As such, the development will be within walking and cycling distance of key community facilities and services. With this, the site is within walking distance of the Victoria Road and Coldharbour Recreation Ground bus stops. The latter is only served by school services to Southbourne and Bourne Community College; however the former is served by First and Emsworth &amp; District services to Southbourne and Rowlands Castle. The location of the site will mean that alternative modes of transport to the car can be used.</p> <p>It is however acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>



**UE37 West of Coldharbour Farm.**  
**Indicative no. of dwellings: 53**

The site was previously referred to as UE37 in the Allocations Plan (2014). Outline planning permission was granted in October 2014 under reference APP/14/00360 for residential development to provide 53 dwellings with new vehicular access from Coldharbour Farm Road. In addition, an application for the re-arrangement of the parking layout was approved under reference APP/16/00496 in August 2016.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	A small part of the site at the eastern boundary (which includes its access) is identified as flood zones 2 and 3. As such, a Flood Risk Assessment (FRA) will need to be carried out. On site flood risk management will be required through the policies of the Local Plan and the planning application process.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The presence of woodland means that some previously unidentified archaeological features may survive as earthworks, but LiDAR does not indicate any. The lack of previous development on the remainder of the site means there is potential for previously unidentified archaeology of prehistoric and Roman date. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site and is on the edge of the existing urban area and could be seen as a natural extension of existing settlement boundaries. The development of the site will have a significant effect on what is currently undeveloped land. However, sensitive planning and connection to the new community of Southleigh will create a new distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The emerging Solent Waders and Brent Goose Strategy (2017) has not identified the site as being used by Solent Waders and/or Brent Geese.</p> <p>The land west of Emsworth Recreation Ground is designated as a SINC (under criteria 2B/2D) and runs along the eastern boundary of the site. This means that access to the site will need to be through the SINC. The site is also adjacent to Priority Habitat (West Brook). High quality hedgerows and trees (though not placed under a TPO) are also found onsite. As this is a greenfield site, future development will have an impact on biodiversity and geodiversity through the loss of open countryside.</p> <p>The above offers a number of opportunities and constraints. These can be overcome by incorporating the above features into the design and layout of the site including the location of public open space.</p>

**UE37 West of Coldharbour Farm.**  
**Indicative no. of dwellings: 53**

The site was previously referred to as UE37 in the Allocations Plan (2014). Outline planning permission was granted in October 2014 under reference APP/14/00360 for residential development to provide 53 dwellings with new vehicular access from Coldharbour Farm Road. In addition, an application for the re-arrangement of the parking layout was approved under reference APP/16/00496 in August 2016.

	Description	Assessment
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible.</p> <p>Previous editions of the Local Plan and its evidence base documents, along with the GIS shapefile downloaded from Natural England's website, have indicated that the site has an agricultural land classification (ALC) of Grade 2. As such, the site contains the best and most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is adjacent to Emsworth Recreation Ground and is within a short walk of Emsworth Railway Station. The site is close to the Victoria Road and Coldharbour Recreation Ground bus stops which provide services to Southbourne and Rowlands Castle, as well as school bus services to Southbourne and Bourne Community College. The site is also less than 0.5 miles away from Emsworth District Centre where there a number of shops, community facilities and services, along with two established employment areas. As such, the development will be within walking and cycling distance to the facilities and services mentioned above. In combination with this, the Council has made it evident throughout the Local Plan that all development sites should be permeable with the existing cycle network as to create greater transport connections with the rest of the Borough and beyond.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**UE37 West of Coldharbour Farm.**  
**Indicative no. of dwellings: 53**

The site was previously referred to as UE37 in the Allocations Plan (2014). Outline planning permission was granted in October 2014 under reference APP/14/00360 for residential development to provide 53 dwellings with new vehicular access from Coldharbour Farm Road. In addition, an application for the re-arrangement of the parking layout was approved under reference APP/16/00496 in August 2016.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the borough, however affordability remains an issue. The development has will provide about 16 new affordable homes in a location which has easy access to local shops and facilities, as well as public transport options.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is adjacent to Emsworth Recreation Ground and within easy walking distance to Emsworth Railway Station. Emsworth District Centre is less than 0.5 miles away which has a number of community facilities and services, along with two established employment areas. The Interbridges East site is within a shorter walking distance, current permissions indicate that the site will be used for employment purposes in the future. As such, residents would easily be able to access all of the above by walking and cycling.

## **Supporting Commentary:**

The site was been assessed positively against a number of the objectives. This is mostly due to the site's close proximity to Emsworth Railway Station, as well as the short distance to Emsworth District Centre where there are numerous local shops, services and facilities, as well as two established employment areas. The Interbridges East area is also in close proximity to the site and is proposed for future employment uses. Two bus stops are close to the site; these offer limited services compared to other bus services around Emsworth; however this still highlights a number of alternative methods of transport available. With this, the assessment of objective 4 could be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the Pre-Submission version of the Local Plan 2036.

In addition, the uncertainties raised in objectives 6, 7 and 8 will need to be addressed through sensitive planning during the development management process; a number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against these objectives at the next stage of the Local Plan process.

With regard to landscape considerations, however, it is acknowledge that the previous Sustainability Appraisal of this site for the Local Plan (Allocations) [published July 2014] assessed the site as having a "negative effect" against objective 7. At the time, this was due to the site forming an extension to the settlement boundary and was thus considered to contribute a negative effect on the surrounding landscape to the west and north-west. Due to the high housing need, the Council has now proposed the creation of the new community of Southleigh on the land to the west and north-west of the site. As such, it is now considered that UE37 will no longer form an unacceptable extension to the settlement boundary due to development being proposed to the west.

Objective 5 and 9 were the only objectives that the site was assessed negatively against in this edition of the Sustainability Appraisal. This is because; 1) the eastern section of the site is identified as flood zone 2 and 3; 2) the site is within the MSA and; 3) the site contains BMV agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2 and further recommendations to address these concerns have been outlined below.

## **Recommendation:**

The following recommendations have been made following the information received through the site's screening:

- a. A Noise Impact Assessment will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 3. At present, a number of sports and informal recreational areas exist in close proximity to the site; however, the potential noise impact from the A27 and the railway line is what reduces the positive assessment of this objective to uncertain. The findings of this report should help secure an acceptable relationship between the new dwellings and the A27 and railway line through separation and/or appropriate mitigation measures.

- b. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6

- c. Provisions for community food growing (i.e. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E19).

It is acknowledged that this may not be possible following the grant of the previous planning permission; however, in the event that the scheme is not built out and a new application is submitted, the requirement for community food growing provisions should be included. This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for allotments will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

- d. Open space and community food growing provisions (see above) should be located in the east of the site and inform the layout of the site.

This will create a buffer between residential development and the designated SINC and flood zones 2 and 3 to the east. As such, this requirement will improve the assessment against objectives 3, 5 and 8

- e. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

- f. Pedestrian and cycle links are sought to connect the site with the new community of Southleigh and onto Denvilles.

This will create better permeability of pedestrian and cycle routes in the Borough and help connect and improve access to Emsworth and Denvilles via sustainable modes of transport. This will help improve the assessment of the site against objectives 3, 4, 11 and 14.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE38b Land west of Horndean Road.**  
**Indicative no. of dwellings 10**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE38b. The site was re-submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 10 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is directly adjacent to Emsworth Recreation Ground which has a football pitch and tennis courts. Chichester Harbour AONB and Southleigh Forest are also in close proximity. All of the above provide opportunities for informal recreation. The nearest existing health facilities, as well as community facilities and services, are located in Emsworth District Centre which is about 0.5 miles away. As such, residents would be able to access the above by walking, cycling and bus.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is directly adjacent to Emsworth Recreation Ground, Emsworth Railway Station and within 0.5 miles of Emsworth District Centre. As such, the development would be within walking and cycling distance of key community facilities and services; this would help minimise the Borough's greenhouse gas emissions.  It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The south-western corner of the site lies in flood zones 2 and 3. A Flood Risk Assessment (FRA) and mitigation measures would therefore be required.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There have been finds in the area indicating Iron Age activity. Given the location and the lack of previous development on the site there is potential for previously unidentified archaeology of prehistoric and Roman date. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.

**UE38b Land west of Horndean Road.**  
**Indicative no. of dwellings 10**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE38b. The site was re-submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>This is a greenfield site and is on the edge of existing residential development. The development of this site would have an effect on what is currently undeveloped land. However, sensitive connection and comprehensive master planning with the new community of Southleigh could create a new distinctiveness and sense of place within this area of the Borough by providing consistencies in terms of design and landscaping.</p> <p>As such, the development of this site alone would not strengthen local distinctiveness and sense of place; however, the incorporation of the site with Southleigh does have the potential to do this through sensitive planning and consideration.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site; therefore, development of the site would have an impact on biodiversity and geodiversity. The site includes the "land west of Emsworth Recreation Ground" SINC which is designated under criteria 2B/2D.
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 3. It is, therefore, unclear whether the site contains BMV agricultural land. As a precautionary basis, the site is presumed to consist of Grade 3a soil and thus contain BMV agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



**UE38b Land west of Horndean Road.**  
**Indicative no. of dwellings 10**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE38b. The site was re-submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is; adjacent to Emsworth Recreation Ground and St James Primary School, within walking distance to Emsworth Railway Station, and within 0.5 miles of Emsworth District Centre. As such, prospective residents could access the above via walking, cycling and bus services to the above.</p> <p>Delays to the sub-regional PUSH Air Quality Assessment have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the Borough, although affordability remains an issue. The development, due to its small scale, is unlikely to provide any new affordable homes.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is adjacent to Emsworth Recreation Ground and St James Primary School, within walking distance to Emsworth Railway Station, and within 0.5 miles of Emsworth District Centre. As such, prospective residents could access the above via walking, cycling and bus services to the above.</p> <p>As such, the development of the site could ensure easy and equitable access to a number of local shops, facilities and services; as well as opportunities for both formal and informal recreation.</p>

### Supporting Commentary:

The site has been assessed positively against five of the objectives due to the site's close proximity to formal and informal recreation opportunities, St James Primary School, Emsworth Railway Station and Emsworth District Centre. As such, prospective residents could access a number of local shops, services and facilities, as well as recreational activities via walking, cycling, bus and train. With this, the assessment of objective 4 could be improved through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. With this, the uncertainty raised against objective 6 could be reduced through the submission of a Heritage Statement to support an application.

Nevertheless, the site has been assessed negatively against objectives 5, 7, 8 and 9. With regard to objectives 5, 8 and 9; a negative assessment was given due to the presence of flood zones 2 and 3, a SINC and BMV agricultural land respectively (the Council's approach to BMV agricultural land is set out in Appendix 2). These matters would be better addressed if considered comprehensively as part of the wider Southleigh site. As for objective 7, like all of the sites proposed along Horndean Road, the development of the site would have an effect on what is currently undeveloped land. The development of this site on its own would not strengthen the local distinctiveness and sense of place; however, the incorporation of the site into the boundary of Southleigh (as proposed through the Council's Master Plan Design Workshops from March 2017) would allow for comprehensive master and sensitive planning to help create a new distinctiveness and sense of place within this part of the Borough.

### Overall Recommendation:

**This site is not recommended for inclusion in the Draft Local Plan 2036 on its own for residential development.** It is considered that due to the four negative assessments for a site of such small-scale, it would be more appropriate to join the site with the adjacent Southleigh Strategic Site so that the appropriate mitigation measures can be planned for and delivered.

**UE67 Land to the rear of Redlands House**  
**Indicative no. of dwellings 5**

The site was previously referred to as UE67 in the Local Plan Housing Statement (2016)

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 5 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is relatively isolated with regard to sport and leisure facilities. The nearest facilities are at Emsworth Recreation Ground on Horndean Road. However, the site is located adjacent to informal open space, including Southleigh Wood with access to the countryside. The nearest health facilities are in Emsworth and residents would be reliant on car, bus or bike to access these.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is relatively isolated with regard to public transport. The closest bus service is approximately 1km away at Southleigh Road roundabout. The site can be accessed by bike but residents will generally be reliant on the car. This will not help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie within flood zones 2 or 3. It is however, acknowledged that the loss of open green space (although residential curtilage in this instance) will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On and off site flood risk management may be required.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is adjacent to Redlands Lane which forms part of the Ancient Sussex Border Path. There is potential for previously unidentified archaeological remains. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a small site within a residential curtilage. Development is unlikely to have an impact on the wider landscape.

**UE67 Land to the rear of Redlands House**  
**Indicative no. of dwellings 5**

The site was previously referred to as UE67 in the Local Plan Housing Statement (2016)

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a small site within a residential curtilage. Nevertheless, the area and its surroundings are likely to be used by Bechstein's bat, with a maternity roost identified to the north. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 4. Therefore, the site is not considered to be BMV agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is relatively isolated with regard to public transport. The closest bus service is approximately 1km away at the Wren Centre which is served by Emsworth and District service 28/28a (providing services to Havant and Southbourne). The site can be accessed by bike but residents will generally be reliant on the car.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**UE67 Land to the rear of Redlands House**  
**Indicative no. of dwellings 5**

The site was previously referred to as UE67 in the Local Plan Housing Statement (2016)

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the Borough, although affordability remains an issue. The development, due to its small scale, is unlikely to provide any new affordable homes.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is relatively isolated with regard to public transport. The closest bus service is approximately 1km away at the Wren Centre which is served By Emsworth and District service 28/28a (providing services to Havant and Southbourne). The site can be accessed by bike but residents will generally be reliant on the car to access services, facilities and opportunities.

## **Supporting Commentary:**

The site has been assessed negatively against objectives 4 and 14 due to the site's isolated location and therefore limited public transport options. However, this site is only proposed for about five dwellings which will not have a significant impact on the surrounding area. In addition, the comprehensive development of the proposed adjacent allocation UE76 may help to provide pedestrian, cycle and bus routes into this part of the Borough.

As mentioned in the assessment of objective 8. The presence of Bechstein's bat on and surrounding the site will need to be established through appropriate survey techniques. If the species is found to be present, and especially if a maternity roost is identified, then appropriate mitigation through landscape buffering and consideration of lighting will need to inform the design and layout of an application.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the Pre-Submission version of the Local Plan 2036.

Due to the site's small scale, the impacts on the surrounding area are considered minimal providing that appropriate layout and design are incorporated through the development management process.

## **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objectives 6.

- b. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bat is present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

## **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE76 Land north of Long Copse Lane**  
**Indicative no. of dwellings 260**

The site was previously referred to as UE76 in the Local Plan Housing Statement (2016). The layout of the site has been amended since the publication of the Local Plan Housing Statement (2016) and now includes two additional parcels of land to the east and south of the site. These additional parcels of land were submitted to the Council through the Call for Sites 2017 process. The indicative number of dwellings has, however, remained the same (260) due to the anticipated mitigation measures required for Bechstein's bat in the area.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 260 dwellings will help meet this objective, providing about 80 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is relatively isolated with regard to sport and leisure facilities. The nearest facilities are at Emsworth Recreation Ground on Horndean Road. However, the site is located adjacent to informal open space, including Southleigh Wood with access to the countryside. As part of Policy E2, any potential development would also need to provide public open space on site.</p> <p>The nearest health facilities are in Emsworth and residents would be reliant on car, bus or bike to access these.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is relatively isolated with regard to public transport. The closest bus service is approximately 1km away at Southleigh Road roundabout. The site can be accessed by bike but residents will generally be reliant on the car. This will not help to minimise the Borough's greenhouse gas emissions.</p> <p>It is acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie within flood zones 2 or 3. Nevertheless, surface water flooding has been documented. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On and off site flood risk management will need to be determined through a flood risk assessment at the planning application stage.



**UE76 Land north of Long Copse Lane**  
**Indicative no. of dwellings 260**

The site was previously referred to as UE76 in the Local Plan Housing Statement (2016). The layout of the site has been amended since the publication of the Local Plan Housing Statement (2016) and now includes two additional parcels of land to the east and south of the site. These additional parcels of land were submitted to the Council through the Call for Sites 2017 process. The indicative number of dwellings has, however, remained the same (260) due to the anticipated mitigation measures required for Bechstein's bat in the area.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is in close proximity to Hollybank House which is a Grade II listed building. In addition, the site is adjacent to Redlands Lane which forms part of the Ancient Sussex Border Path. With this, given the previously undeveloped nature of the site, there is the potential for previously unidentified archaeological remains. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site. The development of the site will have an impact on landscape character and result in the loss of open countryside.  The Havant Landscape Capacity Study identified the site within areas LCT B 'Lowland Settled Wooded Farmland' and LCA 21 'Southleigh Forest'. Encroachment of urban character into adjacent rural areas is identified as a key issue. Development may be deemed acceptable where mitigation could be provided for associated impacts on landscape character and ecology.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of open countryside. The site is also adjacent to Southleigh Wood (SINC) as well as the land east of 54 Long Copse Lane which is also designated as a SINC. Sensitive planning can help maintain existing or create new habitats which could help mitigate some of the negative effects.  The area and its surroundings are likely to be used by Bechstein's bat, with a maternity roost identified to the north. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.
Obj 9	Protect and conserve natural resources	The northern eastern section of the site is not in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.  The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 4. Therefore, the site is not considered to be BMV agricultural land.

**UE76 Land north of Long Copse Lane**  
**Indicative no. of dwellings 260**

The site was previously referred to as UE76 in the Local Plan Housing Statement (2016). The layout of the site has been amended since the publication of the Local Plan Housing Statement (2016) and now includes two additional parcels of land to the east and south of the site. These additional parcels of land were submitted to the Council through the Call for Sites 2017 process. The indicative number of dwellings has, however, remained the same (260) due to the anticipated mitigation measures required for Bechstein's bat in the area.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is relatively isolated with regard to public transport. The closest bus service is approximately 1km away at the Wren Centre which is served by Emsworth and District service 28/28a (providing services to Havant and Southbourne). The site can be accessed by bike but residents will generally be reliant on the car.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Emsworth is served by Thornham Waste Water Treatment Works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Emsworth is one of the least deprived areas in the borough, although affordability remains an issue. The development will provide about 80 new affordable homes; however, these will not be in close proximity to local shops, services and community facilities.

**UE76 Land north of Long Copse Lane**  
**Indicative no. of dwellings 260**

The site was previously referred to as UE76 in the Local Plan Housing Statement (2016). The layout of the site has been amended since the publication of the Local Plan Housing Statement (2016) and now includes two additional parcels of land to the east and south of the site. These additional parcels of land were submitted to the Council through the Call for Sites 2017 process. The indicative number of dwellings has, however, remained the same (260) due to the anticipated mitigation measures required for Bechstein's bat in the area.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is relatively isolated with regard to public transport. The closest bus service is approximately 1km away at the Wren Centre which is served by Emsworth and District service 28/28a (providing services to Havant and Southbourne). The site can be accessed by bike but residents will generally be reliant on the car to access services, facilities and opportunities.

**Supporting Commentary:**

The site has been assessed negatively against three of the 14 objectives. Nevertheless, objectives 4 and 14 are related to the site's isolated location and therefore limited public transport options. The assessment of objective 4 could be improved if an application incorporated low carbon design.

With regard to objective 7, sensitive planning will help create opportunities for local distinctiveness and a sense of place in order to mitigate some of the negative effects associated with development of this site. With this, the site is one of the few larger sites proposed in the Borough which does not contain BMV agricultural land (Objective 9).

As mentioned in the assessment of objective 8, the presence of Bechstein's bat on and surrounding the site will need to be established through appropriate survey techniques. If the species is found to be present, and especially if a maternity roost is identified, then appropriate mitigation through landscape buffering and consideration of lighting will need to inform the design and layout of an application.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036.

## Recommendations:

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objectives 6.

- b. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- c. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in retaining a positive assessment against objective 9 by making sure that minerals can be extracted prior to development.

- d. A convenience store is provided at the gateway point to the site.

The scale of the site will be able to accommodate a small-scale convenience store outside of the town, district and local centres (in line with proposed Policy C8). This will allow residents to travel on foot and bike increasing the access to everyday convenience needs and facilities. In doing so, improvements could be made against the assessments for objectives 4, 11 and 14 in the future.

- e. The site is comprehensively master planned.

The site is of the scale that if comprehensively master planning, improvements to road infrastructure, along with new/improved cycle and pedestrian routes in and surrounding the site could be incorporated. This may allow for bus services to be rerouted nearer to the site in the future and will also provide future residents with options of alternative methods of transport to the car. In doing so, improvements could be made against objectives 4, 11 and 14 in the future. The master plan could also secure a landscape distinctiveness which is sensitive to the surrounding landscape, and thus improving the assessment against objective 7.

## Overall Recommendation:

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

# Appendix 9

## Havant & Bedhampton – Proposed Housing Sites

### **BD19 Kingscroft Farm** **Indicative no. of dwellings 90**

The site was previously referred to as BD19 in the Allocations Plan (2014). The council has been informed that there is no reasonable prospect of the site coming forward for employment floorspace as it is no longer needed for employment development. Instead it is now being proposed for residential development.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Portsmouth Water has confirmed that the site is no longer required for future employment development; as such the development of this site will not harm the economy in regard to loss of employment opportunities for residents. Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 90 dwellings will help meet this objective, providing about 27 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is 900m away from Havant Town Centre and about 700m away from Bedhampton Local Centre. As such, the site is within walking distance of these centres and is therefore also close to Havant Park and Bidbury Mead which possess opportunities for informal recreation. These are both designated as Local Green Spaces with both containing children's play areas; the latter also has access to tennis courts and bowls green. In addition, Havant Leisure Centre and other fitness facilities within Havant Town Centre can be easily accessed for formal recreation. As part of policy E2, any potential development would also need to provide public open space on site. This could also be incorporated within the setting of the Hermitage Stream which could produce greater high amenity value for residents.</p> <p>Nevertheless, there is potential ground quality issues associated with the site's previous/current use. There are also power lines and mains sewer diagonally crossing the site. With this, there is recorded evidence of landfill or probable landfill on the site. There are also industrial uses nearby off Marples Way which could be a source of noise pollution.</p>

**BD19 Kingscroft Farm**  
**Indicative no. of dwellings 90**

The site was previously referred to as BD19 in the Allocations Plan (2014). The council has been informed that there is no reasonable prospect of the site coming forward for employment floorspace as it is no longer needed for employment development. Instead it is now being proposed for residential development.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is 900m away from Havant Town Centre and just over 700m away from Bedhampton Local Centre. As such, the site is in close proximity to local shops, services and facilities, as well as Havant Park, Havant Bus Station, Havant Railway Station and Bedhampton Railway Station. The site is within walking distance to employment opportunities at Broadmarsh Industrial Area and Langstone Technology Park. The site is therefore, in a location where services and facilities can be accessed by walking, cycling, bus and train. The utilisation of these transport modes will help minimise the Borough's greenhouse gas emissions.</p> <p>It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The north western section of the site abuts flood zones 2 and 3 due to the proximity to the Hermitage Stream. In addition, the western edges of the site overlap the 20m estuary buffer of the Hermitage Stream. With this, much of the site is in future Fluvial Flood Zone 3. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is close to, though not in, the Brockhampton Conservation Area. However, the recently built residential development along Longcroft Way now separates the site from the Conservation Area. The site also has potential for unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site which is adjacent to the Hermitage Stream and is surrounded by residential development to the north and industrial development to the east and south. This section of the Hermitage Stream was naturalised in 2000. As such, a scheme would need to preserve and enhance the landscape setting of the Hermitage Stream in line with Policy E5.

**BD19 Kingscroft Farm**  
**Indicative no. of dwellings 90**

The site was previously referred to as BD19 in the Allocations Plan (2014). The council has been informed that there is no reasonable prospect of the site coming forward for employment floorspace as it is no longer needed for employment development. Instead it is now being proposed for residential development.

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is greenfield site; the development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. As the site is also in close proximity to the Hermitage Stream, the site is likely to host a variety of invertebrate and animal species. As such, opportunities to enhance the connectivity of the ecological network and the setting of the Hermitage Stream must be achieved through the development management process.
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has also confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1.</p> <p>Previous editions of the Local Plan have indicated that the site contains Grade 1 agricultural land. Therefore the site contains the best and most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is 900m away from Havant Town Centre and just over 700m away from Bedhampton Local Centre. As such, the site is in close proximity to local shops, services and facilities, as well as Havant Park, Havant Bus Station, Havant Railway Station and Bedhampton Railway Station. The site is within walking distance to employment opportunities at Broadmarsh Industrial Area and Langstone Technology Park. The site is therefore, in a location where services and facilities can be accessed by walking, cycling, bus and train.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal</p>



**BD19 Kingscroft Farm**  
**Indicative no. of dwellings 90**

The site was previously referred to as BD19 in the Allocations Plan (2014). The council has been informed that there is no reasonable prospect of the site coming forward for employment floorspace as it is no longer needed for employment development. Instead it is now being proposed for residential development.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Bedhampton is served by Budds Farm waste water treatment works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide approximately 27 affordable dwellings which will be in close proximity to Havant Town Centre and Bedhampton Local Centre, Havant and Bedhampton Railway Stations and public open space at Havant Park and Bidbury Mead. The development will help generate social inclusion and reduce poverty.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is 900m away from Havant Town Centre and just over 700m away from Bedhampton Local Centre. As such, the site is in close proximity to local shops, services and facilities, as well as Havant Park, Bidbury Mead, Havant Bus Station, Havant Railway Station and Bedhampton Railway Station. The site is also close to Broadmarsh Industrial Area and Langstone Technology Park which means, along with Havant Town Centre, employment opportunities can be found within walking and cycling distance.</p> <p>As such, the site provides easy access to a number of services, facilities and opportunities through a range of transport options.</p>

## **Supporting Commentary:**

The site has been assessed positively against five of the above objectives due to the site's close proximity to Havant Town Centre and Bedhampton Local Centre, as well as easy access to local shops, services, facilities along with employment and recreational opportunities via walking, cycling, bus and train. The site's potential for affordable housing generation in an area close to public services has also assisted in a positive assessment through the prospect of an inclusive society. The assessment of objective 4 could be further improved through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. Uncertainties have also been raised against objectives 3, 6, 7 and 8. As such, sensitive planning will need to be demonstrated through the development management process. To do this, a number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

The site was assessed negatively against objectives 5 and 9. The former was due to the site being partly in flood zones 2 and 3 and potentially part of future fluvial flood zone 3. While the latter is due to site being in the Mineral Safeguarding Area (MSA) and containing Grade 1 agricultural land which is classified as BMV agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2. Further recommendations are made below.

## **Recommendations:**

The following recommendations have been made following information received through the site's screening:

- a. A Contaminated Land Investigation Report and Noise Impact Assessment will need to be submitted with an application and inform the design and layout of the site.

The site is in close proximity to a number of areas for informal and formal recreation, these include; Bidbury Mead, Havant Park, as well as Havant Leisure Centre and various fitness facilities in the town centre. However, the assessment of this objective is uncertain due to potential ground quality issues associated with the site's previous use and the site's proximity to Industrial development along Marples Way. As such, the above assessments will assist in reducing the uncertainty raised by securing an acceptable relationship between the new dwellings and existing industrial uses through separation and/or other appropriate mitigation measures.

- b. The design and layout should provide sufficient buffer zones to the power lines and main sewer in line.

In combination with recommendation a) above, this will help reduce the uncertainty raised against objective 3.

- c. A Flood Risk Assessment (FRA) will need to be submitted and inform the layout of the site.

This will specifically improve the assessment of the site against objective 5; however, consequently it will also improve the assessment against objectives 3, 4, 7, 8 and 9 as the development will provide public open space (including allotment provision) in the west of the site. In doing so, this help the land mitigate and adapt to climate change and will assist in preserving and enhancing the landscape setting of the Hermitage Stream in accordance with Policy E5.

- d. The design and layout is informed by the presence and setting of the Hermitage Stream in line with Policy E5.

This has already been covered from recommendation c); however, for clarity it is important to raise the awareness and importance of the Hermitage Stream and reduce the uncertainty raised by objective 7.

- e. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

- f. Provisions for community food growing (e.g. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E2).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**H14 Portsmouth Water Headquarters**  
**Indicative no. of dwellings 120**

The site was previously referred to as H14 in the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 120 dwellings will help meet this objective, providing about 36 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is within walking distance of Havant Park and Bidbury Mead which possess opportunities for informal recreation. These are both designated as Local Green Spaces with both containing children's play areas; the latter also has access to tennis courts and bowls green. In addition, Havant Leisure Centre and other fitness facilities within Havant Town Centre can be easily accessed for formal recreation. As part of policy E2, any potential development would also need to provide public open space on site. The above will help improve community health and wellbeing. Nevertheless, there is potential ground quality issues associated with the site's previous/current use.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is 300m away from Havant Town Centre and just over 500m away from Bedhampton Local Centre. As such, the site is in close proximity to local shops, services and facilities, as well as Havant Park, Havant Bus Station, Havant Railway Station and Bedhampton Railway Station. The site is therefore, in a location where services and facilities can be accessed by walking, cycling, bus and train. The utilisation of these will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	Only the southern fringes and eastern fringe of the site are identified in flood zones 2 and 3; part of the site is in future Fluvial Flood Zone 3. It has previously been reported that there may be localised flooding issues attributed to the natural spring. In addition, a drainage strategy which includes water based landscaping will need to be considered due to the site's proximity to the Brockhampton Lake/Spring. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding.

**H14 Portsmouth Water Headquarters**  
**Indicative no. of dwellings 120**

The site was previously referred to as H14 in the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There are a number of listed buildings and Buildings of Local Interest on and adjacent to the site. The entire site also falls within the Brockhampton Conservation Area. There is also moderate potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is previously developed land (PDL) which currently hosts a large dated office complex used by Portsmouth Water. As such, there is a significant opportunity to improve and strengthen the local distinctiveness and sense of place by redeveloping the site for residential uses. As such, development may have a positive impact on the appearance of the townscape and the residential amenity of neighbouring properties to the west, north and east.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The site is previously developed land (PDL) and is surrounded by residential development to the west, north and east. There are a number of individual and group Tree Preservation Orders (TPOs) found on the site. In addition, the south of the site is adjacent to natural springs. There is also potential for nesting birds, common reptiles, roosting bats and water vole.</p> <p>The emerging Brent Goose and Solent Wader Strategy (2017) has identified the site as Low Use for Brent Geese and Solent Waders. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.</p>
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c. The site is in a sensitive groundwater location.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**H14 Portsmouth Water Headquarters**  
**Indicative no. of dwellings 120**

The site was previously referred to as H14 in the Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is 300m away from Havant Town Centre and just over 500m away from Bedhampton Local Centre. As such, the site is in close proximity to local shops, services and facilities, as well as Havant Park, Havant Bus Station, Havant Railway Station and Bedhampton Railway Station. The site is therefore, in a location where services and facilities can be accessed by walking, cycling, bus and train.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Bedhampton is served by Budds Farm waste water treatment works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide approximately 36 affordable dwellings which will be in close proximity to Havant Town Centre and Bedhampton Local Centre, Havant and Bedhampton Railway Stations and public open space at Havant Park and Bidbury Mead. This will help generate social inclusion and help to reduce poverty through greater and easy access to services.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is 300m away from Havant Town Centre and just over 500m away from Bedhampton Local Centre. As such, the site is in close proximity to local shops, services and facilities, as well as Havant Park, Bidbury Mead, Havant Bus Station, Havant Railway Station and Bedhampton Railway Station. The site is also within 1km of Broadmarsh Industrial Area which means, along with Havant Town Centre, there are opportunities for employment in close proximity to the site. As such, the site provides easy access to a number of services, facilities and opportunities through a range of transport options.

## **Supporting Commentary:**

The site was assessed fairly positively against half of the objectives. This was due to the site being previously developed land (PDL), its affordable housing generation potential, as well as its close proximity to Havant Town Centre and Bedhampton Local Centre. As such, the site is within easy access to local shops, services, facilities, schools and local green spaces via walking and cycling; with further opportunities for travel by bus and train also in close proximity. Moreover, the redevelopment of previously developed land (PDL), which has been used as offices for Portsmouth Water, will help improve the residential amenity of the area for neighbouring properties; thus increasing the distinctiveness of the townscape. Moreover, the assessment of objective 4 could be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. In addition, uncertainties have been raised against objectives 5, 6, 8 and 9. As such, sensitive planning will need to be demonstrated through the development management process. To do this, a number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

## **Recommendations:**

The following recommendations have been made following information received through the site's screening:

- a. Contaminated Land Investigation Report will need to be submitted and inform the layout of the scheme.

The site is in close proximity to a number of areas for informal and formal recreation, these include; Bidbury Mead, Havant Park, as well as Havant Leisure Centre and various fitness facilities in the town centre. However, the assessment of this objective is only a single positive due to the potential ground quality issues associated with the site's previous/current use. As such, a Contaminated Land Investigation will assist in reducing the uncertainty associated with this point and potentially allow for a reassessment to a double positive.

- b. A Flood Risk Assessment (FRA) will need to be submitted and inform the design and layout of the scheme along with any flood risk mitigation.

This will assist in reducing the uncertainty related to objective 5.

- c. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.



- d. The scheme will need to retain and incorporate the existing trees (especially those under a TPO).

This will assist in reducing some of the uncertainty related to objective 8. The retention of existing trees in combination with the fact that the site is PDL will help the natural environment mitigate and adapt to climate change whilst still meeting the Borough's housing need. In addition, the retention and incorporation of existing trees will help maintain the existing landscape character and retain the biodiversity and ecological networks

- e. Mitigation measures for Brent Geese and Solent Waders (as advised by Natural England) will need to be adhered to for any future development.

This will assist in reducing some of the uncertainty related to objective 8 but adhering to the advice of Natural England.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**H19 Land end of Palk Road**  
**Indicative no. of dwellings 21**

The site was previously referred to as H19 in the Allocations Plan (2014). As Portsmouth Water will not be progressing the residential development of the site in the next five years, temporary planning permission has been granted for the lawful temporary open storage use (Class B8). The landowner (Portsmouth Water) has however declared it surplus to requirements and confirms that it is available for housing.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 21 dwellings will help meet this objective, providing about 6 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is within walking distance of Bidbury Mead which is a local green space. A number of informal recreational opportunities are available here including a children's play area, as well as tennis courts and a bowls lawn. The site is also just over a kilometre away from Havant Leisure Centre where there are opportunities for formal recreation and fitness.</p> <p>However, the site is directly adjacent to the Bedhampton Railway Station which will be a source of noise and vibration to prospective residents. There is also potential ground quality issues associated with previous and/or current use of the site.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is directly adjacent to Bedhampton Railway Station. Bedhampton Road and New Road are also highlighted as suggested cycle routes (though not sign posted) in the Havant Borough Cycle Network Map 2017. With this, the site is a short distance away from Bedhampton Local Centre which includes Bedhampton Social Hall. The Brunswick Gardens bus stops are also located within the local centre and provide bus services to Havant Town Centre, Leigh Park and Portsmouth every 10 minutes via Stagecoach route 23. The site is also within 1km of Havant Town Centre and the Broadmarsh Industrial Area which means local shops, facilities and services, along with employment opportunities can be found within walking and cycling distance. The utilisation of these various alternative modes of transport will help minimise the Borough's greenhouse gas emissions.

**H19 Land end of Palk Road**  
**Indicative no. of dwellings 21**

The site was previously referred to as H19 in the Allocations Plan (2014). As Portsmouth Water will not be progressing the residential development of the site in the next five years, temporary planning permission has been granted for the lawful temporary open storage use (Class B8). The landowner (Portsmouth Water) has however declared it surplus to requirements and confirms that it is available for housing.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zone 2 or 3. However, the site is close to the Hermitage Stream. As such, the Environment Agency (EA) will need to be consulted about any future application. Any developer will have to demonstrate that development is safe from flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site does not contain any listed buildings and is not within a Conservation Area. However, there is low to moderate potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site has historically been used for open storage. The redevelopment of the site to residential accommodation could have a positive impact on the appearance of the townscape and the residential amenity of neighbouring properties in this location.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) and is surrounded mostly by residential development. The site has potential for nesting birds and common reptiles. However, given the surrounding character of the area, it is not considered that development of the site would have an impact on the biodiversity and geodiversity of the surrounding area.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.

**H19 Land end of Palk Road**  
**Indicative no. of dwellings 21**

The site was previously referred to as H19 in the Allocations Plan (2014). As Portsmouth Water will not be progressing the residential development of the site in the next five years, temporary planning permission has been granted for the lawful temporary open storage use (Class B8). The landowner (Portsmouth Water) has however declared it surplus to requirements and confirms that it is available for housing.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is directly adjacent to Bedhampton Railway Station. Bedhampton Road and New Road are also highlighted as suggested cycle routes (though not sign posted) in the Havant Borough Cycle Network Map 2017. With this, the site is a short distance away from Bedhampton Local Centre which includes Bedhampton Social Hall. The Brunswick Gardens bus stops are also located within the local centre and provide bus services to Havant Town Centre, Leigh Park and Portsmouth every 10 minutes via Stagecoach route 23. The site is also within 1km of Havant Town Centre and Broadmarsh Industrial Area which means that these facilities and employment opportunities can be accessed by walking and cycling.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Bedhampton is served by Budds Farm waste water treatment works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**H19 Land end of Palk Road**  
**Indicative no. of dwellings 21**

The site was previously referred to as H19 in the Allocations Plan (2014). As Portsmouth Water will not be progressing the residential development of the site in the next five years, temporary planning permission has been granted for the lawful temporary open storage use (Class B8). The landowner (Portsmouth Water) has however declared it surplus to requirements and confirms that it is available for housing.

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide approximately 6 affordable dwellings which will be in close proximity to the Bedhampton Local Centre, Bedhampton Railway Station and public open space at Bidbury Mead. The site is only 1km away from local shops, facilities and services in Havant Town Centre. As such, the development of these affordable units in an easily accessible location will be able to generate social inclusion and reduce poverty.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is directly adjacent to Bedhampton Railway Station. Bedhampton Road and New Road are also highlighted as suggested cycle routes (though not sign posted) in the Havant Borough Cycle Network Map 2017. With this, the site is a short distance away from Bedhampton Local Centre which includes Bedhampton Social Hall. The Brunswick Gardens bus stops are also located within the local centre and provide bus services to Havant Town Centre, Leigh Park and Portsmouth every 10 minutes via Stagecoach route 23. The site is also within 1km of Havant Town Centre and the Broadmarsh Industrial Area which means local shops, facilities and services, along with employment opportunities can be found within walking and cycling distance. As such, it is considered that there is easy and equitable access to services, facilities and opportunities in this location.

**Supporting Commentary:**

The site has been assessed positively against more than half of the objectives. This is due to the site's close proximity to a number of local shops, services and facilities which include Bedhampton Local Centre and Bidbury Mead (for informal recreation). The adjacent Railway Station and nearby bus stops would also encourage prospective residents to use alternative methods of transport to travel further without being reliant on the car. The site is also within a kilometre of Havant Town Centre and Broadmarsh Industrial Area, which means that there is easy access via walking and cycling to further shops, facilities, services, and employment opportunities. Moreover, the redevelopment of this previously developed land (PDL), which has historically been used as open storage, will help improve the residential amenity of the area for neighbouring properties. This will help to increase the distinctiveness of the townscape. In addition, the assessment of objective 4 could be improved by incorporating low carbon design.

Nevertheless, a number of uncertainties have arisen. The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. As for the uncertainties raised against objectives 3, 5 and 6; sensitive planning will need to be demonstrated through the development management process. To do this, a number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made following information received through the site's screening:

- a. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- b. The Environment Agency will need to be consulted and their advice taken as the site is close to the Hermitage Stream.

This will assist in reducing the uncertainty related to objective 5.

- c. A Noise Impact Assessment and Contaminated Land Investigation Report will need to be submitted.

This will assist in clarifying the uncertainty related to objective 3. The findings of these reports should help secure an acceptable relationship between the new dwellings and the railway line through separation and/or appropriate mitigation measures.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**H22 (Car Park behind Bear Hotel and) East Street**  
**Indicative no. of dwellings 50**

The site was previously referred to as H22 in the Allocations Plan (2014). A section of the site (Number 9 East Street) has extant planning permission for the demolition of the existing storey building (Class A2) and associated outbuilding to the rear for the construction of 11 apartments with associated landscaping, cycle parking and refuse. Planning permission was originally granted in June 2014 (reference APP/14/00576). It has now been proposed that East Street is removed from the Havant Town Centre boundary and is now therefore, considered as an edge of centre location.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 50 dwellings will help meet this objective, providing approximately 15 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is located within walking and cycling distance of Havant Leisure Centre (which is located at the other end of Havant Town Centre). There are also a number of smaller exercise and fitness facilities within the town centre, as well as informal recreational opportunities at Havant Park. Tennis Courts and a Cricket Club are also present within the park.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is located directly adjacent to Havant Town Centre which has a variety of local shops, services and facilities. Within the town centre boundary are also the Havant Bus Station and Havant Railway Station. East Street also forms part of the on road route of National Cycle Network 2 As such, the site is in walking distance to a number of facilities and sustainable transport options. This will reduce the reliance on the car for residents of this site which will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and is not identified within flood zones 2 or 3.



**H22 (Car Park behind Bear Hotel and) East Street**  
**Indicative no. of dwellings 50**

The site was previously referred to as H22 in the Allocations Plan (2014). A section of the site (Number 9 East Street) has extant planning permission for the demolition of the existing storey building (Class A2) and associated outbuilding to the rear for the construction of 11 apartments with associated landscaping, cycle parking and refuse. Planning permission was originally granted in June 2014 (reference APP/14/00576). It has now been proposed that East Street is removed from the Havant Town Centre boundary and is now therefore, considered as an edge of centre location.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The site is located within the St Faith's Conservation Area and includes a number of listed buildings within its boundaries and surroundings. The site is located in an archaeological area and therefore has a moderate to high potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p> <p>As such, the design and layout of the development will need to carefully consider the character and setting of all of the Conservation Area and listed buildings. There is an opportunity, therefore, to create a distinctive identity for the site which incorporates, protects and enhances the design and setting of the Conservation Area and listed buildings.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is located within the St Faith's Conservation Area and includes a number of listed buildings within its boundaries and surroundings. There is currently therefore, a distinctive character. Future development would need to be very carefully considered, particularly with regard to density, layout and design, to ensure the historic qualities of the buildings and their settings are maintained.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) and is surrounded by residential development and retail uses. The site has limited potential for nesting birds and roosting bats. However, given the surrounding character of the area, it is not considered that development of the site would have an impact on the biodiversity and geodiversity of the surrounding area.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not situated within the mineral safeguarding area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan t.

**H22 (Car Park behind Bear Hotel and) East Street**  
**Indicative no. of dwellings 50**

The site was previously referred to as H22 in the Allocations Plan (2014). A section of the site (Number 9 East Street) has extant planning permission for the demolition of the existing storey building (Class A2) and associated outbuilding to the rear for the construction of 11 apartments with associated landscaping, cycle parking and refuse. Planning permission was originally granted in June 2014 (reference APP/14/00576). It has now been proposed that East Street is removed from the Havant Town Centre boundary and is now therefore, considered as an edge of centre location.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located directly adjacent to Havant Town Centre which has a variety of local shops, services and facilities. Within the town centre boundary are also the Havant Bus Station and Havant Railway Station. East Street also forms part of the on road route of National Cycle Network 2. As such, the site is in walking distance to a number of facilities and sustainable transport options. This will reduce the reliance on the car for residents of this site.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain uncertain until the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide about 15 affordable dwellings. These will be in close proximity to a number of health facilities as well as local shops and services, as well as bus and railway services. As such, the development of these dwellings in such an accessible location will help generate social inclusion and reduce poverty.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is located directly adjacent to Havant Town Centre which has a variety of local shops, services and facilities. Within the town centre boundary are also the Havant Bus Station and Havant Railway Station. As such, the site is in walking distance to a number of facilities and sustainable transport options. This will reduce the reliance on the car for residents of this site. Therefore, the site provides easy access to a number of services, facilities and opportunities.

### **Supporting Commentary:**

The site was assessed very positively against a number of objectives. This was mostly due to the site's close proximity to Havant Town Centre and thus easy access to a number of local shops, services and facilities (including a Hampshire County Council Library), along with the Havant Bus Station and Havant Railway Stations. East Street also forms part of the on road route of National Cycle Network 2. As such, the site's location provides a number of sustainable transport opportunities which will reduce residents' reliance on the car. Havant Leisure Centre and Havant Park are also in close proximity which provides formal and informal recreational opportunities respectively. Moreover, the assessment of objective 4 could be further improved through low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. There were also uncertainties raised against objectives 6 and 7. This is due to the site being located within the St Faith's Conservation Area, with a number of listed buildings located both within and surrounding the site. Future development would need to be very carefully considered, particularly with regard to density, layout and design, to ensure the historic qualities of the buildings and their settings are maintained. Where possible, the listed buildings could be incorporated within the redevelopment of the site.

### **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted and confirmation will need to be secured that the Grade II listed buildings will remain and will be protected and where possible enhanced. Their conversion and reuse should be supported.

This will assist in reducing the uncertainty related to objectives 6 and 7.

- b. The Bear Hotel, Gazebo Garden, St Faith's Church House and St Faith's Hall are retained and incorporated within the scheme.

This will ensure that these historical assets and community facilities are maintained. This will assist in reducing the uncertainty related to objectives 6 and 7 and will also retain the strong positive assessment of the site against objectives 3 and 14.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**H69 Former Oak Park School**

**Indicative no. of dwellings 99** (comprising a mixture of supported living and extra care accommodation) and an **80-bed nursing home**.

The site was previously referred to as H69 in the Allocations Plan (2014). Planning permission (reference APP/15/00303) for Havant Health and Well-being Campus, comprising an 80-bed nursing home, 51 affordable extra care flats, 48 affordable and market supported living flats and community hub facilities was granted in December 2015.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing for the Borough's older residents will help attract employers and employees through the construction of the site and for the nursing home upon its completion. As such, the above will help to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development will provide an 80-bed nursing home along with about 51 affordable extra care flats along with 48 affordable and market supported living flats.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The proposal includes an 80-bed nursing home along with affordable extra care and supported living flats. This development will therefore help meet the needs of the Borough's older population by providing living accommodation adjacent to further health facilities and services. The site's close proximity to Havant Town Centre and bus stops off Crossland Drive also means that prospective residents will be able to travel independently to nearby shops, facilities and services if they so wish to. The above will help safeguard and improve community health, safety and wellbeing.</p> <p>However, due to the site's previous uses, there is recorded evidence of landfill or probable landfill on site; as such, there may be ground quality issues associated with the previous user of the site. The site is also within a Class 2 radon area.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is adjacent to the Parkway Medical Centre, Oak Park Community Clinic and Havant NHS Diagnostic Centre. The Damira Dental Health Centre is also in close proximity. Stagecoach bus routes 20 and 21 are available along Crossland Drive and provide services to Havant Town Centre, Leigh Park Centre, Bedhampton (including the Asda Superstore) and Portsmouth. The site is also less than 500m away from Havant Railway Station and is in close proximity to the Public Service Village which has now been made part of Havant Town Centre; Havant Leisure Centre is also located here. The site is thus in walking and bus distance from the town centre where there is easy access to a variety of local shops, services and facilities. This will reduce residents and visitor dependence on the car, which will help to minimise the Borough's greenhouse gas emissions.

**H69 Former Oak Park School**

**Indicative no. of dwellings 99** (comprising a mixture of supported living and extra care accommodation) and an **80-bed nursing home**.

The site was previously referred to as H69 in the Allocations Plan (2014). Planning permission (reference APP/15/00303) for Havant Health and Well-being Campus, comprising an 80-bed nursing home, 51 affordable extra care flats, 48 affordable and market supported living flats and community hub facilities was granted in December 2015.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The eastern fringes of the site are identified as flood zones 2 and 3. In addition, the site is in close proximity to the Lavant Stream. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is low to moderate potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL). The site was formerly part of Oak Park School before it was closed down and demolished. The development of the site will not decrease the character and appearance of the landscape but instead has the potential to heighten the local distinctiveness and identity of the area by brining a fenced off, previously developed and overgrown area back into use. In addition, the development of a health campus will strengthen the local distinctiveness of the area which is already surrounded by health services and facilities. It will also increase the residential amenity to neighbouring properties to the north and east.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) and is surrounded by residential development to the north and east, as well as health facilities to the south and west. Despite the protected trees (TPOs) on the western border of the site, as well as the potential for nesting birds and bats, the site has been assessed as having low ecological value. With this, given the surrounding character of the area, it is not considered that development of the site would have an impact on the biodiversity and geodiversity of the surrounding area.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has identified the site in Groundwater Special Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**H69 Former Oak Park School**

**Indicative no. of dwellings 99** (comprising a mixture of supported living and extra care accommodation) and an **80-bed nursing home**.

The site was previously referred to as H69 in the Allocations Plan (2014). Planning permission (reference APP/15/00303) for Havant Health and Well-being Campus, comprising an 80-bed nursing home, 51 affordable extra care flats, 48 affordable and market supported living flats and community hub facilities was granted in December 2015.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is adjacent to the Parkway Medical Centre, Oak Park Community Clinic and Havant NHS Diagnostic Centre. The Damira Dental Health Centre is also in close proximity. Stagecoach bus routes 20 and 21 are available along Crossland Drive and provide services to Havant Town Centre, Leigh Park Centre, Bedhampton (including the Asda Superstore) and Portsmouth. The site is also less than 500m away from Havant Railway Station and is in close proximity to the Public Service Village which has now been made part of Havant Town Centre; Havant Leisure Centre is also located here. The site is thus in walking and bus distance from the town centre where there is easy access to a variety of local shops, services and facilities.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain uncertain until the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>The development will provide an 80-bed nursing home along with about 51 affordable extra care flats along and 48 affordable and market supported living flats. These will be located in a highly accessible location which is adjacent to health facilities and services and in close proximity to Havant Leisure Centre and Havant Town Centre. As such, residents will be able to travel outside of the development if they so wish to. Therefore, the development of this site will help generate social inclusion and reduce poverty.</p>



**H69 Former Oak Park School**

**Indicative no. of dwellings 99** (comprising a mixture of supported living and extra care accommodation) and an **80-bed nursing home**.

The site was previously referred to as H69 in the Allocations Plan (2014). Planning permission (reference APP/15/00303) for Havant Health and Well-being Campus, comprising an 80-bed nursing home, 51 affordable extra care flats, 48 affordable and market supported living flats and community hub facilities was granted in December 2015.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is adjacent to the Parkway Medical Centre, Oak Park Community Clinic and Havant NHS Diagnostic Centre. The Damira Dental Health Centre is also in close proximity. Stagecoach bus routes 20 and 21 are available along Crossland Drive and provide services to Havant Town Centre, Leigh Park Centre, Bedhampton (including the Asda Superstore) and Portsmouth. The site is also less than 500m away from Havant Railway Station and is in close proximity to the Public Service Village which has now been made part of Havant Town Centre; Havant Leisure Centre is also located here. As such, the site is easily accessible to a number of services, facilities and opportunities by walking and bus.

**Supporting Commentary:**

The site was assessed positively against the majority of the objectives. This was due to the site being previously developed land (PDL), as well as the site's close proximity to health facilities and services, as well as Havant Town Centre and Havant Railway Station. The use of the site for an 80-bed nursing home, 51 affordable extra care flats and 48 affordable and market supported living flats will, therefore, be located in an easily accessible location to town centre and bus services and will thus help to create an inclusive community, whilst meeting the needs of the Borough's older residents. The assessment of objective 4 could be further improved through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. However, the site was also assessed as uncertain against objectives 3 and 6, as well as having a "negative effect" against objective 5. The formers are due to the site's former uses and potential for previously unidentified archaeological deposits. The latter is due to the site's proximity to the Lavant Stream and flood zones 2 and 3. As such, sensitive planning will need to be demonstrated through the development management process. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.



## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. A Contaminated Land Investigation Report is submitted and informs the design and layout of the scheme.

The site's use for a health campus would have resulted in a positive assessment against objective 3 due to the health, safety and wellbeing aspects that the site would create. However, the site has been assessed as uncertain against this objective due to the recorded evidence of landfill or probable landfill on site. As such, the submission of the above report to inform the design and layout of a scheme will help will help to reduce this uncertainty.

- b. A Flood Risk Assessment (FRA) will need to be submitted and inform the layout of the site.

This will improve the assessment of the site against objective 5.

- c. The design and layout is informed by the presence and setting of the Lavant Stream. An appropriate easement to the watercourse and related safeguarding measures will be needed to ensure that significant effect on the controlled water course is limited to an acceptable capacity.

The Environment Agency will be able to provide further advice through consultation regarding the proximity of the site to the Lavant Stream. This will also improve the assessment of the site against objective 5.

- d. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- e. The design and layout of the scheme will need to retain and incorporate the existing trees (especially those under a TPO).

This would further strengthen the positive assessment related to objective 8. The retention of existing trees will help the natural environment mitigate and adapt to climate change (objective 4) whilst still meeting the Borough's housing need. In addition, the retention and incorporation of existing trees will help maintain the existing landscape character and retain the biodiversity and ecological networks.

## Overall Recommendation:

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE3a Land West of Havant Crematorium**  
**Indicative no. of dwellings 90**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 90 dwellings will help meet this objective, providing about 27 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is located close to Hollybank Wood and Southleigh Forest. Opportunities for informal recreation exist in these locations. In addition, Havant Leisure Centre is located approximately 2km away. As part of Policy E2, any potential development would also need to provide public open space on site. The site is also in close proximity to the Spire Portsmouth Hospital.</p> <p>Nevertheless, there is recorded evidence of landfill or probable landfill on site; as well as a foul sewer which crosses the site.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities. The transport options above will help minimise the Borough's greenhouse gas emissions.</p> <p>However, it is acknowledged that prospective residents may be more tempted to use the car in this location due to the limited access to local shops, services and facilities. Nevertheless, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and use public transport infrastructure.</p> <p>It is also acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE3a Land West of Havant Crematorium**  
**Indicative no. of dwellings 90**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zone 2 or 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is moderate potential for previously unidentified archaeological deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have a significant effect on what is currently open landscape. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The area and its surroundings are likely to be used by Bechstein's bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required. There is also a Tree Preservation Order (TPO) found on the site.
Obj 9	Protect and conserve natural resources	<p>Part of the site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has also confirmed that the site is within Groundwater Special Protection Zone (SPZ) 1c.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 3. It is, therefore, unclear whether the site contains BMV agricultural land. As a precautionary basis, the site is presumed to consist of Grade 3a soil and thus contain BMV agricultural land.</p>

**UE3a Land West of Havant Crematorium**  
**Indicative no. of dwellings 90**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide about 27 affordable dwellings. However, these will not be in close proximity to local shops, services and community facilities. The development of the nearby new community of Southleigh and greater transport infrastructure provisions may be able to address this.

**UE3a Land West of Havant Crematorium**  
**Indicative no. of dwellings 90**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities.</p> <p>It is acknowledged, however, that prospective residents may be more tempted to use the car in this location due to the limited access to local shops, services and facilities. Nevertheless, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and public transport infrastructure.</p>

**Supporting Commentary:**

The site has been assessed positively against a number of objectives due to the site's potential affordable housing generation and opportunities for informal recreation. The site is also in close proximity to the Spire Portsmouth Hospital. Nevertheless, the site is not in the most accessible location for local shops, services and facilities and this has resulted in uncertainties against objectives 4 and 14. The above assessments have acknowledged that improvements to the public transport provision, pedestrian and cycling routes will need to be made in order to prevent likely use of the car. The development of a number of sites in this area, including the new community of Southleigh may help reduce the isolation of this part of the Borough by collectively providing greater infrastructure provision and access to public transport. With this, the assessment of objective 4 could also be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

The site was also assessed negatively against objectives 7 and 9. The latter is because the site contains the best and most versatile (BMV) agricultural land and is also situated within the Mineral Safeguarding Area (MSA). The Council's approach to BMV agricultural land is set out in Appendix 2. With regard to objective 7, it is acknowledged that the development will have a significant effect on what is currently open landscape. With this, sensitive planning will help create opportunities for local distinctiveness and a sense of place in order to mitigate some of the negative effects associated with the development of this site. For example, the buffer between potential residential development and Havant Crematorium will have to meet the requirements of the Cremation Act (1902).

## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. A Contaminated Land Investigation Report will need to be submitted and inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 3.

- b. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- c. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- d. The design and layout of the scheme will need to retain and incorporate the existing trees (especially those under a TPO).

This will reduce the uncertainty related to objective 8. The retention of existing trees will help the natural environment mitigate and adapt to climate change (objective 4) whilst still meeting the Borough's housing need. In addition, the retention and incorporation of existing trees will help maintain the existing landscape character and retain the biodiversity and ecological networks.

- e. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

- f. Provisions for community food growing (e.g. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E19).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

- g. The design and layout enables easy access for pedestrians and cyclists to existing routes.

This may help reduce the uncertain assessments against objectives 4 and 14.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.



**UE3b Land south of Bartons Road**  
**Indicative no. of dwellings 175**

The site was previously referred to as UE3b in the Allocations Plan (2014). Outline planning permission was granted in December 2016 (reference APP/15/01435) for 175 dwellings with associated infrastructure.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 175 dwellings will help meet this objective, providing about 53 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is located close to Hollybank Wood and Southleigh Forest. Opportunities for informal recreation exist in these locations. In addition, Havant Leisure Centre is located approximately 2km away. As part of Policy E2, any potential development would also need to provide public open space on site. The site is also in close proximity to the Spire Portsmouth Hospital.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities. The transport options above will help minimise the Borough's greenhouse gas emissions.</p> <p>However, it is acknowledged that prospective residents may be more tempted to use the car in this location due to the limited access to local shops, services and facilities. Nevertheless, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and use public transport infrastructure.</p> <p>It is also acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE3b Land south of Bartons Road**  
**Indicative no. of dwellings 175**

The site was previously referred to as UE3b in the Allocations Plan (2014). Outline planning permission was granted in December 2016 (reference APP/15/01435) for 175 dwellings with associated infrastructure.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zone 2 or 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The site is in close proximity to East Leigh House which is a Grade II listed building. Helmsley House, though not listed, is also in close proximity to the north of the site.</p> <p>There is moderate potential for previously unidentified archaeological deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have a significant effect on what is currently open landscape. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The area and its surroundings are likely to be used by Bechstein's bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required. The majority of the site is protected under an area Tree Preservation Order (TPO).

**UE3b Land south of Bartons Road**  
**Indicative no. of dwellings 175**

The site was previously referred to as UE3b in the Allocations Plan (2014). Outline planning permission was granted in December 2016 (reference APP/15/01435) for 175 dwellings with associated infrastructure.

	Description	Assessment
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has also confirmed that the site is within Groundwater Special Protection Zone (SPZ) 1c.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 1 and 3. As such, the site contains the best and most versatile agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	<p>The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.</p>
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**UE3b Land south of Bartons Road**  
**Indicative no. of dwellings 175**

The site was previously referred to as UE3b in the Allocations Plan (2014). Outline planning permission was granted in December 2016 (reference APP/15/01435) for 175 dwellings with associated infrastructure.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide about 53 affordable dwellings. However, these will not be in close proximity to local shops, services and community facilities. The development of the nearby new community of Southleigh and greater transport infrastructure provisions may be able to address this.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities.</p> <p>It is acknowledged, however, that prospective residents may be more tempted to use the car in this location due to the limited access to local shops, services and facilities. Nevertheless, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and public transport infrastructure.</p>

## **Supporting Commentary:**

The site has been assessed positively against a number of objectives due to the site's potential affordable housing generation and opportunities for informal recreation. The site is also in close proximity to the Spire Portsmouth Hospital. Nevertheless, the site is not in the most accessible location for local shops, services and facilities and this has resulted in uncertainties against objectives 4 and 14. The above assessments have acknowledged that improvements to the public transport provision, pedestrian and cycling routes will need to be made in order to prevent likely use of the car. The development of a number of sites in this area, including the new community of Southleigh may help reduce the isolation of this part of the Borough by collectively providing greater infrastructure provision and access to public transport. With this, the assessment of objective 4 could also be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036.

The site was assessed negatively against objectives 7 and 9. The latter is because the site contains the best and most versatile (BMV) agricultural land and is also situated within the Mineral Safeguarding Area (MSA). The Council's approach to BMV agricultural land is set out in Appendix 2. With regard to objective 7, it is acknowledged that the development will have a significant effect on what is currently open landscape. With this, sensitive planning will help create opportunities for local distinctiveness and a sense of place in order to mitigate some of the negative effects associated with development of this site.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- b. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- c. The design and layout of the scheme will need to retain and incorporate the existing trees (especially those under a TPO).

This will reduce the uncertainty related to objective 8. The retention of existing trees will help the natural environment mitigate and adapt to climate change (objective 4) whilst still meeting the Borough's housing need. In addition, the retention and incorporation of existing trees will help maintain the existing landscape character and retain the biodiversity and ecological networks.

- d. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

- e. Provisions for community food growing (e.g. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E19).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

- f. The design and layout enables easy access for pedestrians and cyclists to existing routes.

This may help reduce the uncertain assessments against objectives 4 and 14.

#### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE28 Littlepark House, Bedhampton**  
**Indicative no. of dwellings 47**

The site was previously referred to as UE28 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 47 dwellings will help meet this objective, providing about 14 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is in close proximity to the recreational ground off Scratchface Lane which will provide a number of informal recreational opportunities.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>There are bus stops along Hulbert Road (B2150) which are situated 0.6km (Newbarn Road bus stops) and 1km (Scratchface Lane bus stops) away from the site which offer school bus services via the 245 (Emsworth) and 641 (Denvilles and Leigh Park) to Oaklands School. The site is also within walking cycling distance to the Bedhampton Asda Superstore along Purbrook Way. The bus services at the Asda Superstore include Stagecoach services 20 and 39 to Havant Town Centre, Wecock Farm and Portsmouth.</p> <p>The Havant Borough Cycle Network Map 2017 indicates a suggested cycle route along Scratchface Lane and Newbarn Road, which would allow access from the site to the Bedhampton Asda Superstore by bicycle. In addition, the Bridleway from Scratchface Lane, along the bridge over the A3(M) and onto South Downs College Campus is within close proximity to the site</p> <p>It is acknowledged that the loss of any trees will reduce the ability of the natural environment to help mitigate against climate change. This site is heavily wooded and development will result in the loss of some trees. On site mitigation measures may be required to compensate for this loss.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zones 2 or 3. The development of the site will be focused around the currently erected buildings and will therefore not result in much tree loss. However, it is acknowledged that the loss of any trees will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required.



**UE28 Littlepark House, Bedhampton**  
**Indicative no. of dwellings 47**

The site was previously referred to as UE28 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is small and the existing disturbance to the site from its current/previous uses is significant. As such, it is unlikely that archaeological issues will emerge.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The loss of trees, especially those under a TPO, on this site will affect landscape character. However, sensitive planning can help retain the wooded character of the area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The site is heavily wooded and contains a number of Tree Preservation Orders (TPOs). The Littlepark Wood (East) SINC also surrounds the site. The area and its surroundings are likely to be used by Bechstein's Bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.</p> <p>Sensitive design and layout will be required to ensure protection and/or appropriate management of the designations stated above. The designations are likely to constrain the amount of development on this site.</p>
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not located within the mineral safeguarding area (MSA). It is however, located in the Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE28 Littlepark House, Bedhampton**  
**Indicative no. of dwellings 47**

The site was previously referred to as UE28 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>There are bus stops along Hulbert Road (B2150) which are situated 0.6 (Newbarn Road bus stops) and 1km (Scratchface Lane bus stops) away from the site which offer school bus services via the 245 (Emsworth) and 641 (Denvilles and Leigh Park) to Oaklands School. The site is also within walking cycling distance to the Bedhampton Asda Superstore along Purbrook Way. The bus services at the Asda Superstore include Stagecoach services 20 and 39 to Havant Town Centre, Wecock Farm and Portsmouth.</p> <p>The Havant Borough Cycle Network Map 2017 indicates a suggested cycle route along Scratchface Lane and Newbarn Road, which would allow access from the site to the Bedhampton Asda Superstore by bicycle. In addition, the Bridleway from Scratchface Lane, along the bridge over the A3(M) and onto South Downs College Campus is within close proximity to the site.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Bedhampton is served by Budds Farm waste water treatment works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide approximately 14 affordable dwellings.

**UE28 Littlepark House, Bedhampton**  
**Indicative no. of dwellings 47**

The site was previously referred to as UE28 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	There are bus, cycle and pedestrian routes available around the site; however, it is acknowledged that these are not as numerous as other sites being put forward. The bridleway connecting Scratchface Lane to the South Downs Campus of Havant and South Downs College provides pedestrian and cycle access to Further education and also increases the connectivity of the Borough over the A3(M). In addition, the Bedhampton Asda Superstore and Scratchface Lane Public Open Space are in close proximity to the site. Moreover, there are a number of travel options to access nearby services, facilities and opportunities.

**Supporting Commentary:**

The site was not assessed as having a “negative effect” against any of the objectives; however, the site has been assessed as uncertain against the majority of the objectives. This is mostly due to the uncertainties surrounding potential tree loss; especially those trees which are under a Tree Preservation Order (TPO). The majority of the site is previously developed land (PDL) however; the fringes of the site do contain trees which form part of the Littlepark Wood (East) SINC and Ancient Woodland. The loss of these trees would affect the landscape character, biodiversity and heritage of the area. As such, recommendations have been made below.

The uncertainty raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036. In addition, the assessment of objective 4 could be improved by incorporating low carbon design.

The site is close to the bridleway which runs from Scratchface Lane, along the bridge over the A3(M), and onto South Downs Campus of Havant and South Downs College. At present, funding has been made available to widen the bridleway and thus pedestrian and cycle use of the path. However, this is still subject to design considerations and ecological assessments. In addition, there is a suggested cycle route<sup>13</sup> (which is currently not signposted) along Scratchface Lane and Newbarn Road up to the Bedhampton Asda Superstore. The improvement of these routes in the coming years will help increase the number of sustainable travel options in the surrounding area of the site, and will assist in an improved assessment of the site against a number of objectives (e.g. 3, 4, 11 and 14).

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<sup>13</sup> Havant Borough Cycle Network Map 2017

## **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- b. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- c. An Arboricultural Assessment is undertaken which informs the design and layout of the site. The scheme will need to retain and integrate the protected trees found on the site.

This will improve the assessment for the majority of the uncertain objectives, especially reducing the uncertainty related to objectives 4, 5, 7 and 8. The retention of existing trees in combination with the fact that the site is PDL will help the natural environment mitigate and adapt to climate change whilst still meeting the Borough's housing need. In addition, the retention and incorporation of existing trees will help maintain the existing landscape character and retain the biodiversity and ecological networks.

## **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE29a Littlepark East**  
**Indicative no. of dwellings 190**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE29a. The site was re-submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 190 dwellings will help meet this objective, providing about 57 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is in close proximity to the recreational ground off Scratchface Lane which will provide a number of informal recreational opportunities.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>There are bus stops along Hulbert Road (B2150) which are situated 0.6km (Newbarn Road bus stops) and 1km (Scratchface Lane bus stops) away from the site which offer school bus services via the 245 (Emsworth) and 641 (Denvilles and Leigh Park) to Oaklands School. The site is also within walking cycling distance to the Bedhampton Asda Superstore along Purbrook Way. The bus services at the Asda Superstore include Stagecoach services 20 and 39 to Havant Town Centre, Wecock Farm and Portsmouth.</p> <p>The Havant Borough Cycle Network Map 2017 indicates a suggested cycle route along Scratchface Lane and Newbarn Road, which would allow access from the site to the Bedhampton Asda Superstore by bicycle. In addition, the Bridleway from Scratchface Lane, along the bridge over the A3(M) and onto South Downs College Campus is within close proximity to the site.</p> <p>Nevertheless, the loss of 5.5ha worth of trees will significantly reduce the ability of the natural environment to adapt to climate change.</p>

**UE29a Littlepark East**  
**Indicative no. of dwellings 190**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE29a. The site was re-submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zones 2 or 3. However, the loss of 5.5 hectares worth of trees will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There are no archaeological sites currently recorded at this location, though it has been noted that archaeological features were identified during the construction of the A3(M) motorway, which is within proximity of this site. As such, there is potential for previously unidentified archaeological deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The loss of 5.5ha worth of trees will significantly alter the character and appearance of the landscape; potentially diminishing the local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The entire site consists of Littlepark Wood (East) which is designated as a SINC under criteria 1A and 1Cii due to the presence of ancient, semi-natural woodland; including types of trees of restricted distribution in the country (i.e. yew woods and alder swamp woods). As such, the entire site is protected under a woodland Tree Preservation Order (TPO). In addition, wet woodland is also present within Littlepark Wood (East).</p> <p>The area and its surroundings are likely to be used by Bechstein's Bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes.</p>

**UE29a Littlepark East**  
**Indicative no. of dwellings 190**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE29a. The site was re-submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 9	Protect and conserve natural resources	The site is not located within the mineral safeguarding area (MSA). It is however, located in the Groundwater Source Protection Zone (SPZ) 1c. Due to the site being heavily wooded, there are no previous soil surveys. Nevertheless, the ancient and protected woodland are considered to be natural resources; the loss of these would therefore not meet this objective.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>There are bus stops along Hulbert Road (B2150) which are situated 0.6 (Newbarn Road bus stops) and 1km (Scratchface Lane bus stops) away from the site which offer school bus services via the 245 (Emsworth) and 641 (Denvilles and Leigh Park) to Oaklands School. The site is also within walking cycling distance to the Bedhampton Asda Superstore along Purbrook Way. The bus services at the Asda Superstore include Stagecoach services 20 and 39 to Havant Town Centre, Wecock Farm and Portsmouth.</p> <p>The Havant Borough Cycle Network Map 2017 indicates a suggested cycle route along Scratchface Lane and Newbarn Road, which would allow access from the site to the Bedhampton Asda Superstore by bicycle. In addition, the Bridleway from Scratchface Lane, along the bridge over the A3(M) and onto South Downs College Campus is within close proximity to the site.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>



**UE29a Littlepark East**  
**Indicative no. of dwellings 190**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It has been referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE29a. The site was re-submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Bedhampton is served by Budds Farm waste water treatment works, where there is limited capacity on discharge licenses. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide approximately 57 affordable dwellings.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	There are bus, cycle and pedestrian routes available around the site; however, it is acknowledged that these are not as numerous as other sites being put forward. The bridleway connecting Scratchface Lane to the South Downs Campus of Havant and South Downs College provides pedestrian and cycle access to Further Education (FE) facilities and also increases the connectivity of the Borough over the A3(M). In addition, the Bedhampton Asda Superstore and Scratchface Lane Public Open Space are in close proximity to the site. Moreover, there are a number of travel options to access nearby services, facilities and opportunities.

**Supporting Commentary:**

The site was assessed negatively against five of the objectives (two of which were assessed as a “strong negative assessment”). This is because the site is currently occupied by 5.5ha of woodland which is protected under a Tree Preservation Order (TPO) and is also designated as SINC under criteria 1A and 1Cii. The designation is due to the presence of ancient, semi-natural woodland which comprises wet woodland and important community types of trees of restricted distribution in the country (i.e. yew woods and alder swamp woods). The development of this site would have a significant impact on the ecological value of the site and could also increase the risk of flooding in and surrounding the area due to the loss of trees.

**Overall Recommendation:**

This site is not recommended for inclusion in the Draft Local Plan 2036.

**UE30 Land south of Lower Road**  
**Indicative no. of dwellings: 50**

The site was previously referred to as UE30 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 50 dwellings will help meet this objective, providing about 15 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is in close proximity to Bidbury Mead Recreation Ground which is designated as a local green space; this provides access to informal recreation and includes a children's play area. There are also tennis courts and a bowls green within the vicinity, as well as allotments along Bidbury Lane. Havant Leisure Centre is also within 1.5 to 2km away and provides access to formal recreation. The site is also within walking distance of nearby schools. The above will help safeguard and improve community health and wellbeing.</p> <p>Nevertheless, the access to Lower Road includes a triple bend with no pavements on one of the bends. Any application will need to investigate and ensure road safety. The site is also in close proximity to the railway line and the A3(M) which could be a source of noise. There is also recorded evidence of landfill or probable landfill on the site as well as storage tanks.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located within 1km of Bedhampton Railway Station and is within walking distance of Bedhampton Local Centre. The nearest bus stops are situated along Bedhampton Road and are served by Stagecoach services 21 and 23 which supply routes to Portsmouth City, Southsea, Leigh Park Centre and Havant Town Centre every 30 minutes. The site is also located near to National Cycle Route 22, with Lower Road itself identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. However, the map also identified difficult junctions/barriers and or steps within the vicinity of the site. As such, a number of alternative modes of transport are located within close proximity to the site which will reduce residents' reliance on the car. The utilisation of these will help minimise the Borough's greenhouse gas emissions.</p> <p>It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE30 Land south of Lower Road**  
**Indicative no. of dwellings: 50**

The site was previously referred to as UE30 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie within flood zones 2 or 3. However surface water accumulation has been documented by residents. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>Important archaeological features were identified during the construction of the A3(M) motorway. Given the location of the site, there is potential for previously unidentified archaeological features. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development</p> <p>The site is also adjacent to the Old Bedhampton Conservation Area and is in close proximity to a number of listed buildings and heritage assets; perhaps most notably the Church of St Thomas and Bedhampton Rectory. It is acknowledged that the development of this site will increase the vehicle and pedestrian traffic through the conservation area. Therefore, there is some uncertainty as to whether the traffic generated by this scale of development could have a detrimental effect on the conservation area. Further investigation is required.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have a significant effect on what is currently open landscape close to a conservation area. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character.

**UE30 Land south of Lower Road**  
**Indicative no. of dwellings: 50**

The site was previously referred to as UE30 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. The entire site is protected under a Tree Preservation Order (TPO) and includes high quality hedges. As such, there is the potential for badgers, hazel dormice, reptiles, nesting birds and foraging bats. As such, opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.</p> <p>The emerging Brent Goose and Solent Wader Strategy (2017) has now identified the site as Low Use by Brent Geese and Solent Waders. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.</p>
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has identified that the site is within 500m of a known solution feature. The site is currently used for agricultural purposes. The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 1. As such, the site does contain the best and most versatile (BMV) agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located within 1km of Bedhampton Railway Station and is within walking distance of Bedhampton Local Centre. The nearest bus stops are situated along Bedhampton Road and are served by Stagecoach services 21 and 23 which supply routes to Portsmouth City, Southsea, Leigh Park Centre and Havant Town Centre every 30 minutes. The site is also located near to National Cycle Route 22, with Lower Road itself identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. However, the map also identified difficult junctions/barriers and or steps within the vicinity of the site. As such, a number of alternative modes of transport are located within close proximity to the site.</p> <p>The delays to the sub-regional PUSH Air Quality Assessment have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**UE30 Land south of Lower Road**  
**Indicative no. of dwellings: 50**

The site was previously referred to as UE30 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Bedhampton is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>The site is located within one of the least deprived areas of the borough. A residential development of this size will generate about 15 affordable dwellings in close proximity to local green space, a local centre and access to public transport. The development of these affordable units on this site will thus generate social inclusion and help close the gap between the most and least deprived areas.</p>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located within 1km of Bedhampton Railway Station and is within walking distance of Bedhampton Local Centre. The nearest bus stops are situated along Bedhampton Road and are served by Stagecoach services 21 and 23 which supply routes to Portsmouth City, Southsea, Leigh Park Centre and Havant Town Centre every 30 minutes. The site is also located near to National Cycle Route 22, with Lower Road itself identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. However, the map also identified difficult junctions/barriers and or steps within the vicinity of the site.</p> <p>Moreover the site is situated in an area with a variety of transport options, as such the site is within easy access to services, facilities and opportunities.</p>

## **Supporting Commentary:**

The site was assessed positively against a number of objectives. This was mostly due to the site's close proximity to local shops, services and local green spaces, as well as educational and sports facilities. As such, the site is accessible via walking, cycling, bus and train which would reduce residents' reliance on the car. The assessment of objective 4 could be improved further by the incorporation of low carbon design. The site's potential affordable housing generation was also a positively assessed factor.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. Objectives 3 and 8 were also assessed as having an "uncertain effect". The former was due to the argument of easily accessible formal and informal recreational opportunities against the evidence of recorded landfill and a storage tank on the site. The question of resident safety with regard to the triple bend along Lower Road also raised further uncertainty against this objective. Recommendations to overcome these uncertainties have been made below.

The site was assessed negatively against objectives 6, 7 and 9. The latter was assessed negatively due to the site containing BMV agricultural land and being within 500m of a known solution feature. The Council's approach to BMV agricultural land is set out in Appendix 2 and further consultation with Portsmouth Water will be able to establish what mitigation measures will be required regarding the solution feature. With regard to objectives 6 and 7, it is acknowledged that the development of a greenfield site in close proximity to a conservation area will have a significant effect on the current landscape. Nevertheless, as 50 dwellings are proposed on a 3.71ha parcel of land, the density of the proposal is rather low. This would allow for a larger degree of scope to mitigate the uncertainties raised in the above objectives. As such, sensitive planning could be demonstrated through the development management process to overcome these initial negative assessments. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against a number of objectives at the next stage of the Local Plan process.

## **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Travel Plan and Transport Assessment are submitted which have particular emphasis placed upon the site's access constraints.

This may help reduce the uncertainties related to objectives 3 and 6 with regard to road safety and the impact of traffic through the Old Bedhampton Conservation Area.

- b. A Noise Impact Assessment and Contaminated Land Investigation Report are submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 3. The findings of these reports should help secure an acceptable relationship between the new dwellings and the railway line and the A3(M) through separation and/or appropriate mitigation measures.



- c. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6. Moreover, this may help ensure that the setting of the Conservation Area and nearby listed buildings is retained and protected.

- d. The design and layout should propose public open space in the eastern section of the site.

Along with recommendation c), this will create a buffer between the built development on the west of the site and the Old Bedhampton Conservation Area. This may help reduce the uncertainty related to objective 6.

- e. The design and layout responds to the semi-urban/rural setting of the adjacent conservation area and surrounding residential development.

This will help reduce the negative assessment against objective 7 by attempting to create a distinctive character and sense of identity.

- f. The design and layout of the scheme will need to retain and incorporate the existing trees and hedgerows.

This will reduce the uncertainty related to objective 8. The retention of existing trees will help the natural environment mitigate and adapt to climate change (objective 4) whilst still meeting the Borough's housing need. In addition, the retention and incorporation of existing trees will help maintain the existing landscape character and retain the biodiversity and ecological networks.

- g. The scheme acknowledges the site's location close to the known solution feature and provides a mitigation package to ensure that construction does not result in increasing groundwater turbidity which could result in polluting the chalk aquifer which underlays the Borough.

This will help reduce the negative assessment against objective 9 providing that Portsmouth Water and the Environment Agency (EA) agree that an adequate mitigation package can be provided.

- h. Allotment provision is included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E2).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for allotments will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE53 & UE02a Land East of Castle Avenue and Land North of A27****Indicative no. of dwellings: 260**

The site is a combination of the SHLAA sites UE53 and UE02a. The former was previously referred to in the Local Plan Housing Statement (2016). As such, the indicative number of dwellings has increased from 60 to 260 following the inclusion of site UE02a.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 260 dwellings will help meet this objective, providing about 78 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is less than 300m away from the Avenue Lawn Tennis, Squash and Fitness Club, and is also located directly adjacent to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester. The site is also under one mile (1.5km) away from Havant Town Centre.</p> <p>However, the site is adjacent to the A27 to the south and west, and the railway line to the north which will generate noise. The site is also within a Radon Class 2 area.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is less than 300m away from Warblington Railway Station and is also located directly adjacent to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester. In addition, the site is within walking distance to bus stops along Southleigh Road and Emsworth Road which provide services to Emsworth and Rowlands Castle (First 27 and Emsworth &amp; District), as well as Chichester, Havant Town Centre and Portsmouth (Stagecoach 700) every 30 minutes respectively. The site is also within walking distance to Warblington Secondary School. From the above, the proximity of the site to various modes of public and alternative transport options is likely to reduce the use of the car.</p> <p>It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zones 2 or 3. However, surface water flooding has been documented on the site and the back gardens of adjacent residents. On site flood risk management will be determined through the development management process. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.

**UE53 & UE02a Land East of Castle Avenue and Land North of A27****Indicative no. of dwellings: 260**

The site is a combination of the SHLAA sites UE53 and UE02a. The former was previously referred to in the Local Plan Housing Statement (2016). As such, the indicative number of dwellings has increased from 60 to 260 following the inclusion of site UE02a.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the site's location and lack of previous development, there is a high potential for previously unidentified archaeological deposits. However the development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is currently open farmland and is on the edge of the existing urban area and could be seen as a natural extension of existing settlement boundaries. It is also on the northern edge of the Chichester Harbour AONB. It is acknowledged that the development of this site will have an effect on what is currently open landscape. While careful and sensitive planning will help maximise opportunities to create new distinctiveness and sense of place, there will be a change and loss of open landscape character.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The Havant BAP (2011) indicates that the site is within proximity of a number of sites important for nature conservation. These sites include Warblington Castle Farm West SINC, Conigar Point SINC, Brook Farm B SINC, Wade Court Park SINC and Langstone Mill Pond SINC, which all form a network of supporting habitats for the Warblington Meadows SSSI and the important features of Chichester and Langstone Harbour SPA, SAC and Ramsar sites.</p> <p>The emerging Brent Goose and Solent Wader Strategy (2017) has identified the site as Low Use. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.</p>
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has also confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.</p> <p>DEFRA's Magic Map tool indicates that the site contains Grade 2 agricultural land. The site therefore contains the best and most versatile agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE53 & UE02a Land East of Castle Avenue and Land North of A27****Indicative no. of dwellings: 260**

The site is a combination of the SHLAA sites UE53 and UE02a. The former was previously referred to in the Local Plan Housing Statement (2016). As such, the indicative number of dwellings has increased from 60 to 260 following the inclusion of site UE02a.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is less than 300m away from Warblington Railway Station and is also located directly adjacent to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester.</p> <p>In addition, the site is within walking distance to bus stops along Southleigh Road and Emsworth Road which provide services to Emsworth and Rowlands Castle (First 27 and Emsworth &amp; District), as well as Chichester, Havant Town Centre and Portsmouth (Stagecoach 700) every 30 minutes respectively. There are education facilities (both primary and secondary) within walking distance.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 78 affordable dwellings.

**UE53 & UE02a Land East of Castle Avenue and Land North of A27****Indicative no. of dwellings: 260**

The site is a combination of the SHLAA sites UE53 and UE02a. The former was previously referred to in the Local Plan Housing Statement (2016). As such, the indicative number of dwellings has increased from 60 to 260 following the inclusion of site UE02a.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is less than 300m away from Warblington Railway Station and is also located directly adjacent to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester. In addition, the site is within walking distance to bus stops along Southleigh Road and Emsworth Road which provide services to Emsworth and Rowlands Castle (First 27 and Emsworth &amp; District), as well as Chichester, Havant Town Centre and Portsmouth (Stagecoach 700) every 30 minutes respectively. The site is also within walking distance to Warblington Secondary School.</p> <p>Moreover, the site is less than one mile (1.5km) away from Havant Town Centre where there is access to local shops, services and facilities. As shown above, a number of facilities are accessible by train, bus, bike and walking ensuring easy access to services and facilities through a range of transport options.</p>

**Supporting Commentary:**

The site's proximity to a number of bus stops, the Warblington Railway Station, as well as the opportunity for walking and cycling to a number of educational, sport and town centre facilities has meant that the site has been assessed fairly positively against a number of objectives. The scale of potential affordable housing generation has also been assessed positively. In addition, the assessment of objective 4 could be improved by incorporating low carbon design.

However, a number of uncertainties have arisen due to the site's surrounding landscape and setting (i.e. objectives 5, 6, 7 and 8). Sensitive planning will need to be demonstrated through the development management process; a number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against a number of the uncertain objectives at the next stage of the Local Plan process.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036.

The site was assessed negatively against objective 9 as the site; 1) contains the best and most versatile (BMV) agricultural land (Grade 2); 2) is within the Mineral Safeguarding Area (MSA); and 3) is within Groundwater Special Protection Zone (SPZ) 1c. To address the former, the Council's approach to BMV agricultural land is set out in Appendix 2. With regard to the MSA, Hampshire Country Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible.

## Recommendations:

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Noise Impact Assessment will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 3. At present, a number of sports and informal recreational areas exist in close proximity to the site; however, the potential noise impact from the railway line and the A27 is what reduces the positive assessment of this objective to uncertain. The findings of this report should help inform the design and layout of a scheme in order to secure an acceptable relationship between the new dwellings with the railway line and the A27 through separation and/or appropriate mitigation measures.

- b. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- c. Provisions for community food growing (e.g. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E19).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for allotments will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

- d. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

## Overall Recommendation:

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE54 Southmere Field****Indicative no. of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 50 dwellings will help meet this objective, potentially also providing about 15 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is adjacent to the Hayling Billy Trail which provides a walking and cycling route to Hayling Island (the birthplace of windsurfing) and thus Hayling Seafront. The Solent Wayfarers Walk also in close proximity to the south east of the site through the Langstone Conservation Area. As part of Policy E2, any potential development would also need to provide public open space on site for a development of 50 dwellings or more. Formal recreation opportunities can also be found at Havant Leisure Centre within Havant Town Centre.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is adjacent and in close proximity to the Mill Lane and Langstone Avenue bus stops which are served by Stagecoach service 30/31. These provide services from Hayling Island to Havant Town Centre every 15 to 30 minutes. The site is adjacent to the Hayling Billy Trail which forms part of National Cycle Route 2. The site is also adjacent to a footpath which runs along the eastern border of Langstone Technology Park and ends in the Solent Retail Park within Havant Town Centre. Therefore the site is close to pedestrian and cycle links to the main town centre and is therefore within easy access to local shops, facilities and services; including Havant Bus Station and Havant Railway Station. As such, there are a number of opportunities for alternative modes of transport to the car.</p> <p>Nevertheless, there is uncertainty over the capacity of the highway network on and leading onto Hayling Island. Increased road traffic will lead to increased greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Transport Analysis have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>It is also acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>



**UE54 Southmere Field**  
**Indicative no. of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The western edge of the site lies within flood zones 2 and 3; with this there is a designated main river to the west of the site which means that the 20m estuary buffer falls within the site's western edges. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is directly adjacent to the Mill Lane Conservation Area and is also within close proximity to the Langstone Conservation Area. The Grade II listed buildings of 59 and 61 Langstone Road are also within close proximity. Given the location there is potential for previously unidentified archaeology of prehistoric and Roman date. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character. However, given the size of the site, the ability to provide on-site measures such as landscape buffers or sizeable open space to mitigate this harm is limited.



**UE54 Southmere Field**  
**Indicative no. of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. There are two area Tree Preservation Orders (TPOs) on the west of the site. With this, the site is an unimproved meadow which has never been ploughed; during the ecological screening of the site, questions were raised as to whether the site contained mesotrophic or neutral grasslands (the latter being a scarce habitat) and as such could be designated as Priority Habitat and/or a SINCC. As a result, the Council has undertaken a Phase II Botanical Assessment on the site. Once the results are known, this will further inform the appraisal of this site.</p> <p>The site was previously designated as uncertain for Solent Waders and Brent Geese. The emerging Brent Goose and Solent Wader Strategy (2017) has now identified the site as a Secondary Support Area. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development. In addition, to this, if the Environment Agency's (EA) managed realignment scheme for Southmoor is implemented, then the site may be used more frequently by the species.</p>
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 1. As such, the site contains the best and most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan

**UE54 Southmere Field**  
**Indicative no. of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is adjacent and in close proximity to the Mill Lane and Langstone Avenue bus stops which are served by Stagecoach service 30/31 which provides a services from Hayling Island to Havant Town Centre every 15 minutes. The site is adjacent to the Hayling Billy Trail which forms part of National Cycle Route 2. The site is also adjacent to a footpath which runs along the eastern border of Langstone Technology Park and ends in the Solent Retail Park within Havant Town Centre. Therefore the site is close to pedestrian and cycle links to the main town centre is therefore within easy access to local shops, facilities and services; including Havant Bus Station and Havant Railway Station.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Transport Analysis have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Bedhampton is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites. HBC are in discussion with Portsmouth and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>The site is located within one of the least deprived areas of the borough. A residential development of this size will generate about 15 affordable dwellings in a location where there is access to public transport and is within close proximity to Havant Town Centre. There is the potential that the development of this site could generate social inclusion.</p>

**UE54 Southmere Field**  
**Indicative no. of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is adjacent and in close proximity to the Mill Lane and Langstone Avenue bus stops which are served by Stagecoach service 30/31 which provides a services from Hayling Island to Havant Town Centre every 15 minutes. The site is also adjacent to the Hayling Billy Trail which forms part of National Cycle Route 2. The site is also adjacent to a footpath which runs along the eastern border of Langstone Technology Park and ends in the Solent Retail Park with Havant Town Centre. Therefore the site is close to pedestrian and cycle links to the main town centre is therefore within easy access to local shops, facilities and services; including Havant Bus Station and Havant Railway Station. The site is also adjacent to Langstone Technology Park and Broadmarsh Industrial Area where there are opportunities for employment. As such, prospective residents can access a variety of local shops, services, facilities and recreational opportunities via walking, cycling, bus and train.

**Supporting Commentary:**

The site was assessed positively against five of the objectives. This was due to the development of the site addressing housing need, the potential to provide affordable dwellings, proximity to informal and formal recreation opportunities, as well as the nearby pedestrian and cycle access to Havant Town Centre. The latter point also highlights that the site is in close proximity to local shops, services and facilities. The site is also adjacent to Langstone Technology Park and Broadmarsh Industrial Area where there are opportunities for employment.

Nevertheless, uncertainties were raised against objectives 4, 6, 11 and 12. More specifically, uncertainty remains over the highway capacity of Hayling Island and thus the A3023 as a whole. As such, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will be required to ascertain whether the site is suitable to be included in the Pre-Submission version of the Local Plan 2036 and thus whether the uncertainties highlighted against objectives 4 and 11 could be reduced. The uncertainty raised in objective 12 will be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. As for objective 6, a planning application should be supported by a Heritage Statement to inform the design and layout of the scheme which would need to protect, and where possible enhance, the setting of the adjacent Conservation Areas and listed buildings.

The site was assessed negatively against objectives 5, 7, 8 and 9. The latter was due to the site containing BMV agricultural land; the Council's approach to BMV agricultural land is set out in Appendix 2. The site would lead to a loss of open landscape character. This could potentially be mitigated through providing landscape buffers. However the site is not sufficiently large enough to be able to accommodate extensive landscaping alongside the intended number of new homes.

As for objective 5, the site is adjacent to a designated main river; as such the site's western boundary is situated within flood zones 2 and 3. To reduce the negativity of this assessment, a Flood Risk Assessment (FRA) would need to be submitted and inform the layout of the scheme with appropriate flood risk mitigation. With regard to objective 7; development of the site would not protect and manage the character and appearance of the landscape and townscape. The submission of a Landscape and Visual Impact Assessment could help reduce the negative assessment by informing the design and layout of the scheme; nevertheless, it is considered that residential development will result in the weakening of local distinctiveness and sense of place.

Moreover, the negative assessment against objective 8 has the potential to become a double negative depending on the findings of the Phase II Botanical Assessment of the site. The history of the site and its status as an unimproved meadow mean that there is the potential for notable species to be present on the site. Due to the potential importance of the site's botanical value, it is considered appropriate to adopt a precautionary approach prior to the findings of the study being fully known..

### **Overall Recommendation:**

The findings of the Phase II Botanical Assessment may show that the site warrant designation due to the botanical species present on the site. If this is the case, then the assessment of objective 8 will be reassessed as a double negative as appropriate. Therefore, the site should not currently be included in the Draft Local Plan 2036 as further assessments are still being undertaken regarding the ecological value of the site. As such, the site will be reassessed in the preparation of the pre-submission version of the Local Plan 2036 once the assessment has been completed and further assessments (i.e. the Borough-wide Transport Assessment (TA), Hayling Island Highway and Transport Infrastructure Assessment, PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy) are also completed and can inform the site's appraisal.

**This site is not recommended for inclusion in the Draft Local Plan 2036.**

**UE55 Southleigh Park House**  
**Indicative no. of dwellings 35**

The site was previously referred to as UE55 in the Local Plan Housing Statement (2016). Prior to the publication of this document, the Council received an application for the site which was given reference APP/17/00863. The outcome of the application is yet to be determined.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 35 dwellings will help meet this objective, providing about 10 affordable dwellings. This allocation is likely to involve the conversion of the existing listed building which will add to the types of dwellings available in the borough.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is located close to Hollybank Wood and Southleigh Forest. Opportunities for informal recreation exist in these locations. In addition, Havant Leisure Centre is located approximately 2km away.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The nearest bus stops are around 1km or more away along Bartons Road, Southleigh Road and Horndean Road. The nearest Railway Station is Warblington which is 1.7km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby. However, from the above, the use of the car may be likely due to the site's relatively isolated nature at present. However, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and public transport infrastructure.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zone 2 or 3. In addition, the site's topography means that surface water runs south away from the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Southleigh Park House is located within the site's boundaries and is a Grade II listed building. In addition, the Clock Tower, Lodge, Coach House, Dairy and Wall are also Grade II listed. As such, the design and layout of the development will need to carefully consider the character and setting of all of the buildings, especially the conversion of Southleigh Park House. However, there is an opportunity to create a distinctive identity for the site which incorporates, protects and enhances the listed buildings.

**UE55 Southleigh Park House**  
**Indicative no. of dwellings 35**

The site was previously referred to as UE55 in the Local Plan Housing Statement (2016). Prior to the publication of this document, the Council received an application for the site which was given reference APP/17/00863. The outcome of the application is yet to be determined.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Southleigh Park House is a listed building and its setting is therefore of importance. There is currently a distinctive character. Future development would need to be very carefully considered, particularly with regard to density, layout and design, to ensure the historic qualities of the buildings and its setting are maintained.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>Although there is already development on this site, it does form part of the wider ecological green network between Emsworth and Havant, with access to Southleigh Forest and beyond.</p> <p>The area and its surroundings are likely to be used by Bechstein's Bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.</p>
Obj 9	Protect and conserve natural resources	<p>The site is previously developed land (PDL). However, the site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.</p> <p>Portsmouth Water has also confirmed that the site is within Groundwater Special Protection Zone (SPZ) 1c</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The nearest bus stops are around 1km or more away along Bartons Road, Southleigh Road and Horndean Road. The nearest Railway Station is Warblington which is 1.7km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby, but there are opportunities for improvements in the area, which should be investigated as part of any future development.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**UE55 Southleigh Park House**  
**Indicative no. of dwellings 35**

The site was previously referred to as UE55 in the Local Plan Housing Statement (2016). Prior to the publication of this document, the Council received an application for the site which was given reference APP/17/00863. The outcome of the application is yet to be determined.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide approximately 10 affordable dwellings. However, these will not be in close proximity to local shops, services and community facilities. The development of the nearby new community of Southleigh and greater transport infrastructure provisions may be able to address this.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The nearest bus stops are around 1km or more away along Bartons Road, Southleigh Road and Horndean Road. The nearest Railway Station is Warblington which is 1.7km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby. However, from the above, the use of the car may be likely to access services and facilities due to the site's relatively isolated nature at present. However, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and public transport infrastructure.

**Supporting Commentary:**

The site has been assessed positively against a number of objectives as the site is previously developed land (PDL) and there is potential for affordable housing generation. Nevertheless, the site is not in the most accessible location for local shops, services and facilities and this has resulted in uncertainties against objectives 4 and 14. The above assessments have acknowledged that improvements to the public transport provision, pedestrian and cycling routes will need to be made in order to prevent likely use of the car. The development of a number of sites in this area, including the new community of Southleigh may help reduce the isolation of this part of the Borough by collectively providing greater infrastructure provision and access to public transport. In addition, the assessment of objective 4 could be improved by incorporating low carbon design.



The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036.

### **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Heritage Statement will need to be submitted and confirmation will need to be secured that the Grade II listed buildings will remain and will be protected and where possible enhanced. Their conversion and reuse should be supported.

This will assist in reducing the uncertainty related to objectives 6 and 7.

- b. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in increasing the positive assessment of objective 9 by making sure that minerals can be extracted prior to development.

- c. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- d. The widening of existing footpaths and a layout which links to existing pedestrian and cycle routes will need to be required for the design and layout of the site.

This may help reduce the uncertain assessments against objectives 4 and 14.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE68 Forty Acres****Indicative no. of dwellings: 300**

The site was previously referred to as UE68 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 300 dwellings will help meet this objective, providing about 90 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is located to the south of Portsdown Hill where there are good opportunities for informal recreation, including cycling and walking, as well as formal recreation (i.e. Portsmouth Golf Course). The Solent is located to the south, again with opportunities for informal recreation, such as sailing and walking; most notably this includes the pedestrian and cycle route around the Farlington Marshes SSSI. Further formal opportunities for recreation also exist at Waterlooville and Havant Leisure Centres. As part of Policy E2, any potential development would also need to provide public open space on site.</p> <p>The site is used for various activities, including a weekly car boot sale, strawberry picking and a maize maze. It is acknowledged that the development of the site will mean that these activities will no longer be able to operate.</p> <p>In addition, former landfill and storage tanks have been identified from the previous uses of the site. The A27, A3(M) and the railway line will also be a source of noise.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located adjacent to the A2030 Havant Road, which provides bus services every 15 to 30 minutes to Portsmouth, Leigh Park and Havant Town Centre via bus routes 21 and 23 which are operated by Stagecoach. The site is also approximately 1.5km from Bedhampton Railway Station. National Cycle Route 222 is situated to the west of the site and provides an on and off road cycle route between Waterlooville and Portsmouth. As such, alternative modes of transport to the car are available; these will help minimise the Borough's greenhouse gas emissions</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE68 Forty Acres****Indicative no. of dwellings: 300**

The site was previously referred to as UE68 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The southern part of the site is identified as flood zone 2 and 3, meaning that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures will be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is within close proximity of the Towers at the former Belmont Castle site and Bevis' Grave long barrow and medieval cemetery Scheduled Ancient Monument (SAM) off Portsdown Hill road. With this, important archaeological features were discovered during the construction of the A3(M) motorway, so there is potential for previously unidentified deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This site is currently open farmland, which is easily viewed from the A27, the railway line and the Solent. As such, the site provides a break between the A3(M) and residential development to the west. Therefore, residential development would have a significant effect on the character of this site – careful design, layout and landscaping will be essential.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. The land is suitable for bats, reptiles and hazel dormice. There are also Tree Preservation Orders (TPOs) found on the site. As such, opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.</p> <p>The emerging Brent Goose and Solent Wader Strategy (2017) has identified the western part of the site as a Secondary Support Area and the east of the site as Low Use. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.</p>

**UE68 Forty Acres****Indicative no. of dwellings: 300**

The site was previously referred to as UE68 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). However, the site is currently used for agricultural purposes. The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 1. As such, the site contains the best and most versatile agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located adjacent to the A2030 Havant Road, which provides bus services every 15 to 30 minutes to Portsmouth, Leigh Park and Havant Town Centre via bus routes 21 and 23 which are operated by Stagecoach. In addition, National Cycle Route 222 is situated to the west of the site and provides an on and off road cycle route between Waterlooville and Portsmouth. The site is also approximately 1.5km from Bedhampton train station. As such, there are opportunities for sustainable modes of transport. Nevertheless, the footpath along Havant Road (A2030) is situated some distance from local shops and facilities; therefore car use is still likely.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**UE68 Forty Acres****Indicative no. of dwellings: 300**

The site was previously referred to as UE68 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 90 affordable dwellings.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is well located for bus, road and cycle access but future residents of development on this site may be likely to travel by car to access services and facilities; especially with regard to surrounding town and district centres, as well as convenience stores.

**Supporting Commentary:**

The site's proximity to bus routes, the national cycle network, various opportunities for informal recreation and scale of affordable housing generation has meant that the site has been assessed positively against a number of objectives. In addition, the assessment of objective 4 could be improved by incorporating low carbon design. Nevertheless, a number of uncertainties have arisen due to the site's previous and current uses, as well as surrounding landscape. Sensitive planning will need to be demonstrated through the development management process; a number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against a number of the uncertain objectives at the next stage of the Local Plan process.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objectives 5 and 9. This is because the site's southern sections are identified as flood zone 2 and 3 and due to the site containing the best and most versatile (BMV) agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2.

## Recommendations:

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Noise Impact Assessment and Contaminated Land Investigated Report are submitted and inform the layout of the site.

These will assist in reducing the uncertainties related to objective 3. The findings of these reports should help secure an acceptable relationship between the new dwellings and the railway line and the A27/A3(M) through separation and/or appropriate mitigation measures.

- b. Residential development should be planned for in the northern section of the site as to avoid flood zones 2 and 3.

This will specifically improve the assessment of the site against objective 5, however, consequently it will also improve the assessment against objectives 3, 4 and 8 as the development will; 1) provide public open space for informal recreation; 2) will also allow for the natural environment to help mitigate and adapt to climate change and; 3) provide areas for Brent Goose and Solent Wader mitigation.

- c. A Heritage Statement will need to be submitted and inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- d. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- e. An Arboricultural Assessment is undertaken which informs the design and layout of the site. The scheme will need to retain and integrate the protected trees found on the site.

This will assist in reducing the uncertainty related to objective 8 by retaining protected trees. This will maintain the connectivity of the existing ecological network; with an opportunity to further enhance such networks through buffers and further planting.

- f. Provisions for community food growing (e.g. allotments and community orchards) are included in the allocation policy for this site as highlighted in the Local Plan Housing Statement (2016).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for allotments will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

- g. A convenience store is provided at the gateway point to the site.

The scale of the site will be able to accommodate a small-scale convenience store outside of the town, district and local centres (in line with Policy C8). This will allow residents to travel on foot and bike increasing the access to everyday convenience needs and facilities. In doing so, this will improve the assessment against objectives 11 and 14.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.



**UE75 Helmsley House**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 15 dwellings will help meet this objective, providing about 5 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is located close to Hollybank Wood and Southleigh Forest. Opportunities for informal recreation exist in these locations. In addition, Havant Leisure Centre is located approximately 2km away. Nevertheless, there is recorded evidence of landfill or probable landfill on the site.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities. The transport options above will help minimise the Borough's greenhouse gas emissions.</p> <p>However, it is acknowledged that prospective residents may be more tempted to use the car in this location due to the limited access to local shops, services and facilities. Nevertheless, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and use public transport infrastructure.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not within flood zone 2 or 3.

**UE75 Helmsley House**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The site is in close proximity to East Leigh House which is a Grade II listed building. Helmsley House itself may also be worthy of retention and incorporation into any new development on the site.</p> <p>There is some limited potential for previously unidentified archaeological deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Helmsley House may not be a listed building but has been identified as worthy of retention. There is currently a distinctive character. Future development would need to be very carefully considered, particularly with regard to density, layout and design, to ensure the qualities of the building and its setting are maintained.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The area and its surroundings are likely to be used by Bechstein's bat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required. There are also two trees on the site which are protected under Tree Preservation Orders (TPOs).
Obj 9	Protect and conserve natural resources	<p>The site consists of a dwelling and its residential curtilage; as such the site is partly previously developed land (PDL).</p> <p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible. However, due to the small area of the site (2ha) it may be unlikely that prior extraction will be feasible. Portsmouth Water has also confirmed that the site is within Groundwater Special Protection Zone (SPZ) 1c</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE75 Helmsley House**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The nearest bus stops are around 600m or more away along Bartons Road, Southleigh Road and Horndean Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities.</p> <p>Delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide about 5 affordable dwellings. However, these will not be in close proximity to local shops, services and community facilities. The development of the nearby new community of Southleigh and greater transport infrastructure provisions may be able to address this.

**UE75 Helmsley House**  
**Indicative no. of dwellings 15**

This is a new site which was not previously included in the Core Strategy (2011) or the Allocations Plan (2014). The site was submitted during the summer 2016 public consultation and thus referred to in the Local Plan Housing Statement (2016) as having uncertain potential.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The nearest bus stops are around 600m away along Bartons Road. The nearest Railway Station is Warblington which is 2km away. A number of existing cycle routes along Southleigh and Horndean Roads are nearby however Bartons Road itself is not identified as a sign-posted cycle route on the Havant Borough Cycle Network Map 2017. The site is within walking distance to the New Lane Employment Area and thus employment opportunities.</p> <p>However, it is acknowledged that prospective residents may be more tempted to use the car in this location due to the limited access to local shops, services and facilities. Nevertheless, the new community of Southleigh along with further developments along Bartons Road may open more opportunities to cycle and use public transport infrastructure.</p>

**Supporting Commentary:**

The site has been assessed positively against a number of objectives as the site contains previously developed land (PDL) and can access a number of informal recreational opportunities in Hollybank Wood and Southleigh Forest. Nevertheless, the site is not in the most accessible location for local shops, services and facilities and this has resulted in uncertainties against objectives 4 and 14. The above assessments have acknowledged that improvements to the public transport provision, pedestrian and cycling routes will need to be made in order to prevent likely use of the car. The development of a number of sites in this area, including the new community of Southleigh may help reduce the isolation of this part of the Borough by collectively providing greater infrastructure provision and access to public transport. In addition, the assessment of objective 4 could be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement is submitted and informs the design and layout of the site with regard to East Leigh House, as well as the possible retention of Helmsley House.

This will assist in reducing the uncertainty related to objective 6.

- b. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- c. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in increasing the positive assessment of objective 9 by making sure that minerals can be extracted prior to development.

## **Overall Recommendation:**

This site is recommended for inclusion in the Draft Local Plan 2036 providing that the above recommendations are included in the policy requirements for this site.

**UE83 Land to the east of Manor Farm Close.**  
**Indicative no. of dwellings 250**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 250 dwellings will help meet this objective, providing about 75 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is less than 700m away from the Avenue Lawn Tennis, Squash and Fitness Club, and is also located close to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester. The site is about mile (1.5km) away from Havant Town Centre where there are further opportunities for formal recreation. The site is also directly adjacent to the play space from the Manor Farm development and in close proximity to the Stride Community Centre</p> <p>However, the western section of the site is in close proximity to the A27 and the railway line runs along the site's southern border.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is just over 400m away from Warblington Railway Station and is also within close proximity to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester. Southleigh Road is also a sign posted cycle network link according to the Havant Borough Cycle Network Map 2017. In addition, the site is within walking distance to bus stops along Southleigh Road and Emsworth Road which provide services to Emsworth and Rowlands Castle (First 27 and Emsworth &amp; District), as well as Chichester, Havant Town Centre and Portsmouth (Stagecoach 700) every 30 minutes respectively. The site is also within walking distance to Warblington Secondary School.</p> <p>From the above, the proximity of the site to various modes of public and alternative transport options is likely to reduce the use of the car. This would help to minimise the Borough's greenhouse gas emissions.</p> <p>It is however acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required</p>

**UE83 Land to the east of Manor Farm Close.**  
**Indicative no. of dwellings 250**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not identified in flood zones 2 and/or 3. However, consultation with the Environment Agency (EA) for the Southleigh Masterplan Design Workshops (March 2017) highlighted the work of the EA on the site and the presence/need for attenuation zones. The development of this site will therefore hinder the work of the EA.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the site's location and lack of previous development, there is a high potential for previously unidentified archaeological deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site.  As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site and is on the edge of existing residential development. The development of this site would have an effect on what is currently undeveloped land. However, sensitive connection and comprehensive master planning with the new community of Southleigh could create a new distinctiveness and sense of place within this area of the Borough by providing consistencies in terms of design and landscaping.  As such, the development of this site alone would not strengthen local distinctiveness and sense of place; however, the incorporation of the site with Southleigh does have the potential to do this through sensitive planning and consideration.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site; therefore, development of the site would have an impact on biodiversity and geodiversity. A number of Tree Preservation Orders (TPOs) are also found on the site.  The emerging Solent Waders and Brent Goose Strategy (2017) has not identified the site as being used by Solent Waders and/or Brent Geese.



**UE83 Land to the east of Manor Farm Close.**  
**Indicative no. of dwellings 250**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has confirmed that the western section of the site lies in Groundwater Source Protection Zone (SPZ) 1c.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grades 1 and 2. Therefore, the site contains the best and most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	<p>The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.</p>
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is just over 400m away from Warblington Railway Station and is also within close proximity to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester. Southleigh Road is also a sign posted cycle network link according to the Havant Borough Cycle Network Map 2017. In addition, the site is within walking distance to bus stops along Southleigh Road and Emsworth Road which provide services to Emsworth and Rowlands Castle (First 27 and Emsworth &amp; District), as well as Chichester, Havant Town Centre and Portsmouth (Stagecoach 700) every 30 minutes respectively. The site is also within walking distance to Warblington Secondary School. From the above, the proximity of the site to various modes of public and alternative transport options is likely to reduce the use of the car.</p> <p>Delays to the Borough-wide Transport Assessment (TA) has meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>



**UE83 Land to the east of Manor Farm Close.**  
**Indicative no. of dwellings 250**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The development has the potential to provide about 75 new affordable homes in close proximity to the Stride Community Centre, Warblington Secondary School and Warblington Railway Station.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is just over 400m away from Warblington Railway Station and is also within close proximity to National Cycle Route 2 (on-road route) which links Havant Town Centre, Emsworth and Chichester. Southleigh Road is also a sign posted cycle network link according to the Havant Borough Cycle Network Map 2017. In addition, the site is within walking distance to bus stops along Southleigh Road and Emsworth Road which provide services to Emsworth and Rowlands Castle (First 27 and Emsworth &amp; District), as well as Chichester, Havant Town Centre and Portsmouth (Stagecoach 700) every 30 minutes respectively. The site is also within walking distance to Warblington Secondary School. From the above, the proximity of the site to various modes of public and alternative transport options is likely to reduce the use of the car.</p> <p>Moreover, the site is just over one mile (1.5km) away from Havant Town Centre where there is access to local shops, services and facilities. As shown above, a number of facilities are accessible by train, bus, bike and walking ensuring easy access to services and facilities through a range of transport options.</p>

### **Supporting Commentary:**

The site has been assessed positively against five of the objectives due to the site's close proximity to bus stops, the Warblington Railway Station, as well as the opportunity for walking and cycling to a number of educational, sport and town centre facilities. The scale of potential affordable housing generation has also been assessed positively. The assessment of objective 4 could be further improved through the incorporation of low carbon design.

However, uncertainties have arisen against objectives 3, 6 and 8. With regard to objective 3, the western section of the site is in close proximity to the A27. A Noise Impact Assessment would need to be carried out to support an application; the findings of this report should help inform the design and layout of a scheme in order to secure an acceptable relationship between the new dwellings with the railway line and the A27 through separation and/or appropriate mitigation measures. For the uncertainty raised against objective 6 and 8 however, a Heritage Statement and Arboricultural Assessment will need to be submitted to help inform the design and layout of a proposal.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036.

The site was assessed negatively against objectives 7 and 9. In regard to objective 9, this is due to the site containing BMV agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2. As for objective 7, the development of the site would have an effect on what is currently undeveloped land. The site was also assessed as a "strong negative effect" against objective 5 due to the identification of the site by the Environment Agency (EA) for attenuation zones. These matters would be better addressed if considered comprehensively as part of the wider Southleigh site.

### **Overall Recommendation:**

**This site is not recommended for inclusion in the Draft Local Plan 2036 on its own for residential development.** It is considered that due to the "strong negative effect" against objective 5, along with the "negative effects" against objectives 7 and 9; it would be more appropriate to join the site with the adjacent Southleigh Strategic Site so that the appropriate mitigation measures can be planned for and delivered.

# Appendix 10

## Hayling Island – Proposed Housing Sites

### UE15 Manor Nurseries

**Indicative no of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 15 dwellings will help meet this objective, providing about 5 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Access to Hayling Seafront and various parks could be achieved through walking, cycling and bus. However, it is acknowledged that the site is not in close proximity to any opportunities for informal and formal recreation.</p> <p>Opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p> <p>Due to the site's previous use as a plant nursery, there is potential for ground contamination (as fuel storage is likely). With this, the site is also within a Radon Class 2 area.</p>

**UE15 Manor Nurseries****Indicative no of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located less than 1km from West Town Local Centre which provides access to local shops, services and facilities. The Brights Lane bus stops (off Manor Road (A3023) are served by Stagecoach services 30/31 which provide a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. As such, prospective residents will be able to access shops, services and facilities via walking, cycling and bus.</p> <p>Nevertheless, it is acknowledged that residents are likely to be dependent on the car. This is due to the site being on the edge of residential development, as well as the need to travel off the island for employment opportunities and access to further services. This will contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan, where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>With this, though the site is a combination of previously developed land (PDL) and greenfield, the loss of any open green space will reduce the ability of the natural environment to help adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The site is a combination of previously developed land (PDL) and greenfield land. The site is in flood zone 1 .</p> <p>It is however acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.</p>

**UE15 Manor Nurseries****Indicative no of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The site is in close proximity to a number of Grade II listed buildings and buildings of local interest. With this, given the location there is potential for previously unidentified archaeology of prehistoric and Roman date. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site.</p> <p>As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The site is a combination of previously developed land (PDL) and greenfield land (current used as a plant nursery). The site is bordered by residential development to the south, as well as Manor Road (A3023) to the east. The design and layout of the development of the site will need to be mindful of the two-storey residential area to the south; otherwise, due to the small-scale, the development of the site is not considered to diminish the character and appearance of the landscape and townscape.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>Even though the site is partly previously developed land (PDL); it is still likely to support common and widespread bat activity, nesting birds and common reptiles. Moreover, the site is considered to have low ecological value.</p> <p>The emerging Solent Waders and Brent Goose Strategy (2017) does not identify the site as being used by Solent Waders and Brent Geese; however, the site is adjacent to a primary support area.</p>
Obj 9	Protect and conserve natural resources	<p>The site is not in the Mineral Safeguarding Area (MSA). Whilst the site is only part greenfield, DEFRA's Magic Map tool indicates that the site contains Grade 2 agricultural land. As such, the site contains the best most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	<p>The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.</p>

**UE15 Manor Nurseries****Indicative no of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is located less than 1km from West Town Local Centre which provides access to local shops, services and facilities. The Brights Lane bus stops (off Manor Road (A3023)) are served by Stagecoach services 30/31 which provide a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan, where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>The Borough has 18 areas within the 20% most deprived areas in England; one of these is found in West Hayling. A residential development of this size will generate about 5 affordable dwellings close to the above area. These dwellings will be located within 1km of West Town Local Centre (with access to shops, services and facilities) as well as Hayling bus stops off Manor Road (A3023).</p> <p>Nevertheless, it is acknowledged that these affordable units will be on the edge of the existing residential area.</p>

**UE15 Manor Nurseries****Indicative no of dwellings: 15**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located less than 1km from West Town Local Centre which provides access to local shops, services and facilities. The Brights Lane bus stops (off Manor Road (A3023)) are served by Stagecoach services 30/31 which provide a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes.</p> <p>As such, the site is within easy and equitable access to local services, facilities and opportunities. Nonetheless, there are not many employment opportunities on the island; as such residents would be reliant on accessing work either on the mainland or in Portsmouth. As such, access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**Supporting Commentary:**

The site was assessed positively against five of the objectives due to the potential for affordable housing generation, as well as the fact that the site is in flood zone 1 and incorporates some previously developed land (PDL). The site is also within 1km of West Town Local Centre; though not in close proximity, prospective residents will still be able to access the local centre via walking and cycling. Nevertheless, uncertainty still remains over the highway capacity of Hayling Island and therefore access to a greater variety of services, facilities and opportunities off the island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

The uncertainty raised in objective 12 will be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. In addition, recommendations for this site have been suggested below which may help improve the site's assessment against the uncertain objectives 6 and 8 at the next stage of the Local Plan process. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development. This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objectives 3 and 9. The latter was because the site contains the best and most versatile (BMV) agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2. Whereas the former was due to the potential for contaminated land associated with the site's current use as plant nursery. A recommendation regarding the assessment of objective 3 can be found below.

### **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Contaminated Land Investigation Report will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the negative assessment against objective 3.

- b. A Heritage Statement is submitted to inform the layout of the site.

The design and layout will need to respect the setting of the nearby Grade II listed and historic buildings. This will assist in reducing the uncertainties related to objective 6

- c. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- d. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

This follows on from advice given by Natural England as the site is located adjacent to a Primary Support Area for Brent Geese and Solent Waders. This recommendation will assist in reducing some of the uncertainties related to objective 8.

### **Overall Recommendation:**

There is significant uncertainty related to the site's assessment against objectives 4, 11 and 14 due to the remaining uncertainty regarding the highway capacity on Hayling Island. The Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment are currently underway but have not informed the Draft Local Plan 2036.

**As such, it is recommended that the site is highlighted in the Draft Local Plan 2036 so that further site specific insights can be gained from public consultation.** This must be outlined within all of the potential sites for Hayling Island and Langstone. The site will be reassessed following the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment, as to whether it should be included in the pre-submission version of the Local Plan 2036.



**UE18 Sinah Lane****Indicative no of dwellings: 160**

The site was previously referred to as UE18 in the Draft Local Plan Housing Statement. However, it was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 160 dwellings will help meet this objective, providing about 48 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Besides the close proximity to the coast and Hayling Seafront, the site is also adjacent to the Hayling Billy Trail which provides a walking and cycling route to the north of the island and onto the mainland. However, it is acknowledged that some of the Billy Trail are not sufficient for cyclists and improvements are needed.</p> <p>The site is also near to Hayling Park where there are further opportunities for informal recreation and also includes Hayling Cricket Club and the Hayling Island Community Centre. As part of Policy E2, any potential development would also need to provide public open space on site. The Beachlands Golf Course and Hayling Golf Course are also nearby.</p> <p>Nevertheless, opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p>

**UE18 Sinah Lane****Indicative no of dwellings: 160**

The site was previously referred to as UE18 in the Draft Local Plan Housing Statement. However, it was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located less than 400m away from West Town Local Centre which provides access to local shops, services and facilities. The site is adjacent to the Hayling Billy Trail which forms part of National Cycle Route 2 (though it is acknowledged that surface improvements are required). The national cycle route provides a mostly off-road route to Havant Town Centre and also provides a route to Eastney and Milton and onto Gunwharf Quays in Portsmouth City via the Hayling Island Ferry. The Hayling Island Ferry (pedestrians and bicycles only) to Portsmouth runs every 40 to 60 minutes. Though not signposted, Sinah Lane/Park Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017. The bus stop off Furniss Way is served by Stagecoach 31 which provides a service from Eastoke to Havant Town Centre every 30 minutes. As such, there are a number of opportunities for alternative modes of transport to the car.</p> <p>Nevertheless, it is acknowledged that residents are likely to be dependent on the car. This is due to the need to travel off the island for employment opportunities and access to further services. This will contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>With this, the loss of open green space will reduce the ability of the natural environment to help mitigate against climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The site does not lie within flood zones 2 or 3. Nevertheless, surface water flooding has been documented. There is a complex drainage system in the area which is affected by tide locking, coastal change and tight levels; as such development of this site is likely to require drainage solutions and maintenance of systems beyond the site's boundary. On site flood risk management will need to be determined through the development management process.</p>

**UE18 Sinah Lane****Indicative no of dwellings: 160**

The site was previously referred to as UE18 in the Draft Local Plan Housing Statement. However, it was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>Given the location there is moderate potential for previously unidentified archaeology of prehistoric and Roman date. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site.</p> <p>As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>It is accepted that the development of this site will have a significant effect on what is currently open landscape. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character.</p> <p>The Landscape Character Assessment identifies this site within the larger land parcel of 31.1, which has a medium/low capacity for change. However, as indicated on page 405, the assessment identifies that UE18 (as part of the larger land parcel of 31.1) is the least sensitive landscape area within 31.1, indicating that there may be capacity for change.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. The land has potential for bats and reptiles. The site is also in close proximity to Langstone Harbour which contains SSSI, SPA, SAC and Ramsar designations.</p> <p>The site was previously identified as “uncertain” for Solent Waders and Brent Geese. However, the emerging Solent Waders and Brent Goose Strategy (2017) identifies the site as a Primary Support Area. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.</p> <p>As such, opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.</p>
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). However, DEFRA's Magic Map tool indicates that the site contains Grade 3a agricultural land. As such, the site contains the best most versatile (BMV) agricultural land.

**UE18 Sinah Lane****Indicative no of dwellings: 160**

The site was previously referred to as UE18 in the Draft Local Plan Housing Statement. However, it was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is located less than 400m away from West Town Local Centre which provides access to local shops, services and facilities. The site is adjacent to the Hayling Billy Trail which forms part of National Cycle Route 2 (though it is acknowledged that surface improvements are required). The national cycle route provides a mostly off-road route to Havant Town Centre and also provides a route to Eastney and Milton and onto Gunwharf Quays in Portsmouth City via the Hayling Island Ferry. The Hayling Island Ferry (pedestrians and bicycles only) to Portsmouth runs every 40 to 60 minutes. Though not signposted, Sinah Lane/Park Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017.</p> <p>The bus stop off Furniss Way is served by Stagecoach 31 which provides a service from Eastoke to Havant Town Centre every 30 minutes.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**UE18 Sinah Lane****Indicative no of dwellings: 160**

The site was previously referred to as UE18 in the Draft Local Plan Housing Statement. However, it was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>Delays to the sub-regional PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy have meant that the studies were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The Borough has 18 areas within the 20% most deprived areas in England; one of these is found in West Hayling. A residential development of this size will generate about 48 affordable dwellings close to the above area. These dwellings will be located within 400m of a local centre (with access to shops, services and facilities) as well as Hayling Park and Hayling Seafront. As such, there is the potential to create a socially inclusive community through the provision of local services and facilities nearby.

**UE18 Sinah Lane****Indicative no of dwellings: 160**

The site was previously referred to as UE18 in the Draft Local Plan Housing Statement. However, it was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located less than 400m away from West Town Local Centre which provides access to local shops, services and facilities. The site is adjacent to the Hayling Billy Trail which forms part of National Cycle Route 2 (though it is acknowledged that surface improvements are required). National Cycle Network 2 provides a mostly off-road route to Havant Town Centre and also provides a route to Eastney and Milton and onto Gunwharf Quays in Portsmouth City via the Hayling Island Ferry. The Hayling Island Ferry (pedestrians and bicycles only) to Portsmouth runs every 40 to 60 minutes. Though not signposted, Sinah Lane/Park Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017. The bus stop off Furniss Way is served by Stagecoach 31 which provides a service from Eastoke to Havant Town Centre every 30 minutes. In addition Furniss Way is the island's key employment area.</p> <p>As such, the site is within easy and equitable access to local services, facilities and opportunities including educational facilities and opportunities for informal recreation at Hayling Park and Hayling Seafront, as well as employment along Furniss Way. Nonetheless, employment opportunities are limited on the island in general; as such residents would be reliant on accessing work either on the mainland or on Portsea Island. As such, access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

### **Supporting Commentary:**

The site was assessed positively against four of the objectives due to the site's affordable housing generation potential and its close proximity to a number of informal and formal recreational opportunities at Hayling Park and Hayling Seafront. However, seven objectives have been assessed as uncertain due to the site's location on Hayling Island. Although the site is well located in terms of easy access to local shops, facilities and services via walking, cycling and bus; uncertainty still remains over the highway capacity of Hayling Island and therefore access to a greater variety of services, facilities and opportunities off the island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

The uncertainty raised in objective 12 will be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the Pre-Submission version of the Local Plan 2036. In addition, recommendations for this site have been suggested below which may help improve the site's assessment against the uncertain objectives 5, 6, 7 and 8 at the next stage of the Local Plan process. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development. This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objective 9. This is because the site contains the best and most versatile (BMV) agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2.

### **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. A Flood Risk Assessment (FRA) is submitted and informs the design and layout of the scheme, including mitigation measures.

This will assist in reducing the uncertainty related to objective 5.

- b. A Heritage Statement is submitted to inform the layout of the site.

This will assist in reducing the uncertainty related to objective 6.

- c. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- d. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

This follows on from advice given by Natural England and will assist in reducing some of the uncertainties related to objective 8.

- e. Provisions for community food growing (e.g. allotments and/or community orchards etc.) are included in the allocation policy for this site as it contains BMV agricultural land and is over 50 dwellings (following the guidance from Policy E2).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

### **Overall Recommendation:**

There is significant uncertainty related to the site's assessment against objectives 4, 11 and 14 due to the remaining uncertainty regarding the highway capacity on Hayling Island<sup>14</sup>. The Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment are currently underway but have not informed the Draft Local Plan 2036.

**As such, it is recommended that the site is highlighted in the Draft Local Plan 2036 so that further site specific insights can be gained from public consultation.** This must be outlined within all of the potential sites for Hayling Island and Langstone. The site will be reassessed following the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment, as to whether it should be included in the pre-submission version of the Local Plan 2036.

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<sup>14</sup> As referred to in the Sustainability Appraisal (November 2016) of the Local Plan Housing Statement



**UE36 Mengham Field, Tournerbury Lane**  
**Indicative no of dwellings: 120**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE36. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as the site is in the Chichester Harbour AONB and a large proportion of the site is in Flood Zone 3. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 120 dwellings will help meet this objective, providing about 36 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Besides the close proximity to the coast and Hayling Seafront, the site is also in close proximity to Tournerbury Golf Centre, the Royal British Legion and the allotments off Palmerston Road.</p> <p>As part of Policy E2, any potential development would also need to provide public open space on site.</p> <p>However, opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p>

**UE36 Mengham Field, Tournurbury Lane**  
**Indicative no of dwellings: 120**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE36. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as the site is in the Chichester Harbour AONB and a large proportion of the site is in Flood Zone 3. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is around 100m away from Gable Head Local Centre and over 1km away from Mengham District Centre. The site is also in close proximity to the Mengham Primary Schools, Hayling College and the Hayling Island Library. There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. As such, prospective residents can easily access local shops, services and facilities via walking, cycling and bus. Tournurbury Lane is highlighted as a suggested cycle route (though not signposted) in the Havant Borough Cycle Network Map 2017 which connects to National Cycle Route 2 via St Mary's Road. It is acknowledged however, that the Hayling Billy Trail, which forms part of National Cycle Route 2, may not be in the most appropriate condition for cyclists in some sections and that improvements need to be made.</p> <p>It is also acknowledged that residents are likely to be dependent on the car. This is due to the need to travel off the island for employment opportunities and access to further services. This will contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>With this, the loss of open green space will reduce the ability of the natural environment to help adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The southern part of the site lies within flood zones 2 and 3. The remainder of the site has been identified as flood zone 1 by the site's agent. As such, the site's layout and design will be critical to ensuring development would be safe from flooding.</p> <p>It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.</p>

**UE36 Mengham Field, Tournurbury Lane**  
**Indicative no of dwellings: 120**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE36. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as the site is in the Chichester Harbour AONB and a large proportion of the site is in Flood Zone 3. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the location there is moderate potential for previously unidentified archaeology deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The site lies within the Chichester Harbour Area of Outstanding Natural Beauty (AONB). Paragraph 115 of the NPPF confirms that AONBs have the highest status of protection in relation to landscape and scenic beauty. With this, the Landscape Character Assessment identifies this site within land parcel 31.6 (page 367). This land parcel has a low capacity for the landscape to accept change.</p> <p>Therefore, development of this site is likely to have a significant effect on the character and appearance of the landscape. Furthermore, it is not considered possible for development to conserve and enhance the special qualities of the Chichester Harbour AONB.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. A number of Tree Preservation Orders (TPOs) are found on the site. The site is also adjacent to the Chichester Harbour SPA, SAC, SSSI and Ramsar site. With this, the site is located within the Chichester Harbour AONB.</p> <p>The site was identified as uncertain for Solent Waders and Brent Geese. The emerging Solent Waders and Brent Goose Strategy also identifies the site as uncertain. As such, three years of continuous survey effort, with the site kept in a condition suitable for use by Solent Waders and Brent Geese, will be required to ascertain that the species are not present. If this cannot be demonstrated then the requirements of Policy E17 will need to be met.</p>
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). However, DEFRA's Magic Map tool indicates that the site contains Grade 3a agricultural land. As such, the site contains the best and most versatile (BMV) agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE36 Mengham Field, Tournurbury Lane**  
**Indicative no of dwellings: 120**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE36. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as the site is in the Chichester Harbour AONB and a large proportion of the site is in Flood Zone 3. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is around 100m away from Gable Head Local Centre and over 1km away from Mengham District Centre. The site is also in close proximity to the Mengham Primary Schools, Hayling College and the Hayling Island Library. There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. As such, prospective residents can easily access local shops, services and facilities via walking, cycling and bus. Tournurbury Lane is highlighted as a suggested cycle route (though not signposted) in the Havant Borough Cycle Network Map 2017 which connects to National Cycle Route 2 via St Mary's Road. It is acknowledged however, that the Hayling Billy Trail, which forms part of National Cycle Route 2, may not be in the most appropriate condition for cyclists in some sections and that improvements need to be made.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**UE36 Mengham Field, Tournurbury Lane**  
**Indicative no of dwellings: 120**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE36. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as the site is in the Chichester Harbour AONB and a large proportion of the site is in Flood Zone 3. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate approximately 36 affordable dwellings in an area close to existing local shops, facilities and services, along with opportunities for informal recreation.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is around 100m away from Gable Head Local Centre and over 1km away from Mengham District Centre. The site is also in close proximity to the Mengham Primary Schools, Hayling College and the Hayling Island Library. There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. As such, prospective residents can easily access local shops, services and facilities via walking, cycling and bus. Tournurbury Lane is highlighted as a suggested cycle route (though not signposted) in the Havant Borough Cycle Network Map 2017 which connects to National Cycle Route 2 via St Mary's Road. It is acknowledged however, that the Hayling Billy Trail, which forms part of National Cycle Route 2, may not be in the most appropriate condition for cyclists in some sections and that improvements need to be made.</p> <p>As such, the site is within easy and equitable access to local services, facilities and opportunities. Nonetheless, there are not many employment opportunities on the island; as such residents would be reliant on accessing work either on the mainland or in Portsmouth City. Access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

### **Supporting Commentary:**

The site was only assessed positively against four objectives. This was only due to the site addressing housing need and the scale of potential affordable housing generation, as well as the possibilities of informal and formal recreation opportunities. Though the site is in close proximity to a number of local shops, services and facilities (including the Mengham Primary Schools, Hayling College and Hayling Island Library); there is uncertainty over the highway capacity of Hayling Island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

Moreover, results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will be required to ascertain whether the uncertainties related to objectives 4, 11 and 14 could be reduced.

The uncertainty raised in objective 12 could be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. In addition, the uncertainty related to objective 6 could be reduced through the submission of a Heritage Statement. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development. This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objectives 5 and 9. This was due to sections of the site being identified as flood zones 2 and 3, along with the site containing BMV agricultural land. The former could be addressed through the submission of a Flood Risk Assessment (FRA) to inform the design and layout of the site and propose development outside of the flood zone with appropriate flood risk mitigation also provided. As for objective 9, the Council's approach to BMV agricultural land is set out in Appendix 2.

The site was assessed as having a "strong negative effect" against objective 7. This was due to the site being situated within the Chichester Harbour Area of Outstanding Natural Beauty (AONB) and also being highlighted as an area with a low capacity to accept change in the Landscape Character Assessment (May 2015). It is, therefore, considered that the site's development could have an adverse impact on the special qualities of the AONB.

### **Overall Recommendation:**

Notwithstanding the strategic transport uncertainties related to Hayling Island and the Langstone area; **the site is not recommended for inclusion in the Draft Local Plan 2036.**

**UE47 Land north of Tournurbury Lane**  
**Indicative no of dwellings: 52**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE47. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as it was believed to be no longer available. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 52 dwellings will help meet this objective, providing about 16 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Besides the close proximity to the coast and Hayling Seafront, the site is also adjacent to Tournurbury Golf Centre and in close proximity to the Royal British Legion and the allotments off Palmerston Road.</p> <p>As part of Policy E2, any potential development would also need to provide public open space on site.</p> <p>However, opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p>



**UE47 Land north of Tournurbury Lane**  
**Indicative no of dwellings: 52**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE47. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as it was believed to be no longer available. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is around 100m away from Gable Head Local Centre and over 1km away from Mengham District Centre. The site is also in close proximity to the Mengham Primary Schools, Hayling College and the Hayling Island Library. There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. As such, prospective residents can easily access local shops, services and facilities via walking, cycling and bus. Tournurbury Lane is highlighted as a suggested cycle route (though not signposted) in the Havant Borough Cycle Network Map 2017 which connects to National Cycle Route 2 via St Mary's Road. It is acknowledged however, that the Hayling Billy Trail, which forms part of National Cycle Route 2, may not be in the most appropriate condition for cyclists in some sections and that improvements need to be made.</p> <p>It is also acknowledged that residents are likely to be dependent on the car to travel off the island and thus contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>With this, the loss of open green space will reduce the ability of the natural environment to help adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The site does not lie within flood zones 2 or 3. It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.</p>



**UE47 Land north of Tournurbury Lane**  
**Indicative no of dwellings: 52**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE47. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as it was believed to be no longer available. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The Tournur Bury Scheduled Ancient Monument lies to the south west of the site. In addition, given the previously undeveloped nature of the site, there is potential for previously unidentified archaeology deposits. However the development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The Landscape Character Assessment identifies this site mostly within land parcel 31.4 (though the entrance falls within parcel 31.6). Land parcel 31.4 has a medium capacity to accept change.  The site is adjacent to the Chichester Harbour AONB. In addition, the northern boundary of the site exceeds that of the northern natural settlement boundary to the west. As the area is currently open undeveloped land, the development of this site in its current boundary area would change the character and appearance of the landscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The emerging Solent Waders and Brent Goose Strategy (2017) has identified the site as a Secondary Support Area. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.  Though not protected under a Tree Preservation Order (TPO), mature trees lie to the north and north west of the site.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). However, the GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 2. Therefore, the site is considered to be BMV agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE47 Land north of Tournurbury Lane**  
**Indicative no of dwellings: 52**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE47. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as it was believed to be no longer available. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is around 100m away from Gable Head Local Centre and over 1km away from Mengham District Centre. The site is also in close proximity to the Mengham Primary Schools, Hayling College and the Hayling Island Library. There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. As such, prospective residents can easily access local shops, services and facilities via walking, cycling and bus. Tournurbury Lane is highlighted as a suggested cycle route (though not signposted) in the Havant Borough Cycle Network Map 2017 which connects to National Cycle Route 2 via St Mary's Road. It is acknowledged however, that the Hayling Billy Trail, which forms part of National Cycle Route 2, may not be in the most appropriate condition for cyclists in some sections and that improvements need to be made.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 16 affordable dwellings within close proximity to Gable Head Local Centre, Hayling Island Library and educational facilities. As such, there is an opportunity to produce a socially inclusive development.

**UE47 Land north of Tournurbury Lane**  
**Indicative no of dwellings: 52**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referenced in the 9<sup>th</sup> edition (January 2017) of the Strategic Housing Land Availability Assessment (SHLAA) as UE47. The site was discounted in the SHLAA (9<sup>th</sup> Edition) as it was believed to be no longer available. However, it was resubmitted to the Council in the Call for Sites 2017.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is around 100m away from Gable Head Local Centre and over 1km away from Mengham District Centre. The site is also in close proximity to the Mengham Primary Schools, Hayling College and the Hayling Island Library. There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. As such, prospective residents can easily access local shops, services and facilities via walking, cycling and bus. Tournurbury Lane is highlighted as a suggested cycle route (though not signposted) in the Havant Borough Cycle Network Map 2017 which connects to National Cycle Route 2 via St Mary's Road. It is acknowledged however, that the Hayling Billy Trail, which forms part of National Cycle Route 2, may not be in the most appropriate condition for cyclists in some sections and that improvements need to be made.</p> <p>As such, the site is within easy and equitable access to local services, facilities and opportunities including educational facilities and opportunities for informal recreation at Hayling Park and Hayling Seafront. Nonetheless, there are not many employment opportunities on the island; as such residents would be reliant on accessing work either on the mainland or on Portsea Island. As such, access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

## **Supporting Commentary:**

The site was only assessed positively against four objectives. This was only due to the site addressing housing need and the scale of potential affordable housing generation, as well as the possibilities of informal and formal recreation opportunities. Though the site is in close proximity to a number of local shops, services and facilities (including the Mengham Primary Schools, Hayling College and Hayling Island Library); there is uncertainty over the highway capacity of Hayling Island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

The uncertainty raised in objective 12 could be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. With this, recommendations for this site have been suggested below which may help improve the site's assessment against objectives 6 and 8 at the next stage of the Local Plan process. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development. This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objectives 7 and 9. The latter is because the site contains the best and most versatile (BMV) agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2. The site was assessed negatively against objective 7 as the site is adjacent to Chichester Harbour AONB; plus the site's current boundary abuts the northern settlement boundary to the west. As such, the site (with its current boundary) is inappropriate in scale to the character of the surrounding area and would thus not protect, enhance and manage the character and appearance of the landscape and townscape.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement is submitted to inform the layout of the site.

This will assist in reducing the uncertainty related to objective 6.

- b. A Landscape and Visual Impact Assessment is submitted and informs the layout of the site.

This will assist in reducing the uncertainties related to objective 7 by informing the design and layout of the site around the setting of the Chichester Harbour AONB.

- c. The site's northern boundary is reduced (and thus the dwelling capacity is reduced in parallel) in line with the northern settlement boundary exhibited to the west (Eastwood Close).

This will help reduce the negative assessment against objective 7 by providing an appropriate setting to the edge of the existing settlement boundary. This would also propose a development that is appropriate in scale and form to the character of the area. In doing so, there is then the potential to provide open space on the remaining land in the north; this could help further improve the assessment of objective 3.

- d. An Ecological Assessment and Arboricultural Assessment are submitted to inform the design and layout of the scheme. From this, the scheme should retain and integrate the trees and hedgerows found on the site.

This will assist in reducing the uncertainty related to objective 8.

### **Overall Recommendation:**

There is significant uncertainty related to the site's assessment against objective 4, 11 and 14 due to the overall uncertainty regarding the highway capacity of Hayling Island. The Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment are currently underway but have not informed the Draft Local Plan 2036.

As such, it is recommended that the site is highlighted in the Draft Local Plan 2036 with a reduced site area so that further site specific insights can be gained from public consultation. This must be outlined within all of the potential sites for Hayling Island and Langstone. The site will be reassessed following the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment as to whether it should be included in the pre-submission version of the Local Plan 2036.

**UE49 Northney and Sparkes Marinas****Indicative no of dwellings: 40****Indicative amount of employment floorspace: 1,000 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need, as well as creating high quality housing and employment floorspace will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 40 dwellings at Northney Marina will help meet this objective, providing about 12 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Prospective residents of Northney Marina will be within Chichester Harbour AONB and will also have access to a number of country walks including the Northney Coastal Path.</p> <p>Nevertheless, opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p> <p>Due to the site's previous use as a marina, there is recorded evidence of landfill or probable land fill on site.</p>

## UE49 Northney and Sparkes Marinas

**Indicative no of dwellings: 40**

**Indicative amount of employment floorspace: 1,000 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The nearest bus stops to Northney Marina are the bridge garage stops which are 500m away from the site. These can only be accessed via car or walking along Northney Road which does not currently have a footpath (although CIL funding has been awarded which will part fund its implementation). Northney Road is prone to flooding and lies within flood zones 2 and 3. Northney Road is a sign-posted cycle path on the Havant Borough Cycle Network Map 2017.</p> <p>There is the potential that the reasonably isolated nature of Northney Marina will mean that prospective residents are likely to be reliant on the car to access the mainland for local shops, facilities, services and employment opportunities. However, in terms of distance, the site is close to Langstone Technology Park, Broadmarsh Industrial Area and Havant Town Centre. As such, it is uncertain whether the site is likely to contribute to the Borough's greenhouse gas emissions.</p> <p>Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The access to Northney Marina lies within flood zones 2 and 3; in addition, western and southern sections of the site also lie in flood zones 2 and 3. The site also overlays a principle aquifer. As for Sparkes Marina, the site is entirely within flood zones 2 and 3; as such repairs to the sea wall may be essential to ensure the vitality of the marina.</p> <p>However, it is important to note that the residential development at Northney Marina will help pay for improvements to coastal defences around both marinas.</p>

## UE49 Northney and Sparkes Marinas

**Indicative no of dwellings: 40**

**Indicative amount of employment floorspace: 1,000 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Northney Marina is located on Duckard Point which is associated with the discovery of Bronze Age cremation and bronze tools. As such, there may be the potential for previously unidentified archaeological deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Both of the sites lie within the Chichester Harbour Area of Outstanding Natural Beauty (AONB); and are adjacent to the Chichester Harbour SPA, SAC and Ramsar site. Paragraph 115 of the NPPF confirms that AONBs have the highest status of protection in relation to landscape and scenic beauty. Nevertheless, as both sites are already established marinas and employment areas (and as such are classified as previously developed land [PDL]), there is an opportunity to protect, enhance and manage the existing landscape through sensitive design and layout. The Chichester Harbour AONB SPD should be used to inform the design of any future schemes.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>Both of the sites are previously developed land (PDL). The emerging Solent Waders and Brent Goose Strategy (2017) has not identified either of the sites as being used by Solent Waders or Brent Geese. Nevertheless, the emerging strategy does identify the land south, east and west of Northney Marina as primary and secondary support areas for the species. Similarly, the land to the north west of Sparkes Marina is identified as a core site. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development of either Marina.</p> <p>In addition, Northney Marina is adjacent to the North Common and Saltmarsh SINC and Sparkes Marina is adjacent to the Boatyard Patch SINC.</p>
Obj 9	Protect and conserve natural resources	Both sites are previously developed land (PDL) and are not in the Mineral Safeguarding Area (MSA).
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



## UE49 Northney and Sparkes Marinas

**Indicative no of dwellings: 40**

**Indicative amount of employment floorspace: 1,000 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The nearest bus stops to Northney Marina are the bridge garage stops which are 500m away from the site. These can only be accessed via car or walking along Northney Road which does not currently have a footpath (although CIL funding has been awarded which will part fund its implementation). Northney Road is prone to flooding and lies within flood zones 2 and 3. Northney Road is a sign-posted cycle path on the Havant Borough Cycle Network Map 2017.</p> <p>There is the potential that the reasonably isolated nature of Northney Marina will mean that prospective residents are likely to be reliant on the car to access the mainland for local shops, facilities, services and employment opportunities. However, in terms of distance, the site is close to Langstone Technology Park, Broadmarsh Industrial Area and Havant Town Centre.</p> <p>Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**UE49 Northney and Sparkes Marinas****Indicative no of dwellings: 40****Indicative amount of employment floorspace: 1,000 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>At present, there are not many employment opportunities on Hayling Island. The redevelopment of Northney Marina and repairs to the sea wall at Sparkes Marina will safeguard employment opportunities on the island which may help to reduce the poverty gap. With this, the proposed residential development at Northney Marina has the potential to generate 12 affordable dwellings.</p> <p>However, it is acknowledged that these affordable residential units will not be in close proximity to local shops, services and opportunities; though they will be in close proximity to the community of Northney and to the Hayling Bridge which provides access onto the mainland.</p>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The nearest bus stops to Northney Marina are the bridge garage stops which are 500m away from the site. These can only be accessed via car or walking along Northney Road which does not currently have a footpath (although CIL funding has been awarded which will part fund its implementation). Northney Road is prone to flooding and lies within flood zones 2 and 3. Northney Road is a sign-posted cycle path on the Havant Borough Cycle Network Map 2017.</p> <p>There is the potential that the reasonably isolated nature of Northney Marina will mean that prospective residents are likely to be reliant on the car to access the mainland for local shops, facilities, services and employment opportunities. However, in terms of distance, the site is close to Langstone Technology Park, Broadmarsh Industrial Area and Havant Town Centre.</p> <p>As such, access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

## Supporting Commentary:

The sites were assessed positively against four of the objectives. This was due to the combined redevelopment of the sites addressing housing need, providing and safeguarding high quality employment floorspace, potential affordable housing provision, as well as the fact that the sites are classified as previously developed land (PDL). Nevertheless, nine of the objectives were assessed as uncertain due to the site's location within the Chichester Harbour AONB and Hayling Island. More specifically, uncertainty remains over the highway capacity of Hayling Island and therefore access to a greater variety of services, facilities and opportunities off the island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

The uncertainty raised in objective 12 will be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. In addition, recommendations for this site have been suggested below which may help improve the site's assessment against the remaining uncertain objectives 3, 5, 6, 7 and 8 at the next stage of the Local Plan process. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development. This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. A Contaminated Land Investigation Report (to include gas monitoring) will need to be submitted and inform the design and layout of the scheme at Northney Marina.

This will help reduce the uncertainty related to objective 3. Northney Marina's close proximity to the coast, Chichester Harbour and various coastal paths, would have resulted in a positive assessment against objective 3; however the evidence of recorded landfill is what resulted in the uncertainty of the site.

- b. A Flood Risk Assessment (FRA) is submitted to inform the design and layout of the proposed residential development for Northney Marina, which includes appropriate flood risk mitigation.

Sparkes Marina is situated in flood zones 2 and 3; however, the proposed repair to the sea wall may help reduce the threat and extent of flooding. Nevertheless, objective 5 was assessed as uncertain due to Northney Marina's site entrance, western and southern boundaries being located within flood zones 2 and 3. As residential development is proposed as part of the redevelopment of Northney Marina, a Flood Risk Assessment should be submitted to help inform the design and layout of the site with appropriate flood risk mitigation. This will help reduce the uncertainty related to objective 5.

- c. A Heritage Statement will need to be submitted to inform the layout of Northney Marina.

This will assist in reducing the uncertainty related to objective 6.

- d. A Landscape and Visual Impact Assessment is submitted to inform the design and layout of the redevelopment of the Marinas. In addition, the design principles in the Chichester Harbour AONB SPD should be adhered to.

As the Marinas are situated within Chichester Harbour AONB, sensitive planning and design will be essential to ensure that the landscape is protected, enhanced and managed. As the Marinas are already established employment areas and thus previously developed land (PDL); there is the opportunity to enhance the setting of the sites within the AONB in accordance with the design principles set out in the SPD.

- e. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

This follows on from advice given by Natural England as the sites are located adjacent to Core, Primary Support and Secondary Support Areas for Brent Geese and Solent Waders. This recommendation will assist in reducing some of the uncertainties related to objective 8.

### **Overall Recommendation:**

There is significant uncertainty related to the site's assessment against objective 4, 11 and 14 due to the remaining uncertainty regarding the highway capacity of Hayling Island. The Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment are currently underway but have not informed the Draft Local Plan 2036.

**As such, it is recommended that the site is highlighted in the Draft Local Plan 2036 so that further site specific insights can be gained from public consultation.** This must be outlined within all of the potential sites for Hayling Island and Langstone. The site will be reassessed following the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment as to whether it should be included in the Pre-Submission version of the Local Plan 2036.

**UE60 Land north of Selsmore Road**  
**Indicative no of dwellings: 45**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 45 dwellings will help meet this objective, providing about 14 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Besides the close proximity to the coast and Hayling Seafront, the site is also near to Mengham Park (which includes children's play equipment) where there are further opportunities for informal recreation.</p> <p>Nevertheless, opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is situated between Mengham District Centre and Rails Lane Local Centre (both about 500m away) which both provide access to local shops, services and facilities (including Hayling Island Health Centre). The site entrance is next to the North Crescent bus stop, with further bus stops situated further down Rails Lane. These are served by Stagecoach services 30/31 which provide a service from Eastoke to Havant Town Centre (via Hayling West) every 30 minutes. Selsmore Road itself is identified as a suggested cycle link (though not sign posted) in the Havant Borough Cycle Network Map 2017. As such, there are a number of opportunities for alternative modes of transport to the car.</p> <p>Nevertheless, it is acknowledged that residents are likely to be dependent on the car. This is due to the need to travel off the island for employment opportunities and access to further services. This will contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>With this, the loss of open green space will reduce the ability of the natural environment to help adapt to climate change. On site mitigation measures may be required.</p>

**UE60 Land north of Selsmore Road**  
**Indicative no of dwellings: 45**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The entrance to the site lies in flood zones 2 and 3. As such, the design and layout will be critical to ensuring no increase to flood risk. On site flood risk management will need to be determined through the development management process.</p> <p>It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.</p>
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the location there is moderate potential for previously unidentified archaeology deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>This is a greenfield site and is on the edge of existing residential development. It is accepted that the development of the site will have an effect on what is currently undeveloped land. In addition, the site is adjacent to, though not within, the Chichester Harbour AONB.</p> <p>The Landscape Character Assessment identifies this site within land parcel 31.6 (page 367). This land parcel has a low capacity for the landscape to accept change. Nevertheless, due to the site's scale of development and proximity to adjacent residential development and the existing road network, the site is considered to be suitable for development if careful consideration is given to the proximity of the site to the AONB – as such, the Council's Chichester Harbour AONB SPD may need to be specifically considered.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. With this, the land is adjacent to the Chichester Harbour SSSI, SPA and Ramsar site together with the Solent Maritime SAC. There are also a number of hedgerows and trees on the site, though these are not protected by a Tree Preservation Order (TPO).
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). However, the GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 2. Therefore, the site is considered to be BMV agricultural land.

**UE60 Land north of Selsmore Road**  
**Indicative no of dwellings: 45**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is situated between Mengham District Centre and Rails Lane Local Centre (both about 500m away) which both provide access to local shops, services and facilities (including Hayling Island Health Centre). The site entrance is next to the North Crescent bus stop, with further bus stops situated further down Rails Lane. These are served by Stagecoach services 30/31 which provide a service from Eastoke to Havant Town Centre (via Hayling West) every 30 minutes. Selsmore Road itself is identified as a suggested cycle link (though not sign posted) in the Havant Borough Cycle Network Map 2017.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 14 affordable dwellings. These dwellings will be located between Mengham District Centre and Rails Lane Local Centre (with access to local shops, services and facilities) as well as Mengham Park and Hayling Seafront. As such, there is the potential to create a socially inclusive community through the provision of local services and facilities nearby.



**UE60 Land north of Selsmore Road**  
**Indicative no of dwellings: 45**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is situated between Mengham District Centre and Rails Lane Local Centre (both about 500m away) which both provide access to local shops, services and facilities (including Hayling Island Health Centre). The site entrance is next to the North Crescent bus stop, with further bus stops situated further down Rails Lane. These are served by Stagecoach services 30/31 which provide a service from Eastoke to Havant Town Centre (via Hayling West) every 30 minutes. Selsmore Road itself is identified as suggested cycle link (though not sign posted) in the Havant Borough Cycle Network Map 2017.</p> <p>As such, the site is within easy and equitable access to local services, facilities and opportunities. These include educational facilities and opportunities for informal recreation at Mengham Park and Hayling Seafront. Nonetheless, there are not many employment opportunities on the island; as such residents would be reliant on accessing work either on the mainland or on Portsea Island. As such, access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>



## **Supporting Commentary:**

The site was assessed positively against four of the objectives due to the site's affordable housing generation potential and its close proximity to a number of informal and formal recreational opportunities at Mengham Park and Hayling Seafront. However, six objectives have been assessed as uncertain due to the site's location on Hayling Island. Although the site is well located in terms of easy access to local shops, facilities and services via walking, cycling and bus; uncertainty still remains over the highway capacity of Hayling Island and therefore access to a greater variety of services, facilities and opportunities off the island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

The uncertainty raised in objective 12 will be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. With this, recommendations for this site have been suggested below which may help improve the site's assessment against objectives 6 and 8 at the next stage of the Local Plan process. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development. This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objectives 5, 7 and 9. The latter is because the site contains the best and most versatile (BMV) agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2. As for the former, the entrance to the site is located in flood zones 2 and 3; as such a Flood Risk Assessment will be required to inform the design and layout of the site as well as the incorporation of appropriate flood risk mitigation regarding access and egress. The site was assessed negatively against objective 7 due to the site's location within land parcel 31.6 which, according to the Landscape Character Assessment, has a low capacity for the landscape to accept change. Nonetheless, the site is not itself located in the Chichester Harbour AONB (unlike site UE36); in addition to the surrounding residential development and the potential dwelling capacity of the site, it may be possible to achieve development without significantly impacting the character of the landscape.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Flood Risk Assessment (FRA) is submitted and informs the design and layout of the site, including appropriate flood risk mitigation measures.

This will assist in improving the negative assessment related to objective 5.

- b. A Heritage Statement is submitted to inform the layout of the site.

This will assist in reducing the uncertainty related to objective 6.

- c. A Landscape and Visual Impact Assessment is submitted and informs the layout of the site.

This will assist in reducing the uncertainties related to objective 7 by informing the design and layout of the site around the setting of the Chichester Harbour AONB.

- d. An Ecological Assessment is submitted to inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 8.

**Overall Recommendation:**

There is significant uncertainty related to the site's assessment against objective 4, 11 and 14 due to the remaining uncertainty regarding the highway capacity of Hayling Island. The Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment are currently underway but have not informed the Draft Local Plan 2036.

**As such, it is recommended that the site is highlighted in the Draft Local Plan 2036 so that further site specific insights can be gained from public consultation.** This must be outlined within all of the potential sites for Hayling Island and Langstone. The site will be reassessed following the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment as to whether it should be included in the pre-submission version of the Local Plan 2036.

**UE62 Land South of Stoke Barn**  
**Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referred to in 9<sup>th</sup> Edition of the Strategic Housing Land Availability Assessment (SHLAA) as "uncertain" and was referenced as UE62.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 50 dwellings will help meet this objective, providing about 15 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. As part of Policy E2, any potential development would need to provide public open space on site. Nevertheless, opportunities for further recreation (both formal and informal) are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is adjacent to the Castlemans Lane bus stops which are situated along the A3023. The bus stops are served by the Stagecoach 30/31 services from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. Nevertheless, the site itself is not in close proximity to any local shops, services and facilities. Though the Hayling Billy is in proximity to the west; it is not easily accessible. In addition, as there are not many employment opportunities on the island; residents will need to access the mainland and Portsea Island for work.</p> <p>Despite the delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment; the site is reasonably isolated from local services and employment opportunities. As such, residents will be mostly reliant on the car. This will contribute to the Borough's greenhouse gas emissions. In addition, the loss of open green space will reduce the ability of the natural environment to adapt to climate change.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not in flood zone 2 and/or 3. It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.

**UE62 Land South of Stoke Barn**  
**Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referred to in 9<sup>th</sup> Edition of the Strategic Housing Land Availability Assessment (SHLAA) as “uncertain” and was referenced as UE62.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is in close proximity to three archaeological areas. As such, given the location and previously undeveloped nature of the site; there is potential for previously unidentified archaeology deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The surrounding area includes residential dwellings with individual access via Havant Road (A3023) or Castlemans Lane. The development of this site would significantly increase the existing settlement boundary; with this, the scale of development would be inappropriate in comparison to the scale of existing development. As such, the development of this site would change the character and appearance of the landscape and would decrease the local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. With this, the site is surrounded by quality hedgerows which may be likely to host a number of species.  The emerging Solent Waders and Brent Goose Strategy (2017) has not identified the site as being used by Solent Waders and/or Brent Geese.
Obj 9	Protect and conserve natural resources	The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.  The GIS shapefile downloaded from Natural England’s website has indicated that the site has an agricultural land classification (ALC) of Grade 2. Therefore, the site contains the best and most versatile (BMV) agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE62 Land South of Stoke Barn**  
**Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referred to in 9<sup>th</sup> Edition of the Strategic Housing Land Availability Assessment (SHLAA) as "uncertain" and was referenced as UE62.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is adjacent to the Castlemans Lane bus stops which are situated along the A3023. The bus stops are served by the Stagecoach 30/31 services from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. Nevertheless, the site itself is not in close proximity to any local shops, services and facilities. Though the Hayling Billy is in proximity to the west; it is not easily accessible. In addition, as there are not many employment opportunities on the island; residents will need to access the mainland and Portsmouth Island for work. As such, prospective residents will be mostly reliant on the car.</p> <p>Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate approximately 15 affordable dwellings. However, the site is relatively isolated in relation to easy access to local services and employment opportunities. Therefore, development of the site may not help create social inclusion.

**UE62 Land South of Stoke Barn**  
**Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was referred to in 9<sup>th</sup> Edition of the Strategic Housing Land Availability Assessment (SHLAA) as “uncertain” and was referenced as UE62.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is adjacent to the Castlemans Lane bus stops which are situated along the A3023. The bus stops are served by the Stagecoach 30/31 services from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. Nevertheless, the site itself is not in close proximity to any local shops, services and facilities. Though the Hayling Billy is in proximity to the west; it is not easily accessible. In addition, as there are not many employment opportunities on the island; residents will need to access the mainland and Portsmouth Island for work. As such, residents will be mostly reliant on the car.</p> <p>Despite the delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment; the site is not within easy and equitable access to local services, facilities and opportunities. In addition, there are not many employment opportunities in the surrounding area. Due to the above, residents would be mostly reliant on the car to access employment on the mainland or Portsea Island, as well as to access facilities in the south of the island and in Havant.</p>

### **Supporting Commentary:**

The site was only assessed positively against three objectives due the development of the site addressing housing need, the scale of potential affordable housing generation, and the fact the site is not situated in flood zones 2 and/or 3. Nevertheless, the site is not in close proximity to local shops, facilities and services; this would mean that prospective residents would be solely reliant on the car. As a result, the site was assessed negatively against objectives 4 and 14. In addition, there is uncertainty over the highway capacity of the Hayling Island which also helped contribute to the negative assessment of these two objectives; as well as an uncertain assessment against objective 11.

Moreover, results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will be required to ascertain whether the assessments related to objectives 4, 11 and 14 could be reduced. However, given the rather isolated nature of the site to local services, facilities and opportunities, this is not considered likely.

The uncertainty raised in objective 12 could be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. Moreover, the uncertainties related to objectives 6 and 8 could be reduced through the submission of a Heritage Statement and Ecological Assessment respectively.

The site was also assessed negatively against objective 9 the site contains BMV agricultural land; the Council's approach to BMV agricultural land is set out in Appendix 2. As for objective 7, the site was assessed as having a "strong negative effect" due to the scale of development in comparison to the existing scale of residential units. It is considered that the development of this site would not protect, enhance and manage the character and appearance of the landscape and townscape, but instead weaken local distinctiveness and sense of place.

### **Overall Recommendation:**

Notwithstanding the strategic transport uncertainties related to Hayling Island and the Langstone area; **the site is not recommended for inclusion in the Draft Local Plan 2036.**

**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
- UE35 – Land north of Rook Farm, and;
- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 270 dwellings will help meet this objective, providing about 81 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Besides the close proximity to the coast and Hayling Seafront, the site is also close to the Hayling Billy Trail which provides a walking and cycling route to the north of the island and onto the mainland. However, it is acknowledged that some sections of the Billy Trail are not sufficient for cyclists and improvements are needed.</p> <p>The site is also within 1km of Hayling Park where there are further opportunities for informal recreation and also includes Hayling Cricket Club and the Hayling Island Community Centre. The allotments down Palmerston Road are also nearby. As part of Policy E2, any potential development would also need to provide public open space on site. Opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p> <p>Despite all of the above, there is uncertainty about the safety of residents with regard to the site's entrance.</p>



**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
- UE35 – Land north of Rook Farm, and;
- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located in close proximity to Gable Head Local Centre, as well as Hayling Island Library, the Mengham Primary Schools and Hayling College. In addition, the site is about 800m away from Mengham District Centre and about 1km away from West Town Local Centre. As such, the site is within walking and cycling distance to a number of local shops, services and facilities.</p> <p>There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. The Hayling Billy Trail, and thus National Cycle Route 2 are also within the vicinity of the site (though it is acknowledged that surface improvements are required). Though not sign-posted, St Marys Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017.</p> <p>Nevertheless, it is acknowledged that residents are likely to be dependent on the car. This is due to the need to travel off the island for employment opportunities and access to further services. This will contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>With this, the loss of open green space will reduce the ability of the natural environment to help adapt to climate change. On site mitigation measures may be required.</p>

**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
- UE35 – Land north of Rook Farm, and;
- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Haying Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie within flood zones 2 or 3. Nevertheless, surface water flooding has been documented. On site flood risk management will need to be determined through the development management process. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There are no designated heritage assets within the site itself; however the site is directly adjacent to three Grade II listed buildings. These include the Church of St Marys, the Farm Cottage and Rook Farmhouse.  In addition, given the location and scale of allocation, there is potential for previously unidentified archaeology of prehistoric and Roman date. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.

**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
- UE35 – Land north of Rook Farm, and;
- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Haying Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	<p>The site is currently open farmland, surrounded by residential development to the south, east and west. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character</p> <p>The Landscape Character Assessment (pages 399-404) shows that this site (within land parcel 35.1 of the assessment) has a medium capacity for change. Nevertheless, the site is not identified in the section of parcel 35.1 as a least sensitive landscape area. The assessment concludes that growth may be possible, but would need to respect the setting of the public footpaths and St Mary's Church. It also comments that boundary hedgerows with trees are conserved and enhanced.</p>
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity through the loss of undeveloped land. Surveys conducted in 2017 recorded common and widespread bat species activity. There is also the potential for nesting birds and Great Crested Newts. A number of Tree Preservation Orders (TPOs) also exist on the site.</p> <p>The emerging Solent Waders and Brent Goose Strategy (2017) has identified the site as a Core Site for Solent Waders and Brent Geese. Following advice from Natural England, a deliverable mitigation package, which will be able to avoid or mitigate a significant impact on the Solent SPAs, is not considered possible to implement for development on Core Sites.</p>

**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
- UE35 – Land north of Rook Farm, and;
- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Haying Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). However, DEFRA's Magic Map tool indicates that the site contains Grade 2 and 3a agricultural land. As such, the site contains BMV agricultural land. In addition, the site overlays a Secondary Aquifer.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
- UE35 – Land north of Rook Farm, and;
- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is located in close proximity to Gable Head Local Centre, as well as Hayling Island Library, the Mengham Primary Schools and Hayling College. In addition, the site is about 800m away from Mengham District Centre and about 1km away from West Town Local Centre. As such, the site is within walking and cycling distance to a number of local shops, services and facilities.</p> <p>There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. The Hayling Billy Trail, and thus National Cycle Route 2 are also within the vicinity of the site (though it is acknowledged that surface improvements are required). Though not sign-posted, St Marys Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
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- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate approximately 81 affordable dwellings in an area close to existing local shops, facilities and services, along with opportunities for informal recreation.



**UE77 Land at Rook Farm**  
**Indicative no of dwellings: 270**

During the summer 2016 regulation 18 public consultation on the Draft Local Plan Housing Statement, the site was comprised of:

- UE17 – Land south of Rook Farm
- UE35 – Land north of Rook Farm, and;
- UE63 – Land west of Rook Farm.

Following the end of the public consultation, the three sites were grouped together to form UE77 – Land at Rook Farm. With this, UE77 was not recommended for early release in the Sustainability Appraisal of Local Plan Housing Statement (November 2016) and was thus not included in the Adopted Local Plan Housing Statement (December 2016). This was due to the uncertainty regarding the site's suitability due to the infrastructure uncertainties on Hayling Island. The November 2016 Sustainability Appraisal recommended that further evidence regarding the physical and social infrastructure provision and highway capacity through Hayling Island was required. The November 2016 Sustainability Appraisal assessed the site against a dwelling capacity of 394 dwellings. However, the site was resubmitted to the Council in the Call for Sites 2017 for 270 dwellings (consisting of houses and flats). As such, the site assessment below has been carried out against the most recent submission of 270 dwellings.

The Council refused planning permission for the site under reference APP/17/00007 in April 2017.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located in close proximity to Gable Head Local Centre, as well as Hayling Island Library, the Mengham Primary Schools and Hayling College. In addition, the site is about 800m away from Mengham District Centre and about 1km away from West Town Local Centre. As such, the site is within walking and cycling distance to a number of local shops, services and facilities.</p> <p>There are also a number of bus stops along Elm Grove and Church Road which are served by Stagecoach service 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. The Hayling Billy Trail, and thus National Cycle Route 2 are also within the vicinity of the site (though it is acknowledged that surface improvements are required). Though not sign-posted, St Marys Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017.</p> <p>As such, the site is within easy and equitable access to local services, facilities and opportunities. Including educational facilities and opportunities for informal recreation. Nonetheless, there are not many employment opportunities on the island; as such residents would be reliant on accessing work either on the mainland or on Portsea Island. Access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

### **Supporting Commentary:**

The site was only assessed positively against three objectives. This was only due to the site addressing housing need and the scale of potential affordable housing generation. Though the site is in close proximity to a number of local shops, services and facilities (including the Mengham Primary Schools, Hayling College and Hayling Island Library); there is uncertainty over the safety of the site's access as well as the remaining uncertainty over the highway capacity of Hayling Island. As such, the site has been assessed as uncertain against objectives 3, 4, 11 and 14 for this reason.

Moreover, results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will be required to ascertain whether the uncertainties related to objectives 3, 4, 11 and 14 could be reduced.

The uncertainty raised in objective 12 could be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the Pre-Submission version of the Local Plan 2036. In addition, the uncertainty related to objective 6 could be reduced through the submission of a Heritage Statement to inform the design and layout of the site with respect to the adjacent listed features. A Landscape and Visual Impact Assessment could also reduce the uncertainty related to objective 7. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development. This will help determine whether the site should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objective 9 as the site contains BMV agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2.

Moreover, the site was assessed as having a "strong negative effect" against objective 8 as the emerging Solent Waders and Brent Goose Strategy has identified the site as a Core Site. Following advice from Natural England, a deliverable mitigation package, which will be able to avoid or mitigate the likelihood of a significant effect on the Solent SPAs, is not considered possible to implement for development on Core Sites. As such, development of this site would have a significant effect on the protected Brent Geese. As this species is a qualifying feature of the Chichester and Langstone Harbours SPA and Ramsar designations, the site's development would likely lead to a significant effect on the conservation objectives of the SPAs.

### **Overall Recommendation:**

Notwithstanding the strategic transport uncertainties related to Hayling Island and the Langstone area; **the site is not recommended for inclusion in the Draft Local Plan 2036.**



**UE78 Fathoms Reach****Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 50 dwellings will help meet this objective, providing about 15 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. Besides the close proximity to the coast and Hayling Seafront, the site is also less than 1km away from the Hayling Billy Trail which provides a walking and cycling route to the north of the island and onto the mainland. However, it is acknowledged that some of the Billy Trail are not sufficient for cyclists and improvements are needed.</p> <p>The site is also near to Hayling Park where there are further opportunities for informal recreation and also includes Hayling Cricket Club and the Hayling Island Community Centre. As part of Policy E2, any potential development would also need to provide public open space on site.</p> <p>Nevertheless, opportunities for more formal recreation are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre.</p>

**UE78 Fathoms Reach****Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located 400m away from West Town Local Centre, 700m away from Gable Head Local Centre and 1km away from Mengham District Centre. As such, the site is in close proximity to local shops, facilities and services via walking and cycling. These also include the Mengham Primary Schools, Hayling Island Library and Hayling College. With this, the site is less than 1km away from the Hayling Billy Trail and thus National Cycle Route 2 (though it is acknowledged that surface improvements are required). This provides a mostly off-road route to Havant Town Centre and also provides a route to Eastney and Milton and onto Gunwharf Quays in Portsmouth City via the Hayling Island Ferry. The Hayling Island Ferry (pedestrians and bicycles only) to Portsmouth runs every 40 to 60 minutes. Though not signposted, St Marys Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017. The Barley Mow bus stop is served by Stagecoach 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. Therefore, there are a number of opportunities for alternative modes of transport to the car.</p> <p>Nevertheless, it is acknowledged that residents are likely to be dependent on the car. This is due to the need to travel off the island for employment opportunities and access to further services. This will contribute to the Borough's greenhouse gas emissions. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p> <p>With this, the loss of open green space will reduce the ability of the natural environment to help adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The site does not lie within flood zones 2 or 3. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.</p>

**UE78 Fathoms Reach****Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Although there are no historic buildings directly on the site itself, the Grade II listed Newtown House Hotel is situated in close proximity to the site to the north-west. In addition, given the location and scale of allocation there is potential for previously unidentified archaeology of prehistoric and Roman date. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have an effect on what is currently open landscape. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character.  The Landscape Character Assessment (pages 399-404) shows that this site (within land parcel 35.1 of the assessment) has a medium capacity for change.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. A number of Tree Preservation Orders (TPOs) exist on the site; plus the land has potential for common reptiles and nesting birds.  The emerging Solent Waders and Brent Goose Strategy (2017) has not identified the site as being used by Solent Waders and/or Brent Geese. However, the site is adjacent to a Core Site for the species.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). There are no previous records of soil surveys for the site; nevertheless, DEFRA's Magic Map tool indicates that the site is surrounded by land which contains Grade 3a agricultural land. As such, it is assumed that the site does contain BMV agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE78 Fathoms Reach****Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is located 400m away from West Town Local Centre, 700m away from Gable Head Local Centre and 1km away from Mengham District Centre. As such, the site is in close proximity to local shops, facilities and services via walking and cycling. These also include the Mengham Primary Schools, Hayling Island Library and Hayling College. With this, the site is less than 1km away from the Hayling Billy Trail and thus National Cycle Route 2 (though it is acknowledged that surface improvements are required). This provides a mostly off-road route to Havant Town Centre and also provides a route to Eastney and Milton and onto Gunwharf Quays in Portsmouth City via the Hayling Island Ferry. The Hayling Island Ferry (pedestrians and bicycles only) to Portsmouth runs every 40 to 60 minutes.</p> <p>Though not signposted, St Marys Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017. The Barley Mow bus stop is served by Stagecoach 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes.</p> <p>Nevertheless, delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**UE78 Fathoms Reach****Indicative no of dwellings: 50**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The Borough has 18 areas within the 20% most deprived areas in England; one of these is found in West Hayling. A residential development of this size will generate about 15 affordable dwellings close to the above area. These dwellings will be located near to West Town Local Centre, Gable Head Local Centre and Mengham District Centre (with access to shops, services and facilities) as well as Hayling Park and Hayling Seafront. As such, there is the potential to create a socially inclusive community through the provision of local services and facilities nearby.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located 400m away from West Town Local Centre, 700m away from Gable Head Local Centre and 1km away from Mengham District Centre. As such, the site is in close proximity to local shops, facilities and services via walking and cycling. These also include the Mengham Primary Schools, Hayling Island Library and Hayling College. With this, the site is less than 1km away from the Hayling Billy Trail and thus National Cycle Route 2 (though it is acknowledged that surface improvements are required). This provides a mostly off-road route to Havant Town Centre and also provides a route to Eastney and Milton and onto Gunwharf Quays in Portsmouth City via the Hayling Island Ferry. The Hayling Island Ferry (pedestrians and bicycles only) to Portsmouth runs every 40 to 60 minutes. Though not signposted, St Marys Road itself is a suggested cycle route in the Havant Borough Cycle Network Map 2017. The Barley Mow bus stop is served by Stagecoach 30/31 which provides a service from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes.</p> <p>As such, the site is within easy and equitable access to local services, facilities and opportunities. This includes educational facilities and opportunities for informal recreation at Hayling Park and Hayling Seafront. Nonetheless, there are not many employment opportunities on the island; as such residents would be reliant on accessing work either on the mainland or on Portsea Island. As such, access to facilities and opportunities off Hayling Island are dependent on the highway capacity of the island itself. Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

## **Supporting Commentary:**

The site was assessed positively against five of the objectives due to its close proximity to informal recreation opportunities (i.e. Hayling Park and Hayling Seafront) as well as its potential for affordable housing generation. The site is well situated between the West Town Local Centre, Gable Head Local Centre and Mengham District Centre; which means the site is easily accessible to local shops, services and facilities. Additional services and facilities are also in close proximity and include the Mengham Primary Schools, Hayling College and Hayling Island Library. Nevertheless, uncertainty remains over the highway capacity of Hayling Island and therefore access to a greater variety of services, facilities and opportunities off the island. As such, the site has been assessed as uncertain against objectives 4, 11 and 14 for this reason.

With this, the uncertainty raised in objective 12 will be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the Pre-Submission version of the Local Plan 2036. In addition, recommendations for this site have been suggested below which may help improve the site's assessment against the remaining uncertain objectives (6, 7 and 8) at the next stage of the Local Plan process. In addition, results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures are needed and whether the site constitutes sustainable development and should be included in the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objective 9. This is because the site contains the best and most versatile (BMV) agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement is submitted to inform the layout of the site.

The design and layout will need to respect the setting of the Grade II listed Newtown House Hotel. This will assist in reducing the uncertainties related to objective 6.

- b. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

This follows on from advice given by Natural England as the site is located adjacent to a Core Site for Brent Geese and Solent Waders. This recommendation will assist in reducing some of the uncertainties related to objective 8.

- c. The scheme will need to retain and integrate the protected trees found on the site; as such an Arboricultural Assessment will need to be undertaken to inform the design and layout of the site.

This will help reduce the uncertainties related to objective 8. The retention of existing trees will help the natural environment mitigate and adapt to climate change whilst still meeting the Borough's housing need. In addition, the retention and incorporation of existing trees may help maintain the existing landscape character and retain the biodiversity and ecological networks.

- d. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- e. Provision for community food growing (e.g. allotments and community orchards) are included in the allocation policy for this site as it contains BMV agricultural land and is proposed for 50 dwellings (following the guidance from Policy E19).

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for allotments will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

### **Overall Recommendation:**

There is significant uncertainty related to the site's assessment against objective 4, 11 and 14 due to the remaining uncertainty regarding the highway capacity of Hayling Island. The Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment are currently underway but have not informed the Draft Local Plan 2036.

**As such, it is recommended that the site is highlighted in the Draft Local Plan 2036 so that further site specific insights can be gained from public consultation.** This must be outlined within all of the potential sites for Hayling Island and Langstone. The site will be reassessed following the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment as to whether it should be included in the Pre-Submission version of the Local Plan 2036.

**UE80 Land rear of Westjay, 107 Havant Road**  
**Indicative no of dwellings: 126**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 126 dwellings will help meet this objective, providing about 38 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	Hayling Island is regarded as the birthplace of windsurfing with various opportunities for watersports at all levels. As part of Policy E2, any potential development would need to provide public open space on site. Nevertheless, opportunities for further recreation (both formal and informal) are more limited, with the nearest leisure centre and swimming pool located in Havant Town Centre
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is around 200m away from the Northwood Lane bus stops along the A3023. The bus stops are served by the Stagecoach 30/31 services from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. Nevertheless, the site itself is not in close proximity to any local shops, services and facilities. Though the Hayling Billy Trail is in proximity to the west; it is not easily accessible. In addition, as there are not many employment opportunities on the island; residents will therefore need to access the mainland and Portsea Island for work.</p> <p>Despite the delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment; the site is reasonably isolated from local services and employment opportunities. As such, residents will be mostly reliant on the car. This will contribute to the Borough's greenhouse gas emissions.</p> <p>In addition, the loss of open green space will reduce the ability of the natural environment to help adapt to climate change.</p>



**UE80 Land rear of Westjay, 107 Havant Road**  
**Indicative no of dwellings: 126**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not in flood zone 2 and/or 3. It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is in close proximity to three archaeological areas. As such, given the location and previously undeveloped nature of the site; there is potential for previously unidentified archaeology deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The surrounding area includes residential dwellings with individual access via Havant Road (A3023). The development of this site would significantly increase the existing settlement; with this, the scale of development would be inappropriate in comparison to the scale of existing development. As such, the development of this site in its current boundary area would change the character and appearance of the landscape and would decrease the local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land.  The emerging Solent Waders and Brent Goose Strategy (2017) has identified the southern half of the site as a Core Site for Solent Waders and Brent Geese. Following advice from Natural England, a deliverable mitigation package, which will be able to avoid or mitigate a significant impact on the Solent SPAs, is not considered possible to implement for development on Core Sites such as this. As for the northern section of the site, this is still identified as uncertain in the emerging 2017 Strategy. As such, three years of continuous survey effort, with the site kept in a condition suitable for use by Solent Waders and Brent Geese, will be required to ascertain that the species are not present. If this cannot be demonstrated then the requirements of Policy E17 will need to be met.

**UE80 Land rear of Westjay, 107 Havant Road**  
**Indicative no of dwellings: 126**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 2. Therefore, the site contains the best and most versatile (BMV) agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	<p>The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.</p>
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling.	<p>The site is around 200m away from the Northwood Lane bus stops along the A3023. The bus stops are served by the Stagecoach 30/31 services from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. Nevertheless, the site itself is not in close proximity to any local shops, services and facilities. Though the Hayling Billy is in proximity to the west; it is not easily accessible. As such, residents will be mostly reliant on the car.</p> <p>Delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment have meant that the studies were not available to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of these assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>

**UE80 Land rear of Westjay, 107 Havant Road**  
**Indicative no of dwellings: 126**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). It was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate approximately 38 affordable dwellings. However, the site is relatively isolated in relation to local services and employment opportunities. Therefore, development of the site may not help create social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is around 200m away from the Northwood Lane bus stops along the A3023. The bus stops are served by the Stagecoach 30/31 services from Eastoke to Havant Town Centre (via West Hayling) every 30 minutes. Nevertheless, the site itself is not in close proximity to any local shops, services and facilities. Though the Hayling Billy is in proximity to the west; it is not easily accessible. As such, residents will be mostly reliant on the car.</p> <p>Despite the delays to the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment; the site is not within easy and equitable access to local services, facilities and opportunities. In addition, there are not many employment opportunities in the surrounding area. Due to the above, residents would be mostly reliant on the car to access employment on the mainland or Portsmouth Island, as well as to access facilities in the south of the island and in Havant.</p>

### **Supporting Commentary:**

The site was only assessed positively against three objectives due the development of the site addressing housing need, the scale of potential affordable housing generation, and the fact the site is not situated in flood zones 2 and/or 3. Nevertheless, the site is not in close proximity to local shops, facilities and services; this would mean that prospective residents would be solely reliant on the car. As a result, the site was assessed negatively against objectives 4 and 14. In addition, there is uncertainty over the highway capacity of the Hayling Island which also helped contribute to the negative assessment of these two objectives; as well as an uncertain assessment against objective 11.

The uncertainty raised in objective 12 could be reassessed following the publication of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy, prior to the pre-submission version of the Local Plan 2036. The uncertainty related to objective 6 could be reduced through the submission of a Heritage Statement. Moreover, the results of the Borough-wide Transport Assessment (TA) and the Hayling Island Highway and Transport Infrastructure Assessment will also be required to ascertain whether mitigation measures could be included and whether the site constitutes sustainable development and should be included in the pre-submission version of the Local Plan 2036.

The site was also assessed negatively against objective 9, and was assessed as having a “strong negative effect” against objectives 7 and 8. The former was due to the site containing BMV agricultural land; the Council’s approach to BMV agricultural land is set out in Appendix 2. As for objective 8; the emerging Solent Waders and Brent Goose Strategy has identified part of the site as a Core Site. Following advice from Natural England, a deliverable mitigation package, which will be able to avoid or mitigate a significant impact on the Solent SPAs, is not considered possible to implement for development on Core Sites. As such, development of this site would be likely to have a significant effect on the Chichester and Langstone Harbour SPA and Ramsar designations. Finally, objective 7 was assessed as having a “strong negative effect” due to the scale of development in comparison to the existing scale of residential units. It is considered that the development of this site would not protect, enhance and manage the character and appearance of the land scape and townscape, but instead weaken local distinctiveness and sense of place.

### **Overall Recommendation:**

Notwithstanding the strategic transport uncertainties related to Hayling Island and the Langstone area; **the site is not recommended for inclusion in the Draft Local Plan 2036**

# Appendix 11

## Leigh Park – Proposed Housing Sites

### L04 Plaitford Grove

#### Indicative no. of dwellings 10

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as L04.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 10 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is within walking distance of Neville's Park area SINC and the Woodlands Education Centre; providing both formal and informal opportunities for recreation.</p> <p>The site is not identified as a local green space under Policy E4; however, it does provide an area of grass for informal recreation by local residents. The public amenity grassland was deemed as low quality under the 2006 Havant Open Spaces Plan. The 2012 Open Spaces Plan Review also assessed the quality and value of the open space as "Low". Nevertheless, the land was shown to be of <u>higher value</u> through an informal consultation at the time; this is documented in 2012 review. As such, the development of the site will reduce the public amenity space provision in the area. This will not improve community health and wellbeing.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is within walking distance to Park Community School and Woodlands Education Centre and is also in close proximity to the Middle Park Way Local Centre and the Bedhampton Asda Superstore. With this, the site is a short walk away from the Park House Farm Way bus stops which are served by Stagecoach 20 and 37 which provide transportation to Cosham and QA, and Havant and Waterlooville Town Centres respectively. The Stagecoach 39 route is also within walking distance at the Hordle Road bus stop and provides services to Havant and Leigh Park Centres every 10 minutes. As such, there are transport options available other than the car. These will help minimise the Borough's greenhouse gas emissions.

**L04 Plaitford Grove**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as L04.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie in flood zones 2 and/or 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is the potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This small site is public amenity grassland and is surrounded by residential curtilage. The frontages of the houses along Plaitford Grove and Park House Farm Way face towards the site; therefore, development may have an impact on the existing townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a small site which is currently used as public amenity grassland which is surrounded by residential dwellings. As such, the site has been assessed as having low ecological value.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA) and is not agricultural land. However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**L04 Plaitford Grove**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as L04.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is within walking distance to Park Community School and Woodlands Education Centre and is also in close proximity to the Middle Park Way Local Centre and the Bedhampton Asda Superstore. With this, the site is a short walk away from the Park House Farm Way bus stops which are served by Stagecoach 20 and 37 which provide transportation to Cosham and QA, and Havant and Waterlooville Town Centres respectively. The Stagecoach 39 route is also within walking distance at the Hordle Road bus stop and provides services to Havant and Leigh Park Centres every 10 minutes. As such, there are opportunities to walk, cycle and use the bus to access surrounding facilities and opportunities.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. However, the development, due to its small scale, is unlikely to provide any new affordable homes.



**L04 Plaitford Grove**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as L04.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is within walking distance to Park Community School and Woodlands Education Centre and is also in close proximity to the Middle Park Way Local Centre and the Bedhampton Asda Superstore. With this, the site is a short walk away from the Park House Farm Way bus stops which are served by Stagecoach 20 and 37 which provide transportation to Cosham and QA, and Havant and Waterlooville Town Centres respectively. The Stagecoach 39 route is also within walking distance at the Hordle Road bus stop and provides services to Havant and Leigh Park Centres every 10 minutes. As such, the variety of transport options ensure easy and equitable access to services, facilities and opportunities..

**Supporting Commentary:**

The site has been assessed fairly positively against half of the objectives. This is, in part, due to the small-scale of the site but also due to the variety of transport opportunities to nearby facilities and open spaces, i.e. walking, cycling and bus. Moreover, the assessment of objective 4 could be improved through low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036.

However, the site was assessed as having a “strong negative effect” against objective 3 the site’s development would result in the loss of 0.2ha of public amenity grassland within a built up residential area. Though the open space was deemed as low quality under the 2006 Havant Open Spaces Plan and the 2012 Open Spaces Plan Review; the latter later showed that the land was of higher value through an informal consultation at the time. It is considered, therefore, that the loss of public amenity grassland will have a detrimental effect on the wellbeing and health of residents.

**Overall Recommendation:**

This site is not recommended for inclusion in the Draft Local Plan 2036.



**L25 Strouden Court**  
**Indicative no. of dwellings 40**

The site was previously referred to as L25 in the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing with retail provision will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 40 dwellings will help meet this objective, providing about 12 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is in close proximity to The Warren and Dunsbury Hill Wood, and is also close to Staunton Country Park. There are therefore a number of informal recreational opportunities nearby. However, the site is within a Radon Class 2 area; in addition, there may be potential ground quality issues associated with the previous/current uses of the site.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is previously developed land (PDL) within an established residential area. The site includes local shops and facilities which will need to be re-provided as part of the development (as stated in the previous allocation for this site in the Allocations Plan [July 2014]). With this, the Warren Park Primary Schools are adjacent to the east. The site includes the Strouden Court bus stop which provides services to Southsea. The site is also in close proximity to the entrance of Dunsbury Park via Woolston Road where there are opportunities for employment. As such, some services and facilities will be accessible via walking, cycling and bus which will reduce the need for car use. It is however, acknowledged that the number of bus services is not as numerous as other areas in the borough.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and does not lie in flood zones 2 and/or 3.

**L25 Strouden Court**  
**Indicative no. of dwellings 40**

The site was previously referred to as L25 in the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the previous development of the site, any archaeological potential would have been compromised. In addition, the site and adjacent sites do not possess any known historic assets.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL). The development of the site will not decrease the character and appearance of the landscape but instead has the potential to improve the neighbourhood amenity, local distinctiveness and identity by redeveloping the area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) and is surrounded by residential development to the north, east and south. The site has potential for nesting birds and foraging bats, and is also adjacent to The Warren SINC.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c. The area is also underlain by a Secondary Aquifer.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**L25 Strouden Court**  
**Indicative no. of dwellings 40**

The site was previously referred to as L25 in the Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site includes local shops and facilities which will be re-provided as part of the development. With this, the Warren Park Primary Schools are adjacent to the east. The site also includes the Strouden Court bus stop which provides services to Southsea. The location of the site does, therefore, mean that some facilities and services will be within walking distance of the site; however, the number of bus services is not as numerous as other parts of the borough.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>Leigh Park includes some of the most deprived areas in England. With this, the Warren Park Ward has been highlighted in the 20% most deprived areas in the country. The development will provide about 12 affordable dwellings, which will be in close proximity to education facilities and employment opportunities, as well as local shops and a bus service. As such, the site's development will generate social inclusion and help to close the gap between the most deprived areas in the Borough.</p>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site includes local shops and facilities which will be re-provided as part of the development. With this, the Warren Park Primary Schools are adjacent to the east. The site also includes the Strouden Court bus stop which provides services to Southsea. The site is also in close proximity to Staunton Country Park and Dunsbury Park which provide informal recreation and employment opportunities respectively. As such, the location of the site will ensure easy and equitable access to services, facilities and opportunities.</p>

### **Supporting Commentary:**

The site has been assessed positively against most of the objectives. This was due to the site's easy accessibility from the nearby schools, Dunsbury Park and the small-scale retail offer which will be re-provided as part of the site's redevelopment. As such, residents will be able to walk and cycle to a number of nearby services, including designated SINC's and the Staunton Country Park for informal recreation.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. In addition, the assessment of objective 4 could be improved by incorporating low carbon design. Recommendations to address the uncertainties related to objectives 3 and 8 can be found below.

### **Recommendations:**

The following recommendations have been made from the information received through the site's screening:

- a. A Contaminated Land Investigation Report will need to be submitted and inform the design and layout of the scheme.  
This will assist in reducing the uncertainty against objective 3.
- b. An Ecological Assessment will need to be submitted to support an application.  
This will assist in reducing the uncertainty against objective 8.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendation is included in the policy requirements for this site.

**L44 Prospect Lane Open Space**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as L44.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 10 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is within close proximity of Staunton Country Park and Havant Thicket which provide both formal and informal recreational opportunities for residents and visitors.</p> <p>The site is not identified as a local green space under Policy E4; however, it does provide an area of grass for informal recreation by local residents. The public amenity grassland was deemed as low quality under the 2006 Havant Open Spaces Plan. The 2012 Open Spaces Plan Review also assessed the quality and value of the open space as "Low". Nevertheless, the land was shown to be of <u>higher value</u> through an informal consultation at the time; this is documented in 2012 review. As such, the development of the site will reduce the public amenity space provision in the area. This will not improve community health and wellbeing.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is within walking distance to Front Lawn Primary Academy, Havant Academy, Sharps Copse Primary Schools and Staunton Country Park. With this, there is a bus stop to the north-east of the site which provides services to Havant and Portsmouth (Stagecoach 20/21) every 15 to 30 minutes. The Staunton Park bus stops also provide services to Rowlands Castle and Emsworth via the Emsworth and District service. As such, there are alternative transport options available other than the car, this will help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie in flood zones 2 and/or 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.

**L44 Prospect Lane Open Space**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as L44.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is a low potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This small site is public amenity grassland and contains children's play space equipment. The frontages of the houses along Leckford Road and Longstock Road face towards the site. Though only a small proportion of the site was proposed for housing, this will still reduce the character and appearance of the townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a small site within a public open space and opposite residential curtilage. There is the possibility of Bechstein's bat within and surrounding the site. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA) and is not agricultural land. However, Portsmouth Water has confirmed that the site is within the Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is within walking distance to Front Lawn Primary Academy, Sharps Copse Primary Schools and Staunton Country Park. With this, there is a bus stop to the north-west of the site which provides services to Havant and Portsmouth (Stagecoach 20/21) every 15 to 30 minutes. The Staunton Park bus stops also provide services to Rowlands Castle and Emsworth via the Emsworth and District service. As such, there are opportunities for walking, cycling and getting the bus.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**L44 Prospect Lane Open Space**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as L44.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. However, the development, due to its small scale, is unlikely to provide any new affordable homes.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is within walking distance to Front Lawn Primary Academy, Havant Academy, Sharps Copse Primary Schools and Staunton Country Park. With this, there is a bus stop to the north east of the site which provides services to Havant and Portsmouth (Stagecoach 20/21) every 15 to 30 minutes. The Staunton Park bus stops also provide services to Rowlands Castle and Emsworth via the Emsworth and District service. As such, the variety of transport options ensure easy and equitable access to services, facilities and opportunities.

### **Supporting Commentary:**

The site has been assessed fairly positively against half of the objectives. This is in part due to the small-scale of the site but also due to the variety of transport opportunities to nearby facilities and open spaces, i.e. walking, cycling and bus. Moreover, the assessment of objective 4 could be improved if low carbon design was included.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036.

As mentioned in the assessment of objective 8, the presence of Bechstein's bat on and surrounding the site will need to be established through appropriate survey techniques. If the species is found to be present, and especially if a maternity roost is identified, then appropriate mitigation through landscape buffering and lighting will need to be considered. As for the uncertainty related to objective 6, a Heritage Statement would need to be submitted in order to reduce the uncertainty of this objective.

However, the site was assessed as having a "strong negative effect" against objective 3 the site's development would result in the loss of 0.2ha of public amenity grassland within a built up residential area. Though the open space was deemed as low quality under the 2006 Havant Open Spaces Plan and the 2012 Open Spaces Plan Review; the latter later showed that the land was of higher value through an informal consultation at the time. It is considered, therefore, that the loss of public amenity grassland will have a detrimental effect on the wellbeing and health of residents.

### **Overall Recommendation:**

**This site is not recommended for inclusion in the Draft Local Plan 2036.**



**L46 Land at Oakshott Drive**  
**Indicative no. of dwellings 8**

The site was previously referred to as L46 in the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 8 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is also within close proximity of Staunton Country Park and Havant Thicket which provide both formal and informal recreational opportunities for residents and visitors. The site is not identified as a local green space under Policy E4; however, it does provide an area of grass for informal recreation by local residents. The site was not previously assessed under the 2006 Havant Open Spaces Plan and 2012 Open Spaces Plan Review as such it is uncertain whether the site as community value. The loss of any public amenity grassland may have a negative effect on community health and wellbeing, although it is noted that further open space provisions are close by along Millbrook Road and Leckford Road.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is within walking distance to Front Lawn Primary Academy, Havant Academy Sharps Copse Primary Schools, as well as Staunton Country Park and Havant Thicket. With this, there is a bus stop to the north west of the site which provides services to Havant and Portsmouth (Stagecoach 20/21) every 15 to 30 minutes. The Staunton Park bus stops also provide services to Rowlands Castle and Emsworth via the Emsworth and District service. As such, there are alternative transport options available other than the car. The use of the bus services and opportunities for walking and cycling will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie in flood zones 2 and/or 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.

**L46 Land at Oakshott Drive**  
**Indicative no. of dwellings 8**

The site was previously referred to as L46 in the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is low potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a small site within a residential curtilage. Development is unlikely to have an impact on the wider landscape as the majority of the dwellings do not face in towards the site. With this, the site is located directly adjacent to Petersfield Road (B2149).
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a small site within a residential curtilage. Development is unlikely to have an impact on wider geodiversity or biodiversity.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA) and is not agricultural land. Portsmouth Water has however, confirmed that site is within Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**L46 Land at Oakshott Drive**  
**Indicative no. of dwellings 8**

The site was previously referred to as L46 in the Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is within walking distance to Front Lawn Primary Academy, Sharps Copse Primary Schools and Staunton Country Park. With this, there is a bus stop to the north-west of the site which provides services to Havant and Portsmouth (Stagecoach 20/21) every 15 to 30 minutes. The Staunton Park bus stops also provide services to Rowlands Castle and Emsworth via the Emsworth and District service. As such, there are opportunities to walk, cycle and use the bus to access surrounding facilities and opportunities.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. However, the development, due to its small scale, is unlikely to provide any new affordable homes.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is within walking distance to Front Lawn Primary Academy, Sharps Copse Primary Schools and Staunton Country Park. With this, there is a bus stop to the north-west of the site which provides services to Havant and Portsmouth (Stagecoach 20/21) every 15 to 30 minutes. The Staunton Park bus stops also provide services to Rowlands Castle and Emsworth via the Emsworth and District service. As such, the location of the site and the variety of transport options ensures easy and equitable access to services, facilities and opportunities.

### **Supporting Commentary:**

The site has been assessed fairly positively against the majority of the objectives. This is in part due to the small-scale of the site but also due to the variety of transport opportunities to nearby facilities and open spaces, i.e. walking, cycling and bus. Moreover, the assessment of objective 4 could be improved if low carbon design was included.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the Pre-Submission version of the Local Plan 2036. The uncertainty raised against objective 6 has been addressed in the recommendations section below.

The site has been assessed as having a “negative effect” against objective 3 as development of the site would lead to the loss of 0.14ha of public amenity grassland within a residential area. Nevertheless, unlike L04 (Plaitford Grove) and L44 (Prospect Lane Open Space), the site was not assessed in the 2006 Havant Open Spaces Plan and the 2012 Open Spaces Plan Review. Given that the site is adjacent to a busy B-road (Petersfield Road) and that other public amenity grassland is available further into the residential estate, which provides greater natural surveillance and volume of space; it may be considered that the inclusion of this site can be justified providing a scheme adheres to criterion a) of Policy E2. In addition, the site is in close proximity to Staunton Country Park and Havant Thicket, where many opportunities for informal recreation still exist.

### **Recommendations:**

The following recommendation has been made from the information received through the site’s screening:

- a. It is highlighted that any potential scheme would have to meet criteria a) of Policy E2.

If a scheme can demonstrate it can meet the requirements of criterion a) of Policy E2 then the inclusion of the site in the Draft Local Plan 2036 may be justified.

- b. A Heritage Statement is submitted to support an application.

This will assist in reducing the uncertainty against objective 6.

### **Overall Recommendation:**

**This site is currently recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendation is included in the policy requirements for this site. The assessment of the site will be updated as necessary to reflect the findings of the Open Space and Play Pitch Strategy once it has been published.

**L83 Riders Lane**  
**Indicative no. of dwellings 65**

The site was previously referred to as L83 in the Allocations Plan (2014). The site is proposed for both residential development and for the provision of allotments.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 65 dwellings will help meet this objective, providing about 20 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is directly opposite to Stockheath Common which is designated as a local green space under Policy E4. The Common provides opportunities for informal recreation and also includes play equipment and a basketball court. As part of Policy E2, any potential development would also need to provide public open space on site. With this, the site was also proposed with allotments which would provide a community and health activity. In addition, gym facilities are available at Leigh Park District Centre and Community Centre which are about 500m away.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located about 500m away from Leigh Park Centre which has a variety of local shops, services and facilities. This includes Leigh Park Community Centre, a library and gym facilities. The site is also less than 400 metres and 700 metres away from the Trosnant Primary Schools and Havant Campus of Havant and South Downs College respectively. The site is therefore, within walking and cycling distance of a wide variety of facilities and services. In addition, the Riders Lane bus stop (situated along Purbrook Way) is served by the Stagecoach 20/21 bus service to Havant Town Centre, Warren Park and Portsmouth. As such, there are a number of sustainable modes of transport available which would reduce residents' reliance on the car; this would help minimise the Borough's greenhouse gas emissions.</p> <p>It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change.</p>

**L83 Riders Lane**  
**Indicative no. of dwellings 65**

The site was previously referred to as L83 in the Allocations Plan (2014). The site is proposed for both residential development and for the provision of allotments.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The north western section of the site abuts flood zones 2 and 3 due to the proximity of the Hermitage Stream. In addition, the western edges of the site overlap the 20m estuary buffer of the Hermitage Stream. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the location there is potential for previously unidentified archaeology of prehistoric and Roman date. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site which is adjacent to the Hermitage Stream and is surrounded by residential development. This section of the Hermitage Stream was naturalised in 2000. As such, a scheme would need to preserve and enhance the landscape setting of the Hermitage Stream in line with Policy E5. As such, there may be the potential to enhance and manage the stream which would help to protect the landscape and local distinctiveness of the area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is greenfield site; the development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. As the site is also in close proximity to the Hermitage Stream, the site is likely to host a variety of invertebrate and animal species. As such, opportunities to enhance the connectivity of the ecological network and the setting of the Hermitage Stream must be achieved through the development management process.
Obj 9	Protect and conserve natural resources	The site consists of a large area of open space to the north east of the Hermitage Stream and is surrounded by residential development. The site was allocated in the Allocations Plan (2014) to include allotment provision which will help protect and conserve the soil (natural resource). With this, the site is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.

**L83 Riders Lane**  
**Indicative no. of dwellings 65**

The site was previously referred to as L83 in the Allocations Plan (2014). The site is proposed for both residential development and for the provision of allotments.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located about 500m away from Leigh Park Centre which has a variety of local shops, services and facilities. This includes Leigh Park Community Centre, a library and gym facilities. The site is also less than 400 metres and 700 metres away from the Trosnant Primary Schools and Havant Campus of Havant and South Downs College respectively. The site is therefore, within walking and cycling distance of a wide variety of facilities and services. In addition, the Riders Lane bus stop (situated along Purbrook Way) is served by the Stagecoach 20/21 bus service to Havant Town Centre, Warren Park and Portsmouth. As such, the site's proximity to local services and facilities will encourage residents to walk and cycle.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. The development will provide about 20 affordable dwellings, which will be in close proximity to a number of education and health facilities as well as local shops and bus services. As such, the site's development will generate social inclusion and help to close the gap between the most deprived areas in the Borough.



**L83 Riders Lane**  
**Indicative no. of dwellings 65**

The site was previously referred to as L83 in the Allocations Plan (2014). The site is proposed for both residential development and for the provision of allotments.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is located about 500m away from Leigh Park Centre which has a variety of local shops, services and facilities. This includes Leigh Park Community Centre, a library and gym facilities. The site is also less than 400 metres and 700 metres away from the Trostant Primary Schools and Havant Campus of Havant and South Downs College respectively. The college is rated outstanding by Ofsted and also provides adult learning facilities. In addition, the Riders Lane bus stop (situated along Purbrook Way) is served by the Stagecoach 20/21 bus service to Havant Town Centre, Warren Park and Portsmouth. As such, the location of the site will ensure easy and equitable access to services, facilities and opportunities



### **Supporting Commentary:**

The site has been assessed positively against half of the 14 objectives. This is due to the site's close proximity to local shops, services and facilities, as well as education, designated local green spaces and public transport provision. As such, the site is easily accessible to a variety of transport modes alternative to the car. Moreover, the assessment of objective 4 could be further improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. Nevertheless, further uncertainties were raised against objectives 5, 6, 7 and 8 due to the site's proximity to the Hermitage Stream as well as the development of a greenfield site. Sensitive planning will need to be demonstrated through the development management process. As such, a number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted and inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- b. A Flood Risk Assessment (FRA) will need to be submitted and inform the layout of the site; however, it is considered that residential development should be planned for in the eastern section of the site as to avoid flood zones 2 and 3.

This will specifically improve the assessment of the site against objective 5; however, consequently it will also improve the assessment against objectives 3, 4, 7, 8 and 9 as the development will provide public open space (including allotment provision) in the west of the site. In doing so, this will help the land mitigate and adapt to climate change and will assist in preserving and enhancing the landscape setting of the Hermitage Stream in accordance with Policy E5.

- c. The design and layout is informed by the presence and setting of the Hermitage Stream in line with Policy E5.

This has already been covered from recommendation b); however, for clarity it is important to raise the awareness and importance of the Hermitage Stream.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**L119 Dunsbury Way**  
**Indicative no. of dwellings 72**

The site was previously referred to as L119 in the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 72 dwellings will help meet this objective, providing about 22 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is in close proximity to a number of local green spaces and is also within walking and cycling distance of Staunton Country Park. Leigh Park Centre also hosts a gym for formal recreation. As such, there are many opportunities for informal recreation.</p> <p>However, due to the site's previous use as part of the Proctor and Gamble factory site, there is recorded evidence of landfill or probable landfill on the site, along with storage tanks. As such, there may be ground quality issues associated with the previous user of the site.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is previously developed land (PDL) and is located about 300m away from Leigh Park Centre which has a variety of local shops, services and facilities. This also includes Leigh Park Community Centre, a library and gym facilities. The site is also across the road from Riders Infant School and 400m away from a variety of local green spaces (including Staunton Country Park). Therefore, all of the above can be accessed by walking and cycling. The site is also in close proximity to the Park Parade bus stops which offer a variety of services to Wecock Farm, Emsworth, Havant and Portsmouth, every 10 to 30 minutes. As such, residents will not be reliant the car, the uses of these alternative transport modes will help to minimise the Borough's greenhouse has emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and does not lie in flood zones 2 and/or 3.

**L119 Dunsbury Way**  
**Indicative no. of dwellings 72**

The site was previously referred to as L119 in the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the previous development of the site and in the vicinity, any archaeological potential would have been compromised. In addition, the site and adjacent sites do not contain any known historic assets.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL). The site was formerly part of the redevelopment of the Proctor and Gamble factory site. It was intended for community use as part of the outline permission for the redevelopment, however, this is no longer considered necessary. The development of the site will not decrease the character and appearance of the landscape but instead has the potential to improve the local distinctiveness, identity and amenity of the area by bringing a fenced off, previously developed and overgrown area back into use. It will thus increase the residential amenity to neighbouring properties.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is also previously developed land (PDL) which once accommodated part of the Proctor and Gamble factory site. It is surrounded by residential and industrial development. The site has potential for nesting birds, common reptiles and foraging bats. However, given the surrounding character of the area, it is not considered that development of the site would have an impact on the biodiversity and geodiversity of the surrounding area.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**L119 Dunsbury Way**  
**Indicative no. of dwellings 72**

The site was previously referred to as L119 in the Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located about 300m away from Leigh Park Centre which has a variety of local shops, services and facilities. This also includes Leigh Park Community Centre, a library and gym facilities. The site is also across the road from Riders Infant School and 400m away from a variety of local green spaces. The site is also in close proximity to the Park Parade bus stops which offer a variety of services to Wecock Farm, Emsworth, Havant and Portsmouth, every 10 to 30 minutes. Therefore, the proximity of the site to local services and public transport will encourage residents to walk and cycle.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain uncertain until the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. The development will provide about 22 affordable dwellings, which will be in close proximity to a number of education and health facilities as well as local shops and bus services. As such, the site's development will generate social inclusion and help to close the gap between the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is located about 300m away from Leigh Park Centre which has a variety of local shops, services and facilities. This also includes Leigh Park Community Centre, a library and gym facilities. The site is also across the road from Riders Infant School and 400m away from a variety of local green spaces. The site is also adjacent to an established employment area along Fulflood Road. All of the above can be accessed by walking and cycling. The site is also in close proximity to the Park Parade bus stops which offer a variety of services to Wecock Farm, Emsworth, Havant and Portsmouth, every 10 to 30 minutes. As such, the location of the site, and public transport provisions, will ensure easy and equitable access to services, facilities and opportunities.

### **Supporting Commentary:**

The site was assessed positively against the majority of objectives. This was mostly due to the site's close proximity to Leigh Park Centre and thus easy access to a number of local shops, services and facilities (including Leigh Park Community Centre, a Hampshire County Council Library and the Riders Primary Schools). With this, the site is also within walking and cycling distance to a number of local green spaces, including Staunton Country Park. As such, residents will be able to access a number of facilities by walking, cycling and bus and will, therefore, not be solely reliant on the car. Moreover, the assessment of objective 4 could be further heightened through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. Objective 3 was also assessed as having an "uncertain effect" due to the site's former use as part of the Proctor and Gamble factory site. As such, the land is likely to have ground quality issues due to landfill or probable landfill on the site, along with storage tanks. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made from the information received through the site's screening:

- a. The potential for retirement accommodation should be highlighted within the allocation policy for this site.

The site's easily accessible location may mean that it is suitable for retirement accommodation. This use will compliment the surrounding area and will provide older residents with residential accommodation that is well situated to local shops, services and facilities, as well as public transport options. In turn, the potential development of the site could generate greater social inclusion.

- b. A Contaminated Land Investigation Report (to include gas monitoring) will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 3.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**L145 Former SSE Offices, Bartons Road**  
**Indicative no. of dwellings 45**

The site was referred to as L145 in the Allocations Plan (2014). The site was allocated for 90 residential dwellings; however, it is now proposed that the site is redeveloped for mixed-use to include 45 residential dwellings and a builder's yard.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need, as well as creating high quality housing and employment floorspace will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 45 dwellings will help meet this objective, providing about 14 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is next to informal public open space to the east, as well as the Havant and Waterloo Football Club. The site is also less than 0.5 miles away from Leigh Park Centre which hosts gym facilities for formal recreation. However, the site was previously used as SSE Offices, therefore, there may be ground quality issues associated with the previous user of the site. The site is proposed as mixed-use containing both residential dwellings and a builder's yard. This dual use will impact upon future residents' amenity through noise, lighting and potentially dust.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is located less than 0.5 miles (or 700m) away from Leigh Park District Centre which has a variety of local shops, services and facilities. This also includes Leigh Park Community Centre, a library and gym facilities. The site is also within walking distance to Front Lawn Primary Academy and the Sharps Copse Primary Schools. With this, there are bus stops close to the site along Bartons Road which provide services to Havant and Portsmouth every 15 minutes via the Stagecoach routes 20 and 21. The site is situated along Bartons Road which is part of National Cycle Route 22 to Rowland's Castle and Portsmouth. As such, sustainable modes of transport (in the form of walking, cycling and bus services) can be used as alternatives to the car. The use of these will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and does not lie in flood zones 2 and/or 3.

**L145 Former SSE Offices, Bartons Road**  
**Indicative no. of dwellings 45**

The site was referred to as L145 in the Allocations Plan (2014). The site was allocated for 90 residential dwellings; however, it is now proposed that the site is redeveloped for mixed-use to include 45 residential dwellings and a builder's yard.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the previous development of the site and in the vicinity, any archaeological potential would have been compromised. In addition, the site and adjacent sites do not contain any known historic assets.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL) which was previously used as offices for SSE. The development of part of the site for residential use will not decrease the character and appearance of the landscape due to the surrounding residential uses. Nevertheless, the incorporation of a builder's yard for the remainder of the site may affect the character and appearance of the townscape due to lighting, noise and visual amenity. As such, it will be essential that the site is planned sensitively with regard to careful design, layout and landscaping.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is previously developed land (PDL) which previously accommodated the offices used by SSE. The site is surrounded by residential development and the Havant and Waterlooville Football Club. Given the surrounding character of the area, it not considered that residential development would have an impact on the biodiversity and geodiversity of the surrounding area. Roosting bats and nesting birds may be present. However, the use of the remainder of the site for a builder's yard may affect biodiversity and geodiversity through storage and movement of materials.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is situated in Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



**L145 Former SSE Offices, Bartons Road**  
**Indicative no. of dwellings 45**

The site was referred to as L145 in the Allocations Plan (2014). The site was allocated for 90 residential dwellings; however, it is now proposed that the site is redeveloped for mixed-use to include 45 residential dwellings and a builder's yard.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located less than 0.5 miles (or 700m) away from Leigh Park District Centre which has a variety of local shops, services and facilities. This also includes Leigh Park Community Centre, a library and gym facilities. The site is also within walking distance to Front Lawn Primary Academy and the Sharps Copse Primary Schools. With this, there are bus stops close to the site along Bartons Road which provide services to Havant and Portsmouth every 15 minutes via the Stagecoach routes 20 and 21. The site is situated along Bartons Road which forms part of National Cycle Route 22 to Rowland's Castle and Portsmouth. Therefore, the proximity of the site to local services and public transport will encourage residents to walk and cycle.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain uncertain until the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. The development will provide about 14 affordable dwellings.



**L145 Former SSE Offices, Bartons Road**  
**Indicative no. of dwellings 45**

The site was referred to as L145 in the Allocations Plan (2014). The site was allocated for 90 residential dwellings; however, it is now proposed that the site is redeveloped for mixed-use to include 45 residential dwellings and a builder's yard.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is located less than 0.5 miles (or 700m) away from Leigh Park District Centre which has a variety of local shops, services and facilities. This also includes Leigh Park Community Centre, a library and gym facilities. The site is also within walking distance to Front Lawn Primary Academy and the Sharps Copse Primary Schools. With this, there are bus stops close to the site along Bartons Road which provide services to Havant and Portsmouth every 15 minutes via the Stagecoach routes 20 and 21. The site is situated along Bartons Road which is part of National Cycle Route 22 to Rowland's Castle and Portsmouth. As such, the location of the site, and public transport provisions, will ensure easy and equitable access to services, facilities and opportunities.

**Supporting Commentary:**

The site was previously allocated in the Allocations Plan (2014) for a pure housing scheme of 90 dwellings. However, it is now proposed that the site is used for a mixed-use development which consist 45 dwellings and a builder's yard. Moreover, the site has been assessed fairly positively against the objectives due to the site's highly accessible location close to Leigh Park District Centre with various public transport options, as well as opportunities to walk and cycle to nearby destinations. With this, the assessment of objective 4 could be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objective 3 due to the site's previous use, as well as the potential relationship between a builder's yard and neighbouring residential units with regard to prospective residents' amenity and health. As such, recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment against objectives 3, as well as uncertain objectives 7 and 8 at the next stage of the Local Plan process.

## **Recommendation:**

The following recommendation has been made following the information received through the site's screening:

- A Noise Impact Assessment, Contaminated Land Investigation Report, a Lighting Strategy and an Ecological Assessment will need to be submitted and inform the design and layout of the site.

The findings of these reports will help inform the design and layout of the site so that an acceptable relationship between the new dwellings, new employment floorspace and the existing residential units surrounding the site can be secured through separation and/or other appropriate mitigation measures. This will assist in improving the negative assessment against objective 3. The considerations for the layout and design will also help address the uncertainties raised in objectives 7 and 8 regarding the affect on the landscape, as well as biodiversity and geodiversity.

## **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendation is included in the policy requirements for this site.

## L152 Former Colt Site

**Indicative no. of dwellings: 90**

**Indicative amount of employment floorspace: 5,900 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need, as well as creating high quality housing and employment floorspace will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 90 dwellings will help meet this objective, providing about 27 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is within walking distance to informal public open space to the west off Bartons Road as well as the Havant Waterlooville Football Club. However, the site was previously used by Colt International Ltd, as such, there is asbestos content and associated contamination on the site. Storage tanks were formerly/are currently present on the site. The site is also directly adjacent to industrial uses to the south-west and south-east. With this, the site itself will also provide employment floorspace along with residential development which may impact prospective residents' amenity.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	There are bus stops adjacent to the site along Bartons Road which provide services to Havant and Portsmouth every 15 minutes via the Stagecoach routes 20 and 21. Public transport provision close to the site will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	There is only a small section of the south east corner of the site which is in flood zones 2 and 3. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding and conduct a Flood Risk Assessment (FRA).

**L152 Former Colt Site****Indicative no. of dwellings: 90****Indicative amount of employment floorspace: 5,900 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site has been significantly impacted by past development and this may have removed the archaeological potential.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL) and comprises a vacant industrial unit previously occupied by Colt International Ltd. The development of the site will not decrease the character and appearance of the landscape but instead has the potential to improve the local distinctiveness, identity and amenity of the area by bringing a vacant site back into use.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is also previously developed land (PDL) which once accommodated Colt International Ltd and is surrounded by residential and industrial development. Given the surrounding character of the area, it is not considered that development of the site would have an impact on the biodiversity and geodiversity of the surrounding area.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**L152 Former Colt Site****Indicative no. of dwellings: 90****Indicative amount of employment floorspace: 5,900 square metres**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>There are bus stops adjacent to the site along Bartons which provide services to Havant and Portsmouth every 15 minutes via the Stagecoach routes 20 and 21. The site is also in close proximity to a number of employment opportunities both within its own boundaries and along New Lane. The site is also about 1 mile away from Havant Railway Station. Therefore, the proximity of the site to local services and public transport will encourage residents to walk and cycle to public transport options.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in England. The development will provide about 27 affordable dwellings.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	There are bus stops adjacent to the site along Bartons which provide services to Havant Town Centre and Portsmouth every 15 minutes via the Stagecoach routes 20 and 21. The site is also in close proximity to a number of employment opportunities both within its own boundaries and along New Lane. The site is also about 1 mile away from Havant Railway Station. As such, the location of the site, and public transport provisions, will help provide easy and equitable access to services, facilities and opportunities.

### **Supporting Commentary:**

The site was assessed positively against the majority of objectives. This was due to the site being previously developed land (PDL) with easy access to employment opportunities and informal recreation within walking and cycling distance. In addition, the site is serviced by Stagecoach bus routes 20 and 21. The assessment of objective 4 could be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the Pre-Submission version of the Local Plan 2036. In addition, objective 5 was assessed as uncertain due to the infringement of flood zones 2 and 3 in the south-east corner of the site, as well as the existing drainage ditch onsite. The site was assessed as having a “negative effect” against objective 3 due to the contamination issues associated with the site’s previous use (i.e. asbestos content). Recommendations for the allocation policy for this site have been suggested below which may help improve the site’s assessment against objectives 3 and 5 at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made to assist the future assessment of the site:

- a. A Noise Impact Assessment and Contaminated Land Investigation Report will need to be submitted and inform the layout of the site.

The findings of these reports will help inform the design and layout of the site so that an acceptable relationship between the new dwellings, new employment floorspace and the existing employment uses surrounding the site to the south secured through separation and/or other appropriate mitigation measures. This will assist in reducing the negative assessment against objective 3.

- b. A Flood Risk Assessment (FRA) will need to be submitted and inform the layout of the site.

This will reduce the uncertainty against objective 5 as residential development will be located away from the areas at risk of flooding.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE6a Cabbagefield Row**  
**Indicative no. of dwellings 115**

The site was previously referred to as UE6a in the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 115 dwellings will help meet this objective, providing about 35 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is in close proximity to The Warren and Dunsbury Hill Wood, and is also close to Staunton Country Park. With this, the development of the site would need to provide public open space in line with Policy E2. There are/will be, therefore, a number of informal recreational opportunities.</p> <p>Nevertheless, there is a mobile communication mast on the eastern side of the site. In addition, there may also be potential ground quality issues associated with the informal use of the site by vehicles (particularly motorcycles). However, development of the site may overcome the existing misuse of the field by such vehicles.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is adjacent to the St Clare's Avenue bus stops which are served by the Stagecoach 23 service to Leigh Park Centre (Park Parade) and Havant Town Centre every 10 to 15 minutes. The small parade of shops along Strouden Court and Warren Park Primary School are also accessible via walking. As such, some services and facilities will be accessible via walking, cycling and bus which will reduce the need for car use and thus minimise the Borough's greenhouse gas emissions.</p> <p>It is acknowledged, however, that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie in flood zones 2 and/or 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.

**UE6a Cabbagefield Row**  
**Indicative no. of dwellings 115**

The site was previously referred to as UE6a in the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is potential for previously unidentified archaeology of prehistoric and Roman date. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is a greenfield site on the edge of the existing urban area and could be seen as a natural extension of existing settlement boundaries. The development of this site will have an effect on what is currently open landscape. While careful and sensitive planning will help maximise opportunities to create new distinctiveness and sense of place, there will be a change and loss of open landscape character.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. There is high potential for hazel dormice, nesting birds and common reptiles. The area and its surroundings are also within proximity to known Bechstein's bat roosts and foraging habitat. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.</p> <p>The site forms part of a wider block of woodland/scrub/grassland and is surrounded by the Dunsbury Hill Wood SINC. Botanical survey by HBIC in 2008 recorded site as improved grassland with encroaching scrub.</p> <p>Sensitive planning can help, and will need to, maintain existing or create new habitats, mitigating some of the negative effects.</p>
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Protection Zone (SPZ) 1c. The GIS shapefile downloaded from Natural England's website, has indicated that the site has an agricultural land classification (ALC) of Grade 4. As such, the site does not contain the best and most versatile agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



**UE6a Cabbagefield Row**  
**Indicative no. of dwellings 115**

The site was previously referred to as UE6a in the Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is adjacent to the St Clare's Avenue bus stops which are served by the Stagecoach 23 service to Leigh Park Centre (Park Parade) and Havant Town Centre every 10 to 15 minutes. The small parade of shops along Strouden Court and Warren Park Primary School are also accessible via walking. The location of the site does, therefore, mean that some facilities and services will be within walking distance of the site; however, the number of bus services is not as numerous as other parts of the borough.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>Leigh Park includes some of the most deprived areas in England. With this, the Warren Park Ward has been highlighted in the 20% most deprived areas in the country. The development will provide about 35 affordable dwellings, which will be in close proximity to education facilities and employment opportunities, as well as local shops and a bus service. As such, the site's development will generate social inclusion and help to close the gap between the most deprived areas in the Borough.</p>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is adjacent to the St Clare's Avenue bus stops which are served by the Stagecoach 23 service to Leigh Park Centre (Park Parade) and Havant Town Centre every 10 to 15 minutes. The small parade of shops along Strouden Court (H39) and Warren Park Primary School are also accessible via walking. The site is also in close proximity to Staunton Country Park and Dunsbury Park which provide informal recreation and employment opportunities respectively. As such, the location of the site will ensure easy and equitable access to services, facilities and opportunities.</p>

## **Supporting Commentary:**

The site has been assessed positively against six of the 14 objectives. This was due to the easy accessibility to nearby schools, the small-scale retail offer available around Strouden Court and employment opportunities at Dunsbury Park. With this, the uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. In addition, the site was also assessed as having an “uncertain effect” against objectives 3, 6 and 8. These will need to be addressed through sensitive landscaping which takes into account the mobile communication masts along with the provision and location of the public open space (in line with policy E2). Moreover, the assessment of objective 4 could be improved through low carbon design. Recommendations have been made below to assist in reducing these uncertainties.

The site was assessed as having a “negative effect” against objective 7 due to the development of a large greenfield site on the edge of an existing settlement. Sensitive planning will need to create opportunities for local distinctiveness and a sense of place in order to mitigate some of the negative effects associated with development of this site.

## **Recommendation:**

The following recommendations have been made from the information received through the site’s screening:

- a. A Contaminated Land Investigation Report will need to be submitted and inform an application.

This will assist in reducing the uncertainty related to objective 3.

- b. A Heritage Statement will need to be submitted to inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objectives 6

- c. A Landscape and Visual Impact Assessment is carried out and used to inform the design and layout of an application.

This may help reduce the negative assessment against objective 7.

- d. Survey methods appropriate to Bechstein’s bat are used and undertaken to establish whether the species is present on the site. If Bechstein’s bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein’s bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- e. An Ecological Assessment should not only address the presence of Bechstein's bat (see above) but also inform the design and layout of a scheme with regard to the adjacent SINC. Moreover, a strong landscape buffer around the site should be retained and strengthened.

This will assist in reducing the negative and uncertain assessments related to objectives 7 and 8 respectively.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE69 Land at Hulbert Road (East of A3(M))****Indicative no. of dwellings 150****Indicative amount of commercial floorspace: 2,000 square metres**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE69.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need, as well as creating high quality housing and commercial floorspace will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 150 dwellings will help meet this objective, providing about 45 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The development would be required to supply public open space under the requirements of Policy E2. This will provide opportunities for informal recreation. However, the site is adjacent to the A3(M) and will thus impact upon residential amenity with regard to noise. With this, high voltage overhead powerlines cross the southern part of the site. The central eastern part of the site comprises an area where oil exploration has previously taken place; as such, there will be ground quality issues associated with the site's previous uses.</p> <p>In addition, Hampshire County Council (HCC), as the local education authority, has advised that under the Road safety GB "Assessment of walked routes to school", Hulbert Road would not meet the criteria of a route which is "available" or safe. HCC also advised that even if a footpath could be created and suitable step-off points created, the volume of traffic to the A3(M), Dunsbury Park and the 60mph speed limit would be unacceptable. As such, residents would be reliant on the car due to the unsafe/lack of walking options.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The nearest bus stop is 500m away along Purbrook Way and is served by Stagecoach routes 20, 37 and 39 which provides a service to Leigh Park Centre, as well as Havant and Waterlooville Town Centres. However, the site would need to be connected to Purbrook Way via a pedestrian route in order for the bus stops to be utilised by prospective residents of the site. Nevertheless, HCC has advised that under the Road safety GB "Assessment of walked routes to school", Hulbert Road would not meet the criteria of a route which is "available" or safe. HCC also advised that even if a footpath could be created and suitable step-off points created, the volume of traffic to the A3(M), Dunsbury Park and the 60mph speed limit would be unacceptable. Due to these safety issues, residents are more likely to be reliant on the car. This will add to the Borough's greenhouse gas emissions.</p> <p>It also acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change.</p>

**UE69 Land at Hulbert Road (East of A3(M))****Indicative no. of dwellings 150****Indicative amount of commercial floorspace: 2,000 square metres**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE69.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not identified in flood zones 2 and/or 3. However, a culvert runs along the site from east to west which separates the commercial development in the south (i.e. where B&Q is currently situated) with the remainder of the site. It also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	A small archaeological evaluation took place at one location within this area which found no archaeological remains of note. In the absence of archaeological data, it would appear that the archaeological potential is low (i.e. only limited archaeological remains might be anticipated) and that overriding or even burdensome archaeological issues need not be anticipated.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site. The development of the site will have an impact on landscape character and result in the loss of open countryside and woodland (which is designated as a SINC and also protected under TPOs).

**UE69 Land at Hulbert Road (East of A3(M))****Indicative no. of dwellings 150****Indicative amount of commercial floorspace: 2,000 square metres**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE69.

	Description	Assessment
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>The area and its surroundings are likely to be used by Bechstein's Bat, with a maternity roost identified to the north. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.</p> <p>The woodland area to the north is both; 1) protected under a TPO and; 2) designated as a SINC under criteria 1B. Criteria 1B includes " <i>other woodland where there is a significant element of ancient, semi-natural woodland surviving</i>". The proposal for commercial development in this area would therefore significantly impact upon the SINC designation. The band of woodland which sits in the south of the site (and directly north to the current commercial floorspace where B&amp;Q is currently situated) is also designated under the same SINC criteria.</p> <p>Moreover, this is a greenfield site with more than two thirds of the site area containing woodland. The development of the site will have an impact on biodiversity and geodiversity through the loss of open countryside and an impact of protected woodland.</p>
Obj 9	Protect and conserve natural resources	<p>The site is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has identified that the site lies in Groundwater Source Protection Zone (SPZ) 1c.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the section of the site that is not covered by woodland, has an agricultural land classification (ALC) of Grade 4. As such, the site does not contain the best and most versatile agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	<p>The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.</p>

**UE69 Land at Hulbert Road (East of A3(M))****Indicative no. of dwellings 150****Indicative amount of commercial floorspace: 2,000 square metres**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE69.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The nearest bus stop is 500m away along Purbrook Way and is served by Stagecoach routes 20, 37 and 39 which provides a service to Leigh Park Centre, as well as Havant and Waterlooville Town Centres. However, the site would need to be connected to Purbrook Way via a pedestrian route in order for the bus stops to be utilised by prospective residents of the site. Nevertheless, HCC has advised that under the Road safety GB "Assessment of walked routes to school", Hulbert Road would not meet the criteria of a route which is "available" or safe. HCC also advised that even if a footpath could be created and suitable step-off points created, the volume of traffic to the A3(M), Dunsbury Park and the 60mph speed limit would be unacceptable. Due to these safety issues, residents are more likely to be reliant on the car.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective could be reassessed at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal. Nevertheless, the site, due its isolated nature, will not be able to increase the proportion of sustainable modes of transport and does not provide opportunities for walking and cycling.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Leigh Park includes some of the most deprived areas in the country. This development will provide about 45 affordable dwellings.

**UE69 Land at Hulbert Road (East of A3(M))****Indicative no. of dwellings 150****Indicative amount of commercial floorspace: 2,000 square metres**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE69.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The nearest bus stop is 500m away along Purbrook Way and is served by Stagecoach routes 20, 37 and 39 which provides a service to Leigh Park Centre, as well as Havant and Waterlooville Town Centres. However, the site would need to be connected to Purbrook Way via a pedestrian route in order for the bus stops to be utilised by prospective residents of the site. Nevertheless, HCC has advised that under the Road safety GB "Assessment of walked routes to school", Hulbert Road would not meet the criteria of a route which is "available" or safe. HCC also advised that even if a footpath could be created and suitable step-off points created, the volume of traffic to the A3(M), Dunsbury Park and the 60mph speed limit would be unacceptable. Despite the Bedhampton Asda and other facilities and shops in the local area, the safety issues raised above will mean that residents are more likely to be reliant on the car. As such, it is not considered at that the site has easy and equitable access to services, facilities and opportunities.



### **Supporting Commentary:**

The site has been assessed as having a “negative effect” against five of the objectives, and has also been assessed as having a “strong negative effect” against objective 8. The “negative effects” are due to the site’s relatively isolated location. Even though the site is in close proximity to the Bedhampton Asda Superstore and commercial units directly to the south, access to these facilities and services would require a car. Hampshire County Council (HCC) has advised that under the Road safety GB “Assessment of walked routes to school”, Hulbert Road would not meet the criteria of a route which is “available” or safe. HCC also advised that even if a footpath could be established and suitable step-off points created, the volume of traffic to the A3(M) and Dunsbury Park, as well as the 60mph speed limit would still render the route as unacceptable due to safety issues. Though this is concerning the safety of school children, it is considered that the same applies to all pedestrians.

Moreover, proposed commercial development in the north of the site would significantly impact upon the biodiversity and geodiversity of the site through the loss of trees. The woodland in the north of the site (along with the band of woodland directly north of the current B&Q site) is designated as a SINC under criteria 1B due to the presence of ancient woodland. With this, Bechstein’s bats are likely to roost and forage in the area; as such, any loss of woodland would impact upon this protected species also; though it is acknowledged that surveys would need to be undertaken to clarify the latter point further.

The idea of widening the existing carriageway to achieve a footway/cycleway along the western side of Hulbert Road, and thus propose a solution to the constraints raised in the first paragraph, is likely to require the removal of some trees along the northern section of the site, as well as the band of trees directly north of B&Q. As stated in the second paragraph, these woodland areas are designated as a SINC, any such proposal would therefore severely impact upon the geodiversity and biodiversity of the area.

There is the possibility of creating a route from the centre of the site through the commercial development to the south and coming out at what is presently B&Q. However, there is a culvert running east to west of the site which separates this commercial development from the centre of the site (where residential development is proposed). This would make access (especially vehicular) rather difficult to achieve.

### **Overall Recommendation:**

**This site is not recommended for inclusion in the Draft Local Plan 2036.**

# Appendix 12

## Waterlooville – Proposed Housing Sites

### **UE31 Land north of High Bank Avenue, Widley** **Indicative no. of dwellings: 20**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE31.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 20 dwellings will help meet this objective, providing about 6 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is in close proximity to Portsdown Hill which provides opportunities for informal recreation and is also close to QA Hospital in Cosham. In addition, the site is adjacent to the London Road allotments and close to Portsmouth Golf Club; both of which provide opportunities for formal recreation.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located off London Road which forms part of the A3 Priority Bus Corridor. With this, a bus stop is found directly adjacent to the entrance of the site and is served by the Star 8 First service from Portsmouth to Clanfield (and thus stopping through Waterlooville Town Centre). The Havant Borough Cycle Network Map 2017 indicates that this section of London Road is a sign-posted cycle network link, with sections of the cycle lane joining with the bus lane. The site is within walking distance of Purbrook Park School and Widley Local Centre; and is also less than 0.5 miles away from Purbrook Local Centre. The site is thus in close proximity to local shops, services and facilities which can be accessed by walking and cycling. The transport options available will help minimise the Borough's greenhouse gas emissions.</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE31 Land north of High Bank Avenue, Widley**  
**Indicative no. of dwellings: 20**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE31.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not located in flood zone 2 and 3. It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is likely potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is a greenfield site and is on the edge of existing residential development. The development of the site will have an effect on what is currently undeveloped land; however, the site is of a small-scale and would be surrounded by residential development on two sides and would thus not diminish the townscape to a great extent.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. The site is adjacent to the London Road Fen SINC and has a group Tree Preservation Order (TPO). However, the above could be managed and incorporated into a development scheme through effective landscape buffering and sensitive planning via the planning application process.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA); however Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.  DEFRA's Magic Map tool indicates that part of the site contains Grade 3a agricultural land, with another section of the site identified as "Other". On a precautionary basis, the remainder of the site is presumed to consist of Grade 3a soil and thus contains BMV agricultural land.

**UE31 Land north of High Bank Avenue, Widley**  
**Indicative no. of dwellings: 20**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE31.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located off London Road which forms part of the A3 Priority Bus Corridor. With this, a bus stop is found directly adjacent to the entrance of the site and is served by the Star 8 First service from Portsmouth to Clanfield (and thus stopping through Waterlooville Town Centre). The Havant Borough Cycle Network Map 2017 indicates that this section of London Road is a sign-posted cycle network link, with sections of the cycle lane joining with the bus lane. The site is also within walking distance of Widley Local Centre and less than 0.5 miles away from Purbrook Local Centre. The site is thus in close proximity to local shops, services and facilities.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 6 affordable dwellings.

**UE31 Land north of High Bank Avenue, Widley**  
**Indicative no. of dwellings: 20**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as UE31.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located off London Road which forms part of the A3 Priority Bus Corridor. With this, a bus stop is found directly adjacent to the entrance of the site and is served by the Star 8 First service from Portsmouth to Clanfield (and thus stopping through Waterlooville Town Centre). The Havant Borough Cycle Network Map 2017 indicates that this section of London Road is a sign-posted cycle network link, with sections of the cycle lane joining with the bus lane. The site is also within walking distance of Widley Local Centre and less than 0.5 miles away from Purbrook Local Centre. The site is thus in close proximity to local shops, services and facilities.</p> <p>Formal and informal recreational opportunities are available nearby and further facilities are accessible in Waterlooville Town Centre. The site is also within walking distance to Purbrook Park School and is also close to QA Hospital in Cosham. As such, the site can ensure easy and equitable access to a number of local shops, facilities and services via walking, cycling and bus.</p>

### Supporting Commentary:

The site has been assessed fairly positively against half of the objectives. This is due to the easy access to Widley Local Centre and Purbrook Park School, as well as the site's location on the A3 Priority Bus Corridor (London Road). As such, prospective residents would be able to access local shops, services and facilities by walking, cycling and bus. The assessment of objective 4 could be improved by incorporating low carbon design. Nevertheless, uncertainties have arisen against objectives 6, 7 and 8. The uncertainty related to objective 6 could be reduced through the submission of a Heritage Statement. With this, an Ecological Assessment and Arboricultural Assessment could be used to inform the design and layout of the site in relation to the group TPO and the site's relationship with the adjacent London Road Fen SINC. In doing so, the above may reduce the uncertainties raised against objectives 7 and 8.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

The site was assessed negatively against objective 9 due to the site containing the best and most versatile (BMV) agricultural land. The Council's approach to BMV agricultural land is set out in Appendix 2.

### Overall Recommendation:

**This site is not currently recommended for inclusion in the Draft Local Plan 2036.** Though the site has been assessed fairly positively against the above objectives, and any uncertainties raised have the potential to be reduced through appropriate assessment and careful consideration to the design and layout; the site itself forms part of the entrance to a much larger field which goes beyond the Borough's administrative boundary. The site area assessed above (which falls in Havant Borough's administrative boundary) is less than an eighth of the total area of the larger field in question.

Therefore, the site is not currently recommended for inclusion in the Draft Local Plan 2036 as development of this site could undermine the future development potential of the larger field which crosses the administrative boundary.

**UE70 Land East of College Road, Campdown**  
**Indicative no. of dwellings: 560**

The site was previously referred to as UE70 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 560 dwellings will help meet this objective, providing about 168 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is located north of Portsdown Hill and the Solent where there are good opportunities for informal recreation, including walking, cycling and sailing. The site is also located near to Portsmouth Golf Course and is just over 2 miles away from Queen Alexander Hospital. The open space opposite South Downs Campus includes children's play space, a basketball court and an artificial turf football pitch. The latter is used by Havant and South Downs College during the day but is available to the public and community groups in the evening. As part of Policy E2, any potential development would also need to provide public open space on site. The Local Plan Housing Statement also highlights that "sports facilities" should be incorporated with any future scheme; this will help improve community health.</p> <p>Nevertheless, the site is located in close proximity to the A3(M). With this, a 3.2ha area to the south-east of the site was previously used as landfill. The site is also close to the former Morelands Battery with a risk of unexploded ordnance on the site.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located directly adjacent to the South Downs Campus of Havant and South Downs College and is also within walking distance to Morelands Primary School and Crookhorn Lane Local Centre. With this, the bus stop at South Downs Campus is served by a variety of bus operators and routes; including Stagecoach services 21, 37 and 39 which provide routes to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. The site is also in close proximity to National Cycle Route 222 which runs along Crookhorn Lane, connecting Waterlooville Town Centre with Portsmouth. As such, there are a variety of alternative transport methods to the car.</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE70 Land East of College Road, Campdown**  
**Indicative no. of dwellings: 560**

The site was previously referred to as UE70 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not located in flood zone 2 and 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On and off site mitigation measures may be required due to the scale of the site and will need to be determined through a Flood Risk Assessment (FRA) at the planning application stage. Any developer will have to demonstrate that development is safe from flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	A buried Roman villa is located in the northern section of the site and is designated as a scheduled monument. In addition, the site is located within the vicinity of Fort Purbrook, a scheduled monument and Grade II listed building. Appropriate surveys and necessary measures will be required to ensure the appropriate protection, enhancement and management of these historic features both prior to and during development. Until appropriate investigations are carried out, some uncertainty remains in respect of this objective.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have a significant effect on what is currently open landscape. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. The land is suitable for bats, reptiles and hazel dormice. Littlepark Wood (West) SINCS is situated in the north of the site and is designated due to the presence of ancient woodland. As such, opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.</p> <p>The emerging Solent Waders and Brent Goose Strategy (2017) identifies the site as a Primary Support Area. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development.</p>



**UE70 Land East of College Road, Campdown**  
**Indicative no. of dwellings: 560**

The site was previously referred to as UE70 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has also confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grades 3 and 4. Therefore, the site is not considered to be BMV agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	<p>The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.</p>
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located directly adjacent to the South Downs Campus of Havant and South Downs College and is also within walking distance to Morelands Primary School and Crookhorn Lane Local Centre. With this, the bus stop at South Downs Campus is served by a variety of bus operators and routes; including Stagecoach services 21, 37 and 39 which provide routes to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. The site is also in close proximity to National Cycle Route 222 which runs along Crookhorn Lane, connecting Waterlooville Town Centre with Portsmouth. The site has a variety of access options to services, facilities and opportunities; though it is acknowledged with a site of this scale a proportion of residents may still be reliant on the car to access such services and facilities.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**UE70 Land East of College Road, Campdown**  
**Indicative no. of dwellings: 560**

The site was previously referred to as UE70 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate approximately 168 affordable dwellings in an area with a wide range of public transport and informal recreation opportunities.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located directly adjacent to the South Downs Campus of Havant and South Downs College and is also within walking distance to Morelands Primary School and Crookhorn Lane Local Centre. With this, the bus stop at South Downs Campus is served by a variety of bus operators and routes; including Stagecoach services 21, 37 and 39 which provide routes to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. The site is also in close proximity to National Cycle Route 222 which runs along Crookhorn Lane, connecting Waterlooville Town Centre with Portsmouth. As such, there are a variety of alternative transport methods to the car.</p> <p>The site has a variety of access options to services, facilities and opportunities; though it acknowledged with a site of this scale a proportion of residents may still be reliant on the car to access such services and facilities.</p>

## **Supporting Commentary:**

The site's proximity to bus routes, the national cycle network, various opportunities for informal recreation and scale of affordable housing generation has meant that the site has been assessed positively against a number of objectives. The assessment of objective 4 could be improved by incorporating low carbon design. Nevertheless, uncertainties have arisen against objectives 3, 5, 6 and 8 due to the site's previous uses, potential archaeological potential, proximity to the A3(M) and local nature designations. As such, sensitive planning will need to be demonstrated through the development management process. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

In addition, the uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

The site is close to the bridleway which runs from Scratchface Lane, along the bridge over the A3(M), and into Bedhampton. At present, funding has been made available to widen the bridleway and thus pedestrian and cycle use of the path. However, this is still subject to design considerations and ecological assessments.

The site was assessed negatively against objective 7 as it is acknowledged the development of such a large greenfield site will have a significant effect on what is currently open landscape. With this, sensitive planning will help create opportunities for local distinctiveness and a sense of place in order to mitigate some of the negative effects associated with development of this site. With this, the site is one of the few larger sites proposed in the Borough which does not contain BMV agricultural land (Objective 9).

## **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. The provision for sports facilities is included in the allocation policy for this site as highlighted in the Local Plan Housing Statement (2016).

This will provide further opportunities for formal recreation for residents both within and surrounding the site and may help improve the assessment against objective 3.

- b. A Noise Impact Assessment, Land Contamination Investigation Report and further assessment about the potential for unexploded ordnance from the former Morelands Battery will need to be undertaken and inform the design and layout of any future scheme.

This will assist in reducing the uncertainty related to objective 3. At present, there are numbers of locations surrounding the site which can provide informal recreation opportunities; however, the potential noise impact from the A3(M) and land contamination from the site's previous uses are what reduce the positive assessment of this objective to uncertain. The findings of these reports should help secure an acceptable relationship between the new dwellings and the A3(M) through separation and/or appropriate mitigation measures.

- c. The extent and significance of the buried Roman Villa, the Roman Road and any other heritage assets and potential for unidentified archaeological deposits, both within and adjacent to the site, are identified and assessed appropriately through a Heritage Statement.

This will assist in reducing the uncertainty related to objective 6.

- d. The design and layout should not include residential development or sports facilities within Littlepark Wood (West) as it is designated as a SINC due to the presence of ancient woodland.

This will protect the integrity of the SINC and reduce some of the uncertainties related to objective 8.

- e. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

This follows on from advice given by Natural England and will assist in reducing some of the uncertainties related to objective 8.

- f. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in improving the assessment against objective 9 by making sure that minerals can be extracted prior to development.

- g. A convenience store is provided at the gateway point to the site.

The scale of the site will be able to accommodate a small-scale convenience store outside of the town, district and local centres (in line with Policy C8). This will allow residents to travel on foot and bike increasing the access to everyday convenience needs and facilities. In doing so, improvements could be made against the assessments for objectives 11 and 14 in the future.

- h. The design and layout of the site should link new and existing pedestrian and cycle paths to the Scratchface Lane bridleway which runs over the A3(M) and connects Purbrook with Bedhampton.

This will help strengthen the east-west transport routes of the Borough whilst providing further pedestrian and cycle routes for both informal recreation and access to further services in the east of the Borough. In doing so, this will help reduce the uncertainty related to objective 11 and help improve the assessment of objective 14 further.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE72 North of Fort Purbrook**  
**Indicative no. of dwellings: 100**

The site was previously referred to as UE72 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 100 dwellings will help meet this objective, providing about 30 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is located north of Portsdown Hill and the Solent where there are good opportunities for informal recreation, including walking, cycling and sailing. As part of policy E2, any potential development would also need to provide public open space on site.</p> <p>The site is currently apart of Portsmouth Golf Course. The development of the site will lead to the reconfiguration of the golf course. It is however acknowledged that the number of holes and variety of course options will become more limited.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located between the Dale and Crookhorn Lane and is thus within walking distance to Morelands Primary School, Purbrook Park School and the South Downs Campus of Havant and South Downs College. The site is thus adjacent to the Morelands School bus stops which are served by a variety of Stagecoach bus routes; 20, 30, 37 and 39. As well as the bus service Star 7. The above provide bus services to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. Crookhorn Lane itself forms part of National Cycle Route 222 which connects Waterlooville Town Centre with Portsmouth. As such, there are a variety of alternative transport methods to the car. The use of these will help minimise the Borough's greenhouse gas emissions.</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE72 North of Fort Purbrook**  
**Indicative no. of dwellings: 100**

The site was previously referred to as UE72 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not located in flood zone 2 and 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On and off site mitigation measures may be required due to the scale of the site and will need to be determined through a Flood Risk Assessment (FRA) at the planning application stage. Any developer will have to demonstrate that development is safe from flooding.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is located within the setting of Fort Purbrook, a scheduled monument and Grade II listed building. Necessary measures will be required to ensure the appropriate protection, enhancement and management of this historic asset both prior to and during development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have a significant effect on what is currently open space and its identity and character as part of Portsmouth Golf Course. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. The land is suitable for bats, reptiles and hazel dormice. The Purbrook Park Wood SINC and Portsmouth Golf Course West SINC are found within the boundaries of the site; the former includes ancient woodland. As such, opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.

**UE72 North of Fort Purbrook**  
**Indicative no. of dwellings: 100**

The site was previously referred to as UE72 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 9	Protect and conserve natural resources	<p>The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire Country Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has also confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.</p> <p>The GIS shapefile downloaded from Natural England's website has indicated that the site has an agricultural land classification (ALC) of Grade 3. It is, therefore, unclear whether the site contains BMV agricultural land. As a precautionary basis, the site is presumed to consist of Grade 3a soil and thus contain BMV agricultural land.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	<p>The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.</p>
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located between the Dale and Crookhorn Lane and is thus within walking distance to Morelands Primary School, Purbrook Park School and the South Downs Campus of Havant and South Downs College. The site is thus adjacent to the Morelands School bus stops which are served by a variety of Stagecoach bus routes; 20, 30, 37 and 39. As well as the bus service Star 7. The above provide bus services to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. Crookhorn Lane itself forms part of National Cycle Route 222 which connected Waterlooville Town Centre with Portsmouth. As such, there a variety of opportunities for walking and cycling.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>



**UE72 North of Fort Purbrook**  
**Indicative no. of dwellings: 100**

The site was previously referred to as UE72 in the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 30 affordable dwellings.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located between the Dale and Crookhorn Lane and is thus within walking distance to Morelands Primary School, Purbrook Park School and the South Downs Campus of Havant and South Downs College. The site is thus adjacent to the Morelands School bus stops which are served by a variety of Stagecoach bus routes; 20, 30, 37 and 39. As well as the bus service Star 7. The above provide bus services to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. Crookhorn Lane itself forms part of National Cycle Route 222 which connected Waterlooville Town Centre with Portsmouth. As such, there are a variety of alternative transport methods to the car.</p> <p>The site has a variety of access options to services, facilities and opportunities; including the Crookhorn Lane surgery. It is acknowledged however, that residents are likely to be reliant on the car in order to access work.</p>

## **Supporting Commentary:**

The site's proximity to bus routes, the national cycle network, various opportunities for informal recreation and close proximity to the Crookhorn Lane Local Centre has meant that the site has been assessed positively against a number of objectives. The assessment of objective 4 could be improved by incorporating low carbon design. With this, the uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. With regard to the uncertainty raised against objective 8, this is due to the Purbrook Park Wood SINC and Portsmouth Golf Course West SINC. As such, sensitive planning will need to be demonstrated through the development management process. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

Nevertheless, the site was assessed negatively against objectives 6, 7 and 9. The latter is due to the site containing BMV agricultural land; the Council's approach to BMV agricultural land is set out in Appendix 2. As for objectives 6 and 7, these negative assessments were due to the site's location within the setting of Fort Purbrook, as well as the acknowledgement that development on a greenfield site of this scale will have a significant effect on what is currently open landscape. Sensitive planning will be required to help create opportunities for new local distinctiveness and sense of place while respecting the character and setting of Fort Purbrook. Recommendations of how to do this have been made below.

## **Recommendations:**

The following recommendations have been made following the summer 2016 regulation 18 consultation on the Local Plan Housing Statement (2016) and further information received through the site's screening:

- a. The setting of Fort Purbrook will need to be protected and, where possible enhanced. The opportunity for previously unidentified archaeological deposits will also need to be explored. The two points above will need to be established through the submission of a Heritage Statement and inform the design and layout of any future scheme.

This will assist in reducing the negative assessment against objective 6.

- b. Residential development should be planned for in the eastern section of the site as to avoid the Purbrook Park Wood SINC and Portsmouth Golf Course West SINC.

The will assist in reducing the uncertainty related to objectives 3, 4 and 8 as the development will then; 1) provide public open space in the western section of the site; 2) will also allow for the natural environment to help mitigate against climate change and; 3) protect the designated SINCS.

- c. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in reducing the negative assessment of objective 9 by making sure that minerals can be extracted prior to development.

- d. Provisions for community food growing (e.g. allotments and community orchards etc.) are included in the allocation policy for this site.

This will create greater community access to a particular facility and will also provide an activity which will contribute to the health and wellbeing of future and surrounding residents (objective 3). The use of the BMV agricultural land for community food growing will also help justify the site's inclusion in the Draft Local Plan 2036 despite the negative assessment against objective 9.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE79 Land at Waterloooville Golf Club**  
**Indicative no. of dwellings: 42**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 42 dwellings will help meet this objective, providing about 13 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is in close proximity to the Queen's Inclosure and the public open space along Tempest Avenue, which provide opportunities for informal recreation.</p> <p>The site is currently apart of Waterloooville Golf Course. The development of the site will lead to the loss of part of the golf course's practice ground.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located just over 300m and 1km away from Grassmere Local Centre and Cowplain District Centre respectively. These centres both include a number of convenience shops and facilities; with the Local Centre including the Forest End Surgery. The site is also in close proximity to Cowplain Activity Centre, the Padnell Primary Schools and Cowplain Community School. As such, there are a number of local shops, services and facilities within walking and cycling distance of the site. Stagecoach bus service 37 serves the bus stops along Tempest Avenue/Park Lane which provides services to Havant Town Centre, Waterloooville Town Centre, Cowplain, Lovedean, Horndean and Clanfield every hour. The Star 8 service from Portsmouth to Clanfield is also available at the bus stops along London Road to the south of Cowplain District Centre. The site is close to London Road which is part of National Cycle Route 222 to Portsmouth. As such, there are a number of alternative transport provisions available to access facilities; the use of these will help minimise the Borough's greenhouse gas emissions.</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**UE79 Land at Waterloooville Golf Club**  
**Indicative no. of dwellings: 42**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not located in flood zone 2 and 3. It is acknowledged, however, that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is a low to moderate potential for previously identified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is currently part of Waterloooville Golf Course and could be seen as a natural extension of existing settlement boundaries. The development of the site will have an effect on what is currently undeveloped land; however, the site is of a small-scale and is adjacent to residential development. As such, the development may not diminish the townscape to a great extent.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. The entire site falls within the Waterloooville Golf Course SINCE under criteria 1A, 2B and 3A. Criterion 1A refers to ancient semi-natural woodland; while criteria 2B and 3A refer to semi-improved grassland and areas of heathland vegetation respectively. As such, criterion 1A refers to the adjacent woodland to the north and the included woodland in the south-east of the site. The woodland areas are likely to support roosting and foraging bats (including Bechstein's bat) as well as hazel dormice, badgers and nesting birds. With this, Bechstein's bat are a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required.</p> <p>Sensitive planning and landscape buffering will therefore be required. Opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.</p>

**UE79 Land at Waterloooville Golf Club**  
**Indicative no. of dwellings: 42**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 9	Protect and conserve natural resources	<p>The site is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.</p> <p>There are no previous records of soil surveys for the site; the GIS shapefile downloaded from Natural England's website has indicated that the site is non-agricultural land. With this, DEFRA's Magic Map tool indicates that Grade 4 agricultural land is in close proximity to site. As such, it is assumed that the site does not contain BMV agricultural land. As this is an assumption, this objective has been assessed as uncertain for the time being.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located just over 300m and 1km away from Grassmere Local Centre and Cowplain District Centre. These centres both include a number of convenience shops and facilities; with the nearer Local Centre including the Forest End Surgery. The site is also in close proximity to Cowplain Activity Centre, the Padnell Primary Schools and Cowplain Community School. As such, there are a number of local shops, services and facilities within walking and cycling distance of the site. Stagecoach bus service 37 serves the bus stops along Tempest Avenue/Park Lane which provides services to Havant Town Centre, Waterloooville Town Centre, Cowplain, Lovedean, Horndean and Clanfield every hour. The Star 8 service from Portsmouth to Clanfield is also available at the bus stops along London Road to the south of Cowplain District Centre. The site is also close to London Road which is part of National Cycle Route 222 to Portsmouth. As such, there are numerous opportunities for walking and cycling to access facilities.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment at the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**UE79 Land at Waterloooville Golf Club**  
**Indicative no. of dwellings: 42**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site was submitted to the Council during the Call for Sites 2017.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 13 affordable dwellings.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located just over 300m and 1km away from Grassmere Local Centre and Cowplain District Centre. These centres both include a number of convenience shops and facilities; with the nearer Local Centre including the Forest End Surgery. The site is also in close proximity to Cowplain Activity Centre, the Padnell Primary Schools and Cowplain Community School. As such, there are a number of local shops, services and facilities within walking and cycling distance of the site. Stagecoach bus service 37 serves the bus stops along Tempest Avenue/Park Lane which provides services to Havant Town Centre, Waterloooville Town Centre, Cowplain, Lovedean, Horndean and Clanfield every hour. The Star 8 service from Portsmouth to Clanfield is also available at the bus stops along London Road to the south of Cowplain District Centre. The site is also close to London Road which is part of National Cycle Route 222 to Portsmouth.</p> <p>From the above, site has a variety of access options to services, facilities and opportunities; including the Grassmere Local Centre and Cowplain District Centre. The site is also less than 2.5km away from Waterloooville Town Centre.</p>

## **Supporting Commentary:**

The site has been assessed fairly positively; this is due to the site's highly accessible location with easy access to local shops, services and facilities in Grassmere Local Centre (including Forest End Surgery) and Cowplain District Centre. In addition, there are formal and informal recreational opportunities at Waterloo Golf Course, Tempest Avenue Open Space and the Queen's Inclosure. There are also opportunities for cycling along National Cycle Route 222 for travelling as well as bus services to Waterloo Town Centre and up to East Hampshire in the north. Moreover, the assessment of objective 4 could be further improved through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. However, the uncertainties raised in objectives 6, 7, 8 and 9 will need to be addressed through sensitive planning during the development management process. A number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- b. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainties related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- c. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- d. The design and layout of the site does not propose residential development in the woodland areas of the site.

This will help protect the adjacent and incorporated woodland and will therefore reduce the impact on the Waterloo Golf Course SINC (in regard to criterion 1B). As such, this will help reduce the uncertainty raised in objective 8.



e. The design and layout has regard to the Waterloooville Golf Course SINC.

The design and layout must include measures to prevent unnecessary and inappropriate disturbance of the features which are designated under the Waterloooville Golf Course SINC. Similar to the above, this recommendation will help assist in reducing the uncertainties related to objective 8.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**UE9 Woodcroft Farm****Indicative no. of dwellings: 288**

Outline planning permission was granted in May 2015 (reference APP/13/00804). Planning was granted for 288 residential units, the retention of the existing farmhouse, along with a new access road, diversion of the bridleway, internal road use, associated car parking, open space and landscaping. This also included works to the trees protected under TPO 1931.

The bridleway has now been diverted as part of the works required for the addition of playing field for the local school. The playing field details were referenced under a separate application with Hampshire County Council (HCC)<sup>15</sup>.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 288 dwellings will help meet this objective, providing about 86 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is in close proximity to Wecock Open Space and Wecock Common which provide opportunities for informal recreation. The former also contains a skate park facility and a multi-use games area (MUGA). The site is adjacent to James Copse Woodland SINC which would provide further opportunities for informal recreation. As part of policy E2, any potential development would also need to provide public open space on site. In addition, the site will also re-provide the sports facilities/play space which will be lost by Woodcroft Primary School for the development of site W130. All of the above will help safeguard community health and wellbeing.

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<sup>15</sup> Please see information and response under planning reference APP/15/00538.

**UE9 Woodcroft Farm****Indicative no. of dwellings: 288**

Outline planning permission was granted in May 2015 (reference APP/13/00804). Planning was granted for 288 residential units, the retention of the existing farmhouse, along with a new access road, diversion of the bridleway, internal road use, associated car parking, open space and landscaping. This also included works to the trees protected under TPO 1931.

The bridleway has now been diverted as part of the works required for the addition of playing field for the local school. The playing field details were referenced under a separate application with Hampshire County Council (HCC)<sup>15</sup>.

	Description	Assessment
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site's access is proposed off Eagle Avenue which has a number of bus stops served by Stagecoach service 39, as well as the First Star 7 service. These routes provide access to Waterlooville Town Centre, with the former also heading onto Leigh Park Centre and Havant Town Centre, and the latter travelling further onto Southsea. Both these services run every 10 minutes. In addition, the site is located directly adjacent to Woodcroft Pre-School and Primary School, as well as Milton Road Local Centre, with a Tesco Express located a few more metres north. The site is also close to London Road which forms part of National Cycle Route 222 providing a route from Portsmouth to Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus. The use of these will help minimise the Borough's greenhouse gas emissions.</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	<p>The site is not located in flood zone 2 and 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On and off site mitigation measures may be required due to the scale of the site and will need to be determined through a Flood Risk Assessment (FRA) at the planning application stage. Any developer will have to demonstrate that development is safe from flooding.</p>
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The existing farmhouse, although not a listed building, is deemed worthy of retention and incorporation into any development of the site. There is the potential for previously unidentified archaeological deposits as archaeological sites have been found on adjacent sites. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>

**UE9 Woodcroft Farm****Indicative no. of dwellings: 288**

Outline planning permission was granted in May 2015 (reference APP/13/00804). Planning was granted for 288 residential units, the retention of the existing farmhouse, along with a new access road, diversion of the bridleway, internal road use, associated car parking, open space and landscaping. This also included works to the trees protected under TPO 1931.

The bridleway has now been diverted as part of the works required for the addition of playing field for the local school. The playing field details were referenced under a separate application with Hampshire County Council (HCC)<sup>15</sup>.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have a significant effect on what is currently open landscape. While comprehensive development will help maximise opportunities to create new distinctiveness and sense of place, there will be a significant change and loss of open landscape character. Nonetheless, Wecock Farm is in the 20% most deprived areas in the country; there is an opportunity to improve the appearance and local distinctiveness and identity by redeveloping the area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. With this, a number of Tree Preservation Orders (TPOs) are present on the site, as well as high quality hedgerows surrounding the site. These are suitable for hazel dormice, nesting birds and common reptiles. In addition, the existing farm building may support roosting bats and nesting birds also. The site is adjacent to James Copse Woodland SINC. As such, opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.
Obj 9	Protect and conserve natural resources	DEFRA's Magic Map tool indicates that the site predominately contains Grade 4 agricultural land with a small section in the far north west of the site containing Grade 3a. As such, the majority of the site does not contain BMV agricultural land.  The site is in the Mineral Safeguarding Area (MSA) as it is likely to be underlain by sand and gravel. Hampshire County Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible. Portsmouth Water has also confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**UE9 Woodcroft Farm****Indicative no. of dwellings: 288**

Outline planning permission was granted in May 2015 (reference APP/13/00804). Planning was granted for 288 residential units, the retention of the existing farmhouse, along with a new access road, diversion of the bridleway, internal road use, associated car parking, open space and landscaping. This also included works to the trees protected under TPO 1931.

The bridleway has now been diverted as part of the works required for the addition of playing field for the local school. The playing field details were referenced under a separate application with Hampshire County Council (HCC)<sup>15</sup>.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site's access is proposed off Eagle Avenue which has a number of bus stops served by Stagecoach service 39, as well as the First Star 7 service. These routes provide access to Waterlooville Town Centre, with the former also heading onto Leigh Park Centre and Havant Town Centre, and the latter travelling further onto Southsea in Portsmouth City. Both these services run every 10 minutes. In addition, the site is located directly adjacent to Woodcroft Pre-School and Primary School, as well as Milton Road Local Centre, with a Tesco Express located a few more metres north. The site is also close to London Road which forms part of National Cycle Route 222 providing a route from Portsmouth to Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>Wecock Farm has been highlighted in the 20% most deprived areas in the country. The development will provide around 86 affordable dwellings which will be adjacent to education facilities, public open space, as well as local shops. As such, the development of the site will help generate social inclusion while attempting to reduce poverty and close the gap between the most deprived areas of the Borough.</p>

**UE9 Woodcroft Farm****Indicative no. of dwellings: 288**

Outline planning permission was granted in May 2015 (reference APP/13/00804). Planning was granted for 288 residential units, the retention of the existing farmhouse, along with a new access road, diversion of the bridleway, internal road use, associated car parking, open space and landscaping. This also included works to the trees protected under TPO 1931.

The bridleway has now been diverted as part of the works required for the addition of playing field for the local school. The playing field details were referenced under a separate application with Hampshire County Council (HCC)<sup>15</sup>.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site's access is proposed off Eagle Avenue which has a number of bus stops served by Stagecoach service 39, as well as the First Star 7 service. These routes provide access to Waterloooville Town Centre, with the former also heading onto Leigh Park Centre and Havant Town Centre, and the latter travelling further onto Southsea in Portsmouth City. Both these services run every 10 minutes. In addition, the site is located directly adjacent to Woodcroft Pre-School and Primary School, as well as Milton Road Local Centre, with a Tesco Express located a few more metres north. The site is also close to London Road which forms part of National Cycle Route 222 providing a route from Portsmouth to Horndean.</p> <p>As such, there are a number of sustainable modes of travel available to access local shops, services, facilities and opportunities; these include walking, cycling and bus.</p>

**Supporting Commentary:**

The site was assessed fairly positively against more than half of the objectives due to the close proximity to public open space, education facilities, bus services and Milton Road Local Centre. As such, prospective residents will be able to access a range of local shops, services and facilities by walking, cycling and bus. The assessment of objective 4 could be further improved through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. However, the uncertainties raised in objectives 6, 7 and 8 will need to be addressed through sensitive planning during the development management process. A number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. The sports facilities/play spaces which will be lost by the development of Woodcroft Primary School (W130) are provided to offset the access arrangements through W130.

This is to ensure that the school's sports facilities/play space is re-provided in close proximity to the site and can still be accessed and used by the school during school hours. The incorporation of this requirement will prevent the assessment of objective 3 becoming a negative as the purpose of the relocation of the sports facilities/play space is to enable UE9 to obtain an appropriate access.

- b. A Heritage Statement will need to be submitted and inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- c. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- d. An Arboricultural Assessment is undertaken which informs the design and layout of the site. The scheme will need to retain and integrate the protected trees and existing hedgerows found on the site.

This will assist in reducing the uncertainty related to objective 8 by retaining protected trees and existing hedgerows. This will maintain the connectivity of the existing ecological network; with an opportunity to further enhance such networks through buffers and further planting.

- e. The design and layout has regard to the James Copse Woodland SINC.

The design and layout must include measures to prevent unnecessary and inappropriate disturbance of the adjacent SINC. Similar to the above, this recommendation will help assist in reducing the uncertainties related to objective 8.

- f. Hampshire County Council (HCC) will need to be consulted during any application regarding the MSA.

This will assist in further improving the assessment of objective 9 by making sure that minerals can be extracted prior to development.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.



**W58 Forest End Garages**  
**Indicative no. of dwellings: 10**

The site was also referred to as W58 in the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 10 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is less than 1km away from Waterloo Leisure Centre and is in close proximity to the Forest End allotments. Nevertheless, the site includes the Allotment Trading Association Hut and Air Training Corps/Cadet Hut. These community facilities would need to be re-provided with the redevelopment of the site. However, in doing so, this may bring the dwelling capacity of the site below the five dwelling threshold.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is located near to the Berewood Development (formerly known as the Major Development Area [MDA]) and Waterloo Town Centre. As such, the site is within walking distance to the town centre and thus local shops, services and facilities. With this, a number of bus services operate around the town centre, including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provides bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus. The use of these will help minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and does not lie in flood zones 2 and 3.

**W58 Forest End Garages**  
**Indicative no. of dwellings: 10**

The site was also referred to as W58 in the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is moderate potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This is previously developed land (PDL). The development of the site will not decrease the character and appearance of the landscape but instead has the potential to heighten the local distinctiveness and identity by redeveloping the area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL). Given the surrounding character of the area, it is not considered that development of the site would have an impact on the biodiversity and geodiversity of the surrounding area.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**W58 Forest End Garages**  
**Indicative no. of dwellings: 10**

The site was also referred to as W58 in the Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is in close proximity to the Berewood Development (formerly known as the Major Development Area [MDA]) and Waterlooville Town Centre. As such, the site is within walking distance to the town centre and thus local shops, services and facilities. With this, a number of bus services operate around the town centre, including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provides bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will be reassessed when the TA is published at the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal. However, due to the site's smaller scale and multiple sustainable transport options, it is not envisioned the development the site will not decrease the efficiency of the transport network.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The development, due to its small scale, is unlikely to provide any new affordable homes.

**W58 Forest End Garages**  
**Indicative no. of dwellings: 10**

The site was also referred to as W58 in the Allocations Plan (2014).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located in close proximity to the Berewood Development (formerly known as the Major Development Area [MDA]) and Waterlooville Town Centre. As such, the site is within walking distance to the town centre and thus local shops, services and facilities. With this, a number of bus services operate around the town centre, including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provides bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean.</p> <p>As such, there are a number of sustainable modes of travel available to access local shops, services, facilities and opportunities; these include walking, cycling and bus.</p>

**Supporting Commentary:**

The site was assessed fairly positively against the majority of objectives. This was due to the site's small scale and close proximity to Waterlooville Town Centre. As such, residents can easily access a number of local shops, services and facilities, along with a variety of bus services. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. The site's location, therefore, provides a number of sustainable transport opportunities which will reduce residents' reliance on the car. With this, the assessment of objective 4 could be further improved through low carbon design.

Objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. The uncertainty raised against objective 6 could be reduced through the requirement of a Heritage Statement to be submitted with any future application.

However, two community facilities would need to be re-provided if the site is to be developed. These include the Allotment Trading Association Hut and the Air Training Corps/Cadets Hut. The re-provision of these facilities would need to be secured before development could take place. Further screening and information has suggested that the re-provision of these community facilities onsite will reduce the residential dwelling capacity of the site. This is likely to reduce the capacity of the site to below five dwellings.

### **Overall Recommendation:**

**This site is not recommended for inclusion in the Draft Local Plan 2036;** however, the site is within an easily accessible location and should be considered with a reduced dwelling capacity.

The Draft Local Plan 2036 will only include sites of five dwellings or more. Further information received since the site's previous allocation in the Local Plan (Allocations) [July 2014] has suggested that the re-provision of the Allotment Trading Association Hut and the Air Training Corps/Cadets Hut onsite would lower the capacity of the site to below the five dwelling threshold for inclusion in the Draft Local Plan 2036.

Therefore, this site should be supported in principle as a potential windfall site in the future providing that the two community facilities are maintain and/or re-provided. If it can be demonstrated that the two community facilities can be re-provided elsewhere within WaterlooVille Town Centre (or the immediate vicinity) then an application of about 10 dwellings could be supported in principle due to the site's highly sustainable location.

**W64 Gordon Road Open Space**  
**Indicative no. of dwellings 13**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as W64.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 13 dwellings will help meet this objective, potentially also providing about 4 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is not identified as a local green space under Policy E4; however, it does provide an area of grass for informal recreation by local residents. The public amenity grassland was deemed as low quality under the 2006 Havant Open Spaces Plan. The 2012 Open Spaces Plan Review also assessed the quality and value of the open space as "Low". Nevertheless, the land was shown to be of <u>higher value</u> through an informal consultation at the time; this is documented in 2012 review. As such, the development of the site will reduce the public amenity space provision in the area. This will not improve community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is within walking distance to Waite End Primary School and the Waite End School bus stops which provides services to Wecock Farm, as well as Waterlooville, Havant and Leigh Park Centres via the Stagecoach 39 route. The site is also within 1km of Waterlooville Town Centre which provides a variety of local shops, services and facilities. As such, the town centre can be accessed by walking, cycling and bus. This reduces the need for a car and will thus minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie in flood zones 2 and/or 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is some limited potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.

**W64 Gordon Road Open Space**  
**Indicative no. of dwellings 13**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as W64.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This small site is public amenity grassland and is surrounded by residential curtilage. The frontages of the houses around Gordon Road face towards the site; therefore, development will have an impact on the existing landscape and townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a small site which is currently used as public amenity grassland and is surrounded by residential dwellings. As such, the site has been assessed as having low ecological value.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA) and is not agricultural land. Portsmouth Water has, however, identified the site in Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is within walking distance to Waite End Primary School and the Waite End School bus stops which provides services to Wecock Farm, as well as Waterloooville, Havant and Leigh Park Centres via the Stagecoach 39 route. The site is also within 1km of Waterloooville Town Centre which provides a variety of local shops, services and facilities. As such, the town centre can be accessed by walking, cycling and bus.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>



**W64 Gordon Road Open Space**  
**Indicative no. of dwellings 13**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as W64.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate about 4 affordable dwellings.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is within walking distance to Waite End Primary School and the Waite End School bus stops which provides services to Wecock Farm, as well as Waterlooville, Havant and Leigh Park Centres via the Stagecoach 39 route. The site is also within 1km of Waterlooville Town Centre which provides a variety of local shops, services and facilities. As such, there are alternative modes of travel available than just the car to access nearby services and facilities.



### **Supporting Commentary:**

The site has been assessed fairly positively against half of the objectives. This is in part due to the small-scale of the site but also due to the variety of transport opportunities to nearby facilities in Waterloooville Town Centre and open spaces, i.e. walking, cycling and bus. Moreover, the assessment of objective 4 could be improved through low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036.

Nevertheless, the site was assessed as having a "strong negative effect" against objective 3 as it would result in the loss of 0.43ha of public amenity grassland within a built up residential area. Though the open space was deemed as low quality under the 2006 Havant Open Spaces Plan and the 2012 Open Spaces Plan Review; the latter later showed that the land was of higher value through an informal consultation at the time. It is considered, therefore, that the loss of public amenity grassland will have a negative effect on the wellbeing and health of residents.

### **Overall Recommendation:**

**This site is not recommended for inclusion in the Draft Local Plan 2036.**

**W122 Land East of Purbrook Distributor Lake**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as W122.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 10 dwellings will help meet this objective. However, a development of this size is unlikely to provide any affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is not identified as a local green space under Policy E4; however, it does provide an area of grass for informal recreation by local residents. The public amenity grassland was deemed as low quality under the 2006 Havant Open Spaces Plan. The 2012 Open Spaces Plan Review also assessed the quality and value of the open space as "Low". Nevertheless, the land was shown to be of <u>higher value</u> through an informal consultation at the time; this is documented in 2012 review. As such, the development of the site will reduce the public amenity space provision in the area. This will not improve community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is in close proximity to the Queens Grove bus stop which provides services to Waterlooville, Leigh Park and Havant Centres via the Stagecoach 39 route. The site is also directly opposite the Purbrook Primary Schools and is within walking distance of Crookhorn College. As such, there are alternative modes of transport to the car available for nearby facilities and services, however, it is realised that the bus provision in this area is not as numerous as other parts.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site does not lie in flood zones 2 and/or 3. However, the Purbrook Distributor Lake is directly adjacent to the site. It is also acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the location there is potential for previously unidentified archaeology of prehistoric and Roman date. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.

**W122 Land East of Purbrook Distributor Lake**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as W122.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	This small site is public amenity grassland and is sandwiched between the Purbrook Distributor Lake and residential development. The loss of open green space adjacent to the distributor lake will reduce the appearance of the neighbourhood and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a small site which is currently used as public amenity grassland and is surrounded by residential dwellings. However, the Purbrook Distributor Lake and surrounding vegetation are likely to host a variety of invertebrate and animal species.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA) and is not agricultural land. Portsmouth Water has, however, confirmed that the site is in Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is in close proximity to the Queens Grove bus stop which provides services to Waterloooville, Leigh Park and Havant Centres via the Stagecoach 39 route. The site is also directly opposite the Purbrook Primary Schools and is within walking distance of Crookhorn College. As such, there are alternative modes of transport to the car available for nearby facilities and services, however, it is realised that the bus provision in this area is not as numerous as other parts.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**W122 Land East of Purbrook Distributor Lake**  
**Indicative no. of dwellings 10**

This is a new site that was not identified in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016). The site is referenced in the Strategic Housing Land Availability Assessment (SHLAA) as W122.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The development, due to its small scale, is unlikely to provide any new affordable homes.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is in close proximity to the Queens Grove bus stop which provides services to Waterloooville, Leigh Park and Havant Centres via the Stagecoach 39 route. The site is also directly opposite the Purbrook Primary Schools and is within walking distance of Crookhorn College. As such, there are alternative modes of travel available than just the car to access nearby services and facilities.

**Supporting Commentary:**

The site has only been assessed positively against five of the 14 objectives; this is mostly due to the fact that the site is; 1) not agricultural land; 2) not within the Mineral Safeguarding Area (MSA); and 3) would contribute towards the Borough's housing need. The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036.

Moreover, further uncertainty has arisen, as well as a "strong negative effect" due to the potential loss of 0.56ha of public amenity grassland within the built up area. Though the open space was deemed as low quality under the 2006 Havant Open Spaces Plan and the 2012 Open Spaces Plan Review; the latter later showed that the land was of higher value through an informal consultation at the time. It is considered, therefore, that the loss of public amenity grassland will have a negative effect on the wellbeing and health of residents.

**Overall Recommendation:**

This site is not recommended for inclusion in the Draft Local Plan 2036.

**W126 Padnell Grange**  
**Indicative no. of dwellings 85**

The site was previously referred to as W126 in the Allocations Plan (2014).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 85 dwellings will help meet this objective, providing about 26 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The site is in close proximity to the Queen's Inclosure, the entrance to Waterloooville Golf Course and Cowplain Activity Centre and Park. As such, there are numerous opportunities for both informal and formal recreation within walking distance of the site. As part of Policy E2, any potential development would also need to provide public open space on site.</p> <p>However, the site is close to the A3(M) and storage tanks have been known to be present due to the site's previous uses.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located around 650m away from Cowplain District Centre which provides a variety of local shops, services and facilities; including Cowplain Family Practice. With this, London Road forms part of National Cycle Route 222 providing a route from Horndean to Portsmouth City. The site is within walking distance of the Padnell Primary Schools, Cowplain Activity Centre and Park. The site is also in close proximity to the Hazelton Way bus stops which is served by the Stagecoach 37 bus service which runs from Waterloooville Town Centre up to Cowplain, Lovedean, Horndean and Clanfield.</p> <p>As such, there are numerous opportunities for sustainable modes of travel which will help minimise the Borough's greenhouse gas emissions.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site consists of previously developed land (PDL) and is not identified within flood zones 2 or 3. It is acknowledged however, that the site drains into the Hermitage Stream; as such on site mitigation may be required.

**W126 Padnell Grange**  
**Indicative no. of dwellings 85**

The site was previously referred to as W126 in the Allocations Plan (2014).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>Padnell Grange itself is a historic building; the cottage/office building also has merit for retention and reuse.</p> <p>There is a low to moderate potential for previously identified archaeological deposits. However the proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is previously developed land (PDL). There is the potential for the redevelopment of the site to re-use some of the existing buildings on the site, which will maintain the existing character and appearance of the site.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>Though this is previously developed land (PDL); the development of the site may have an impact on biodiversity and geodiversity.</p> <p>The site is directly adjacent to the Waterlooville Golf Club SINC. With this, a large number of mature trees are protected under Tree Preservation Orders (TPOs) along with high quality hedges also found on the site. As such, there is potential for badgers, hazel dormice, nesting birds and common reptiles in and around the site, with further potential for foraging bats in the dwelling and ancillary buildings. Moreover, known Bechstein's bat roosts and foraging areas are located to the east and may extend into the site. As this is a rare and a protected species, relevant surveys will be required to determine their presence and flight routes. If the species is present, then relevant mitigation measures will be required. Sensitive planning and landscape buffering will therefore be required.</p>
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not situated within the mineral safeguarding area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**W126 Padnell Grange**  
**Indicative no. of dwellings 85**

The site was previously referred to as W126 in the Allocations Plan (2014).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located around 650m away from Cowplain District Centre which provides a variety of local shops, services and facilities; including Cowplain Family Practice. With this, London Road forms part of National Cycle Route 222 providing a route from Horndean to Portsmouth City. The site is within walking distance of the Padnell Primary Schools, Cowplain Activity Centre and Park. The site is also in close proximity to the Hazelton Way bus stops which is served by the Stagecoach 37 bus service which runs from Waterloo Town Centre up to Cowplain, Lovedean, Horndean and Clanfield.</p> <p>As such, residents will be able to use a variety of sustainable transport modes including walking, cycling and bus services to access local shops, facilities and services. This will reduce the reliance on the car.</p> <p>However, delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will therefore remain uncertain and will be reassessed when the TA is published prior to the pre-submission stage of the Local Plan, where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. This location is served by Budds Farm waste water treatment works. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide about 26 affordable dwellings in an area which has easy access to a number of local shops, facilities, services and public open space with opportunities for informal and formal recreation. As such, the development of this site will help maintain a socially inclusive community.



**W126 Padnell Grange**  
**Indicative no. of dwellings 85**

The site was previously referred to as W126 in the Allocations Plan (2014).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located around 650m away from Cowplain District Centre which provides a variety of local shops, services and facilities; including Cowplain Family Practice. With this, London Road forms part of National Cycle Route 222 providing a route from Horndean to Portsmouth City. The site is within walking distance of the Padnell Primary Schools, Cowplain Activity Centre and Park. The site is also in close proximity to the Hazelton Way bus stops which is served by the Stagecoach 37 bus service which runs from Waterloooville Town Centre up to Cowplain, Lovedean, Horndean and Clanfield.</p> <p>As such, the site is easily accessible to a number of local shops, services, facilities and opportunities through walking, cycling and bus services. This will reduce the reliance on the car for residents of this site.</p>

**Supporting Commentary:**

The site has been assessed fairly positively against half of the objectives. This is mostly due to the site's highly accessible location with easy access to local shops, services, facilities and opportunities for informal and formal recreation within walking distance. There are also opportunities for cycling along National Cycle Route 222 for travelling as well as a bus service to Waterloooville Town Centre and up to East Hampshire in the north. However, the assessment of objective 4 could be further improved through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. However, the uncertainties raised in objectives 3, 6, 7 and 8 will need to be addressed through sensitive planning during the development management process. A number of recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. A Noise Impact Assessment and Land Contamination Investigation Report are submitted with an application and inform the design and layout of any future scheme.

This will assist in reducing the uncertainty related to objective 3. At present, there are numbers of locations surrounding the site which can provide informal and formal recreation opportunities; however, the potential noise impact from the A3(M) and potential land contamination from the site's previous uses are what reduces the positive assessment of this objective to uncertain. The findings of these reports should help secure an acceptable relationship between the new dwellings and the A3(M) through separation and/or appropriate mitigation measures.

- b. A Heritage Statement will need to be submitted and inform the layout of the scheme. The retention and re-use of Padnell Grange itself, as well as the cottage/office building should also be explored.

This will assist in reducing the uncertainty related to objectives 6. There is the potential to form the focal point of a development scheme and associated landscaping around these buildings. In doing so, this will help address the uncertainty raised in objective 7 as it will maintain the existing appearance and character of the area.

- c. Survey methods appropriate to Bechstein's bat are used and undertaken to establish whether the species is present on the site. If Bechstein's bats are present, then appropriate mitigation measures will need to be put in place.

This will assist in reducing the uncertainty related to objective 8. If Bechstein's bats are present on the site, then appropriate mitigation measures (including buffers where appropriate) will need to be incorporated into the design and layout of any future scheme.

- d. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- e. An Arboricultural Assessment is undertaken which informs the design and layout of the site. The scheme will need to retain and integrate the protected trees and existing hedges found on the site.

This will assist in reducing the uncertainty related to objective 8 by retaining protected trees and existing hedgerows. This will maintain the connectivity of the existing ecological network; with an opportunity to further enhance such networks through buffers and further planting.

- f. The design and layout has regard to the adjacent SINC.

The design and layout must include measures to prevent unnecessary and inappropriate disturbance of the adjacent SINC. Similar to the above, this recommendation will help assist in reducing the uncertainty related to objective 8.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**W130 Woodcroft Primary School**  
**Indicative no. of dwellings: 43**

The site was previously referred to as W130 in the Allocations Plan (2014). The site comprises residual land resulting from the former Meadowlands Infant and Junior Schools combining to form Woodcroft Primary School. Outline planning permission was granted in August 2016 under reference APP/15/01235 to also provide an access from Eagle Avenue to the Woodcroft Farm site (UE9).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 43 dwellings will help meet this objective, providing about 13 affordable dwellings. In addition, the site will also help provide an access to the adjacent Woodcroft Farm site (UE9) for 288 dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is in close proximity to Wecock Open Space and Wecock Common which provide opportunities for informal recreation. The former also contains a skate park facility and a multi-use games area (MUGA). Nevertheless, the development of this site for housing and access to Woodcroft Farm (UE9) will result in the loss of sports facilities/play space for Woodcroft Primary School. As stated in the permitted applications for both sites (UE9 and W130); the school's sports facilities/play space will need to be provided adjacent to the site within the boundary of UE9.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is located off Eagle Avenue which has a number of bus stops served by Stagecoach service 39, as well as the First Star 7 service. These routes provide access to Waterloo Town Centre, with the former also heading onto Leigh Park Centre and Havant Town Centre, and the latter travelling further onto Southsea in Portsmouth City. Both these services run every 10 minutes. In addition, the site is located directly adjacent to Woodcroft Pre-School and Primary School, as well as Milton Road Local Centre, with a Tesco Express located a few more metres north. The site is also close to London Road which forms part of National Cycle Route 222 providing a route from Portsmouth to Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus. The use of these will help minimise the Borough's greenhouse gas emissions.</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>

**W130 Woodcroft Primary School**  
**Indicative no. of dwellings: 43**

The site was previously referred to as W130 in the Allocations Plan (2014). The site comprises residual land resulting from the former Meadowlands Infant and Junior Schools combining to form Woodcroft Primary School. Outline planning permission was granted in August 2016 under reference APP/15/01235 to also provide an access from Eagle Avenue to the Woodcroft Farm site (UE9).

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not located in flood zone 2 and 3. It is however, acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On site mitigation measures may be required due to the scale of the site.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	Given the location there is potential for previously unidentified archaeology of prehistoric and Roman date. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The development of this site will have an effect on what is currently open greenspace used by the local primary school. However, the school's open space is being re-provided to the north. In addition, as Wecock Farm is in the 20% most deprived areas in the country; there is an opportunity to improve the appearance, local distinctiveness and identity by redeveloping the area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of open greenspace. The land and trees have potential for roosting/foraging/commuting bats; in addition, Hampshire County Council (HCC) carried out surveys in 2015 and found a small number of slow-worms present on the site. Sensitive planning can help maintain existing or create new habitats, mitigating some of the negative effects. Ecological assessments can help to inform the design and layout of a scheme.

**W130 Woodcroft Primary School**  
**Indicative no. of dwellings: 43**

The site was previously referred to as W130 in the Allocations Plan (2014). The site comprises residual land resulting from the former Meadowlands Infant and Junior Schools combining to form Woodcroft Primary School. Outline planning permission was granted in August 2016 under reference APP/15/01235 to also provide an access from Eagle Avenue to the Woodcroft Farm site (UE9).

	Description	Assessment
Obj 9	Protect and conserve natural resources	The soil quality of the site has not been assessed; however, DEFRA's Magic Map tool indicates that the adjacent site (UE9) predominately contains Grade 4 agricultural land. As such, it is unlikely that the site will contain BMV agricultural land. The site is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is located off Eagle Avenue which has a number of bus stops served by Stagecoach service 39, as well as the First Star 7 service. These routes provide access to Waterlooville Town Centre, with the former also heading onto Leigh Park Centre and Havant Town Centre, and the latter travelling further onto Southsea in Portsmouth City. Both these services run every 10 minutes. In addition, the site is located directly adjacent to Woodcroft Pre-School and Primary School, as well as Milton Road Local Centre, with a Tesco Express located a few more metres north. The site is also close to London Road which forms part of National Cycle Route 222 providing a route from Portsmouth to Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>

**W130 Woodcroft Primary School**  
**Indicative no. of dwellings: 43**

The site was previously referred to as W130 in the Allocations Plan (2014). The site comprises residual land resulting from the former Meadowlands Infant and Junior Schools combining to form Woodcroft Primary School. Outline planning permission was granted in August 2016 under reference APP/15/01235 to also provide an access from Eagle Avenue to the Woodcroft Farm site (UE9).

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	<p>Wecock Farm has been highlighted in the 20% most deprived areas in the country. The development will provide around 13 affordable dwellings which will be adjacent to education facilities, public open space, as well as local shops. As such, the development of the site will help generate social inclusion, reduce poverty and close the gap between the most deprived areas of the Borough.</p>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	<p>The site is located off Eagle Avenue which has a number of bus stops served by Stagecoach service 39, as well as the First Star 7 service. These routes provide access to Waterlooville Town Centre, with the former also heading onto Leigh Park Centre and Havant Town Centre, and the latter travelling further onto Southsea in Portsmouth City. Both these services run every 10 minutes. In addition, the site is located directly adjacent to Woodcroft Pre-School and Primary School, as well as Milton Road Local Centre, with a Tesco Express located a few more metres north. The site is also close to London Road which forms part of National Cycle Route 222 providing a route from Portsmouth to Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus.</p>

## **Supporting Commentary:**

The site was assessed fairly positively against half of the objectives due to the close proximity to public open space, education facilities, bus services and Milton Road Local Centre. As such, prospective residents will be able to access a range of local shops, services and facilities by walking, cycling and bus. The assessment of objective 4 could be further improved through the incorporation of low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy prior to the pre-submission version of the Local Plan 2036. However, the uncertainties raised in objectives 6, 7 and 8 will need to be addressed through sensitive planning during the development management process. A number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. The sports facilities/play spaces which will be lost by the school for the development of this site are re-provided on the adjacent Woodcroft Farm site (H42).

This is to ensure that the school's sports facilities and play space is re-provided in close proximity to the site and can still be accessed and used by the school during school hours. The incorporation of this requirement will prevent the assessment of objective 3 becoming a negative.

- b. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- c. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- d. An appropriate means of access is established through this site from Eagle Avenue to Woodcroft Farm (H42) to the satisfaction of the Highway Authority.

This will assist in bringing forward the development of Woodcroft Farm (H42) which will re-provide the school's sports facilities and play space in a directly adjacent location to Woodcroft Primary School.



**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**W135 Blue Star****Indicative no. of dwellings: 100**

The site was previously referred to as W135 in the Allocations Plan (2014). It has now been proposed that the site is removed from the Waterlooville Town Centre boundary and is now therefore, considered as an edge of centre location.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 100 dwellings will help meet this objective, providing about 30 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is less than 1km away from Waterlooville Leisure Centre and is in close proximity to the Forest End allotments. As part of policy E2, any potential development would also need to provide public open space on site. Nevertheless, the site is adjacent to Maurepas Way (A3) which is a source of noise pollution. There is also potential for ground quality issues associated with previous uses of the site.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	<p>The site is sandwiched between the Berewood Development (formerly known as the Major Development Area [MDA]) and Waterlooville Town Centre. As such, the site is within walking distance to the town centre and thus local shops, services and facilities. With this, a number of bus services operate around the town centre, including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provides bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus. The use of these will help to minimise the Borough's greenhouse gas emissions.</p> <p>It is, however, acknowledged that the loss of open green space will reduce the ability of the natural environment to adapt to climate change. On site mitigation measures may be required.</p>
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is not located in flood zone 2 and 3. However, it is acknowledged that the loss of open green space will reduce the ability of the natural environment to help adapt to increased flood risk caused by climate change. On and off site mitigation measures may be required due to the scale of the site and will need to be determined through a Flood Risk Assessment (FRA) at the planning application stage. Any developer will have to demonstrate that development is safe from flooding.

**W135 Blue Star****Indicative no. of dwellings: 100**

The site was previously referred to as W135 in the Allocations Plan (2014). It has now been proposed that the site is removed from the Waterlooville Town Centre boundary and is now therefore, considered as an edge of centre location.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is moderate potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	It is accepted that the development of this site will have a significant effect on what is currently open landscape. However, the site is currently sandwiched between the Berewood Development and Waterlooville Town Centre, with existing residential development to the south. As such, development of this site could be in keeping with the surrounding landscape/townscape through sensitive planning at the development management stage.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	This is a greenfield site. The development of the site will have an impact on biodiversity and geodiversity through the loss of undeveloped land. With this, the site is wooded with a number of Tree Preservation Orders (TPOs) found. As such, opportunities to enhance the connectivity of the ecological network must be achieved through the development management process.
Obj 9	Protect and conserve natural resources	The site is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c. There are no previous records of soil surveys for the site; nevertheless, DEFRA's Magic Map tool indicates that the site is surrounded by land which contains Grade 3b agricultural land. As such, it is assumed that the site does not contain BMV agricultural land.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**W135 Blue Star****Indicative no. of dwellings: 100**

The site was previously referred to as W135 in the Allocations Plan (2014). It has now been proposed that the site is removed from the Waterlooville Town Centre boundary and is now therefore, considered as an edge of centre location.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is sandwiched between the Berewood Development (formerly known as the Major Development Area [MDA]) and Waterlooville Town Centre. As such, the site is within walking distance to the town centre and thus local shops, services and facilities. With this, a number of bus services operate around the town centre, including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provides bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services and facilities; these include walking, cycling and bus.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments prior to the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A development of this size will provide about 30 affordable dwellings. These will adjacent to Waterlooville Town Centre and will therefore be in close proximity to a number of health facilities as well as local shops and services. As such, the site's development will be socially inclusive.

**W135 Blue Star****Indicative no. of dwellings: 100**

The site was previously referred to as W135 in the Allocations Plan (2014). It has now been proposed that the site is removed from the Waterlooville Town Centre boundary and is now therefore, considered as an edge of centre location.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is sandwiched between the Berewood Development (formerly known as the Major Development Area [MDA]) and Waterlooville Town Centre. As such, the site is within walking distance to the town centre and thus local shops, services and facilities. With this, a number of bus services operate around the town centre, including Stagecoach services 37 and 39, as well as The Star 8 and X9 First services. These provides bus services to Portsmouth City, Denmead, Wecock Farm, Cowplain (and onto Horndean and Clanfield), Leigh Park Centre and Havant Town Centre. The National Express service to Portsmouth is also available along Hambledon Road. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. As such, there are a number of sustainable modes of travel available to access local shops, services, facilities and opportunities; these include walking, cycling and bus.

**Supporting Commentary:**

The site was assessed fairly positively against half of the objectives. This was mostly due to the site's close proximity to Waterlooville Town Centre and thus easy access to a number of local shops, services and facilities (including a Hampshire County Council Library), along with a variety of bus services. The site is also close to National Cycle Route 222 which provides a route between Portsmouth City and Horndean. As such, the site's location provides a number of sustainable transport opportunities which will reduce residents' reliance on the car. Waterlooville Leisure Centre is also nearby; however, the site should also provide open green space in its own boundaries (in accordance with Policy E2) for informal recreation opportunities. With this, the assessment of objective 4 could be further improved through low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. However, the uncertainties raised in objectives 3, 6, 7 and 8 will need to be addressed through sensitive planning during the development management process. A number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

## **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6

- b. A Noise Impact Assessment and Land Contamination Investigation Report are submitted with an application and inform the design and layout of any future scheme.

This will assist in reducing the uncertainty related to objective 3. Presently, the potential noise impact from Maurepas Way (A3) and potential land contamination from the site's previous uses, are what reduces the otherwise positive assessment of this objective to uncertain. The findings of these reports should help secure an acceptable relationship between the new dwellings and Maurepas Way (A3) through separation and/or appropriate mitigation measures.

- c. An Ecological Assessment is submitted and used to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 8; any matters arising will need to be addressed as appropriate.

- d. An Arboricultural Assessment is undertaken which informs the design and layout of the site. The scheme will need to retain and integrate the protected trees found on the site.

This will assist in reducing the uncertainty related to objective 8 by retaining protected trees. This will maintain the connectivity of the existing ecological network; with an opportunity to further enhance such networks through buffers and further planting.

## **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

**W140 Former South Downs College Car Park**  
**Indicative no. of dwellings: 95**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Addressing housing need and creating high quality housing will help attract employers and skilled employees, helping to develop a strong economy. In addition, the site is previously developed land (PDL) which is currently part of the South Downs Campus of the Havant and South Downs College. As part of the College's Estates Strategy, the southern part of the site has been identified as being surplus to requirements. The redevelopment of the site will help fund and deliver transformed facilities at all of the campuses of Havant and South Downs College.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development of 95 dwellings will help meet this objective, providing about 20 affordable dwellings.
Obj 3	Safeguard and improve community health, safety and wellbeing	The site is located north of Portsdown Hill and the Solent where there are good opportunities for informal recreation, including walking, cycling and sailing. The site is also located near to Portsmouth Golf Course and is just over 2 miles away from Queen Alexander Hospital. The open space opposite South Downs Campus includes children's play space, basketball court and an artificial turf football pitch. The latter is used by Havant and South Downs College during the day but is available to the public and community groups in the evening. As part of policy E2, any potential development would also need to provide public open space on site.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is currently apart of the South Downs Campus of Havant and South Downs College and is also within walking distance to Morelands Primary School and Crookhorn Lane Local Centre. With this, the bus stop at South Downs Campus is served by a variety of bus operators and routes; including Stagecoach services 21, 37 and 39 which provide routes to Waterloooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. The site is also in close proximity to National Cycle Route 222 which runs along Crookhorn Lane, connecting Waterloooville Town Centre with Portsmouth. As such, there are a variety of alternative transport methods to the car. The utilisation of these will help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and is not located in flood zones 2 and 3.

**W140 Former South Downs College Car Park**  
**Indicative no. of dwellings: 95**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	A buried Roman villa is located to the east of South Downs Campus, as such, there may be potential for previously identified archaeological deposits in this area. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is previously developed land (PDL) which is currently part of the South Downs Campus of the Havant and South Downs College. As part of the College's Estates Strategy, the southern part of the site has been identified as being surplus to requirements. As such, the development of the site is unlikely to decrease the character and appearance of the landscape and townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The emerging Solent Waders and Brent Goose Strategy (2017) has not identified the site as being used by Solent Waders and Brent Geese; however, the site is adjacent to primary and secondary support areas.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PSL) and is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water have identified that the site overlays Groundwater Source Protection Zone (SPZ) 1c.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.



**W140 Former South Downs College Car Park**  
**Indicative no. of dwellings: 95**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is currently apart of South Downs Campus of Havant and South Downs College and is also within walking distance to Morelands Primary School and Crookhorn Lane Local Centre. With this, the bus stop at South Downs Campus is served by a variety of bus operators and routes; including Stagecoach services 21, 37 and 39 which provide routes to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. The site is also in close proximity to National Cycle Route 222 which runs along Crookhorn Lane, connecting Waterlooville Town Centre with Portsmouth. The site has a variety of access options to services, facilities and opportunities; though it acknowledged with site of this scale a proportion of residents may still be reliant on the car to access such services and facilities.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal.</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>New homes will increase the demand for water and increase pressure on wastewater capacity. Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	A residential development of this size will generate approximately 20 affordable dwellings in an area with a wide range of public transport and informal recreation opportunities.

**W140 Former South Downs College Car Park**  
**Indicative no. of dwellings: 95**

This is a new site which was not previously included in the Core Strategy (2011), Allocations Plan (2014) or the Local Plan Housing Statement (2016).

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is currently apart of the South Downs Campus of Havant and South Downs College and is also within walking distance to Morelands Primary School and Crookhorn Lane Local Centre. With this, the bus stop at South Downs Campus is served by a variety of bus operators and routes; including Stagecoach services 21, 37 and 39 which provide routes to Waterlooville Town Centre, Wecock Farm, Cowplain, Horndean, Clanfield, Havant Town Centre, Leigh Park Centre and Portsmouth. The site is also in close proximity to National Cycle Route 222 which runs along Crookhorn Lane, connecting Waterlooville Town Centre with Portsmouth. As such, the site has a variety of access options to services, facilities and opportunities.

**Supporting Commentary:**

The site's proximity to bus routes, the national cycle network, various opportunities for informal recreation and location on previously developed land (PDL) has meant that the site has been assessed positively against a number of objectives. Moreover, the assessment of objective 4 could be improved by incorporating low carbon design.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. Nevertheless, further uncertainties have been raised in respect of objectives 6 and 8. As such, two recommendations for the allocation policy for this site have been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

**Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Heritage Statement will need to be submitted to inform the layout of the scheme.

This will assist in reducing the uncertainty related to objective 6.

- b. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17.

This follows on from advice given by Natural England and will assist in reducing the uncertainty related to objective 8.

**Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

# Appendix 13

## Policies – Commercial Development

### C1 New Employment Provision

This policy would update and replace Policies CS2 (Employment) and DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The policy sets out the net employment floorspace (sq m) need for the Borough and demonstrates how the allocations in the Draft Local Plan 2036 are likely to exceed the need by more than 6,000 sq m. This will attract employers and skilled employees to the Borough and thus develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy does not aim to provide housing; instead it aims to meet the Borough's need for employment floorspace. In doing so the policy sets out sites for redevelopment and intensification opportunities for employment development.
Obj 3	Safeguard and improve community health, safety and wellbeing	This policy aims to meet and exceed the employment floorspace need of the Borough. This will keep employment opportunities within easy access to the Borough's residents. In turn, this may help contribute to community wellbeing by providing local and secure jobs.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	This policy aims to meet and exceed the employment floorspace need of the Borough. In doing so, the sites put forward in the table under requirement b) are already within established employment areas which have good access via pedestrian, cycle, bus and road routes. However, it is also acknowledged that the intensification of employment provision within established employment areas may lead to an increase in car use in these specific areas which may impact upon the Borough's greenhouse gas emissions. The criteria of other policies in the draft plan will be required to help minimise this.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The majority of the sites in the table under requirement b) are adjacent to or are partly in flood zones 2 and 3. The exception to this is site BD10. This means that the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding. As such, any development will need to comply with Policies E12 and E13.

## C1 New Employment Provision

This policy would update and replace Policies CS2 (Employment) and DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	None of the sites listed in the table under requirement b) contain or are adjacent to listed buildings and/or conservation areas.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The sites listed in the table under requirement b) are already within established employment areas and are therefore unlikely to diminish the character and appearance of the landscape and townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	<p>None of the sites listed in the table under requirement b) contain or are adjacent to nature conservation designations. In the instances where the sites are or may be adjacent in the future to Tree Preservation Orders (TPOs), the requirements of Policy E15 will need to be adhered to. The exception to the initial statement above is BD39 which is adjacent to the Brook Meadow LNR/SINC; an ecological assessment may therefore be required.</p> <p>In addition, BD10 was previously designated as uncertain for Brent Geese and Solent Waders. However, the emerging Brent Goose and Solent Wader Strategy (2017) has now identified the site as Low Use by Brent Geese and Solent Waders. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development. This has been provided in the criteria for Policy E17.</p>
Obj 9	Protect and conserve natural resources	The sites listed in the table under requirement b) are already within established employment areas which the majority of the sites are previously developed land (PDL). In the instances where sites are in the Mineral Safeguarding Area (MSA) (e.g. BD9, BD10 and part of BD39), Hampshire Country Council will need to be consulted to ascertain whether prior extraction of the minerals (to avoid sterilisation) prior to development is feasible.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

## C1 New Employment Provision

This policy would update and replace Policies CS2 (Employment) and DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	This policy aims to meet and exceed the employment floorspace need of the Borough. In doing so, the sites put forward in the table under requirement b) are already within established employment areas which have good access via pedestrian, cycle, bus and road routes.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	This policy aims to meet and exceed the employment floorspace need of the Borough; and includes the redevelopment and intensification of employment uses within already established employment areas. The findings of the PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy (once published) will be able to better inform proposals for redevelopment and intensification.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	This policy aims to meet and exceed the employment floorspace need of the Borough. These established employment areas are easily accessible from pedestrian, cycle and bus routes. The redevelopment and intensification of employment uses within already established employment areas will maintain the employment opportunities available in the Borough. This, in turn, will reduce poverty and assist in closing the gap between the most deprived areas in the Borough. In particular this will apply to those situated along New Lane (i.e. BD83 and BD64) as it is located within Leigh Park which is one of the most deprived areas in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	This policy aims to meet and exceed the employment floorspace need of the Borough. In doing so, the sites put forward in the table under requirement b) are already within established employment areas which have good access via pedestrian, cycle, bus and road routes.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## C2 Protection of Employment Sites

This policy would update and replace parts of Policy DM3 (Protection of Existing Employment and Tourism Sites) of the Core Strategy.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The protection of existing employment sites will help keep skilled employees within the Borough; this will thus help to develop a strong economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy does not aim to supply housing; instead it aims to protect existing employment sites.
Obj 3	Safeguard and improve community health, safety and wellbeing	The aim of this policy is to protect existing employment sites. In instances where this is not possible, employment uses should be relocated within Havant Borough. This will keep employment opportunities within easy access to the Borough's residents which may help contribute to community wellbeing through the retention of local job opportunities.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The aim of this policy is to protect existing employment sites. In the instances where an employment use will need to be relocated within the Borough; the proposal will need to accord with the relevant high quality and low carbon design policies.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The aim of this policy is to protect existing employment sites. In the instances where an employment use will need to be relocated within the Borough; the proposal will need to accord with Policies E12 and E13.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The aim of this policy is to protect existing employment sites. In the instances where an employment use will need to be relocated within the Borough; the proposal will need to accord with Policy E9 if it is located within or adjacent to a heritage asset.

## C2 Protection of Employment Sites

This policy would update and replace parts of Policy DM3 (Protection of Existing Employment and Tourism Sites) of the Core Strategy.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The aim of this policy is to protect existing employment sites which would maintain the existing landscape and townscape. In the instances where an employment use will need to be relocated within the Borough; the proposal will need to accord with the relevant policies in the Local Plan regarding quality and design.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The aim of this policy is to protect existing employment sites. In the instances where an employment use will need to be relocated within the Borough; the proposal will need to accord with Policy E15 if is located within or adjacent to a nature conservation designation and/or protected trees.
Obj 9	Protect and conserve natural resources	The aim of this policy is to protect existing employment sites and thus keep employment uses on previously developed land (PDL). In the instances where an employment use will need to be relocated within the Borough; the proposal will need to accord with the relevant policies in the Draft Local Plan regarding the protection of natural resources.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The aim of this policy is to protect existing employment sites. The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The aim of this policy is to protect existing employment sites; especially those already within the established employment areas of the Borough. These already have good access via pedestrian, cycle, bus and road routes.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	It is acknowledged that certain employment uses can increase air and water pollution through the movement of materials and release of particulates. In the instances where an employment site is relocated, other policies in the Local Plan, as well as the information and recommendations of the emerging PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy will be required to inform and guide a proposal.



## C2 Protection of Employment Sites

This policy would update and replace parts of Policy DM3 (Protection of Existing Employment and Tourism Sites) of the Core Strategy.

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The aim of this policy is to protect existing employment sites; especially those already within the established employment areas of the Borough. These established employment areas are easily accessible from pedestrian, cycle and bus routes. The protection of existing employment sites will maintain the employment opportunities available in the Borough. This, in turn, will reduce poverty and assist in closing the gap between the most deprived areas in the Borough. In particular this will apply to the New Lane and Hambledon Road employment sites as these are close to two of the most deprived areas in the Borough (Leigh Park and Wecock Farm respectively).
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The aim of this policy is to protect existing employment sites; especially those already within the established employment areas of the Borough. These established employment areas are easily accessible from pedestrian, cycle and bus routes, along with car access.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

**C3 Land north of Solent Road****Indicative amount of employment floorspace: 5,440 square metres**

This policy would update and replace site allocation reference BD14 in the Allocations Plan. It is site is also referenced as BD14 in the Employment Land Review (ELR) 2017.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The development of this site will contribute 5,440 sq m of B1 office employment floorspace to the Borough's overall employment floorspace need. In addition, the relocation of the Portsmouth Water Headquarters to this site will retain an employer and their skilled employees within the Borough. This will help to continue to strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The development will not contribute towards housing need directly; however, the relocation of the Portsmouth Water Headquarters to this site will make their current headquarters (H14) available for a residential redevelopment of 120 dwellings on previously developed land (PDL).
Obj 3	Safeguard and improve community health, safety and wellbeing	The development of 5,440 sq m of employment floorspace and the potential relocation of Portsmouth Water HQ to the site will retain employment opportunities within the Borough which can be easily accessed via walking, cycling and public transport. In turn, this may help contribute to community wellbeing by providing local and secure jobs.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is adjacent to Havant Town Centre so can be accessed via Havant Bus Station and Havant Railway Station. The site is also in close proximity to residential development within the town centre, as well as to the west and north (Brockhampton and Bedhampton). The site is also close proximity to National Cycle Route 22 along Harts Farm Way (which provides a route from Portsmouth to Rowlands Castle). As such, employees can easily access the site via walking, cycling and public transport. The utilisation of these options will help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	A vast proportion of the site is in flood zones 2 and/or 3; in addition the Brockhampton Stream runs along the western edge of the site. Though the site is proposed for employment uses and not residential, the layout and design will be critical to ensuring no increase to flood risk. Any developer will have to demonstrate that development is safe from flooding through a Flood Risk Assessment (FRA) and appropriate flood risk mitigation. The requirements of the flood risk and drainage policies will also need to be adhered to.

**C3 Land north of Solent Road****Indicative amount of employment floorspace: 5,440 square metres**

This policy would update and replace site allocation reference BD14 in the Allocations Plan. It is site is also referenced as BD14 in the Employment Land Review (ELR) 2017.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The site is surrounded to the north, east and west by the Brockhampton Conservation Area; it also incorporates some of the Conservation Area within its eastern fringes. In addition, given the location, there is the potential for previously unidentified archaeological deposits. The proposed development provides an opportunity to investigate this and recover any archaeological deposits that exist on the site. As such, any planning application should include an assessment of the potential for previously unidentified archaeological sites and the impact of the proposed development.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is currently open; as such development of this site will have an impact of the character and appearance of the area. Nonetheless, the site is adjacent to retail uses (Havant Town Centre); a health centre and further employment uses as it is in close proximity to Langstone Technology Park and Broadmarsh Industrial Area. Providing that residential amenity is respected to the west; the site's development may not diminish the local distinctiveness and sense of place providing that the scheme incorporates sensitive planning.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The emerging Brent Goose and Solent Wader Strategy (2017) has now identified the site as Low Use by Brent Geese and Solent Waders. As such, the relevant mitigation measures (as advised by Natural England) will need to be adhered to for any future development. In addition, there are groups of trees to the south and west that are protected under a Tree Preservation Order (TPO). The north of the site is also adjacent to natural springs. As such, there may be the potential for nesting birds, common reptiles, roosting bats and water vole.
Obj 9	Protect and conserve natural resources	<p>The site is not in the Mineral Safeguarding Area (MSA). However, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1 and is in close proximity to the Brockhampton Spring. As such, the site is in a sensitive groundwater location and also overlays a secondary aquifer.</p> <p>There are no soil surveys available for the site; however, the site is surrounded by commercial, industrial and residential development.</p>
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

**C3 Land north of Solent Road****Indicative amount of employment floorspace: 5,440 square metres**

This policy would update and replace site allocation reference BD14 in the Allocations Plan. It is site is also referenced as BD14 in the Employment Land Review (ELR) 2017.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is adjacent to Havant Town Centre so can be accessed via Havant Bus Station and Havant Railway Station. The site is also in close proximity to residential development within the town centre, as well as to the west and north (Brockhampton and Bedhampton). The site is also in close proximity to National Cycle Route 22 along Harts Farm Way (which provides a route from Portsmouth to Rowlands Castle). As such, employees can easily access the site via walking, cycling and public transport.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal.</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	An office development of this size will retain employment opportunities within the Borough and will prevent employees being displaced. In addition, the site is situated between Bedhampton and Havant Town Centre. As such, the site is within walking and cycling distance for residents to access from their home. The retention of such a large employer will help to reduce poverty and close the gap between the most deprived areas of the Borough by retaining local and secure job opportunities.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is adjacent to Havant Town Centre so can be accessed via Havant Bus Station and Havant Railway Station. The site is in close proximity to residential development within the town centre, as well as to the west and north (Brockhampton and Bedhampton). The site is also in close proximity to National Cycle Route 22 along Harts Farm Way (which provides a route from Portsmouth to Rowlands Castle). As such, employees can easily access the site via walking, cycling and public transport. Employees will also be able to access local shops, services and facilities in the town centre which will help contribute to the local economy.

### **Supporting Commentary:**

The site was assessed positively against six of the objectives. This was due to the site's close proximity to Havant Town Centre, as well as other industrial and office space areas in Langstone Technology Park and Broadmarsh Industrial Area. In addition, the site's development will help contribute to the Borough's employment space need whilst retaining an active employer. As such, the relocation of Portsmouth Water HQ to this site will avoid the displacement of jobs and retain employment opportunities for residents.

The uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036. The site was also assessed as uncertain against objectives 6, 7, 8 and 9. In addition, the site was assessed negatively against objective 5 as most of the site is situated in flood zones 2 and/or 3 and is adjacent to the Brockhampton Stream. The site is also in a sensitive groundwater location due to the proximity of the Brockhampton Spring. As such, sensitive planning will need to be demonstrated through the development management process. To do this, a number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

### **Recommendations:**

The following recommendations have been made following the information received through the site's screening:

- a. A Flood Risk Assessment (FRA) is submitted to inform the design and layout of the scheme with appropriate flood risk mitigation measures.

This will help reduce the negative assessment against objective 5.

- b. The design and layout protects and integrates the natural features of the Brockhampton Spring and Brockhampton Stream.

This will help reduce some of the uncertainty of objectives 5 and 9 by minimising built development in the north and west of the site and thus protected the spring and stream.

- c. A Heritage Statement will need to be submitted and inform the design and layout of the scheme.

This will assist in reducing the uncertainty related to objective 6. Moreover, this may help ensure that the setting of the Brockhampton Conservation Area is retained and protected.

- d. The design and layout avoids unacceptable harm to the amenity of neighbouring residents along Brockhampton Road through loss of privacy, noise, outlook and overlooking.

This may help reduce the uncertainty related to objective 7 by protecting the amenity of existing residents within the conservation area and thus retaining the local distinctiveness and sense of place.

- e. The design and layout of the scheme will need to retain and incorporate the existing protected trees; as such an Arboricultural Assessment will need to be carried out and submitted alongside any proposals.

This will reduce some of the uncertainty related to objective 8. The retention of existing trees will help the natural environment mitigate and adapt to climate change (objective 4) whilst still meeting the Borough's employment floorspace need. In addition, the retention and incorporation of existing trees will help maintain the existing landscape character and help retain the biodiversity and ecological networks.

- f. An Ecological Assessment will need to be submitted to inform the design and layout of the scheme and any mitigation where appropriate.

This will help reduce some of the uncertainty related to objective 8.

### **Overall Recommendation:**

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

#### C4 Cowplain District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development of accessible, attractive and vibrant town, district and local centres will help contribute to sustainable development and economic growth.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	Requirement 1c of the policy states that proposals maximise opportunities for residential development above ground floor units where appropriate. It is considered that residential units at ground floor will decrease the vitality and vibrancy of a centre; however, residential at upper floors can make an efficient use of town centre land and add to the mix of dwelling types and tenures available in the Borough.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy supports proposals for A3, A4, A5 and AA uses within the secondary frontage of the district centre. This is in order to maintain and enhance the already healthy evening economy of the centre. This will also create options for residents free evening leisure time. The supporting text of the policy also supports improvements to the public realm which could also lead to improvements in health, safety and wellbeing. A reference to proposals for public art in the centre is also supported in principle by the Council, as stated in the supporting text.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The District Centre is within walking distance to bus stops, the Padnell Primary Schools and opportunities for informal recreation (i.e. Queen's Inclosure). As such, by establishing policies to ensure the centre's vitality and vibrancy, residents will be able to access a range of local shops, services and facilities within walking, cycling and bus distance of their homes. This will reduce the need to travel by car and thus help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The District Centre is previously developed land (PDL) and is not situated within flood zones 2 and/or 3.

#### C4 Cowplain District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The district centre does not contain any listed buildings and is not within or adjacent to any conservation areas. As such, the policy does not propose development that will decrease the setting and protection to areas and landscapes of archaeological, historical and cultural heritage importance.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to strengthen the local distinctiveness of the district centre by improving the vitality and vibrancy of the centre. In turn, the supporting text states that public art will be supported by the Council in principle which could help strengthen the sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The district centre is adjacent to the Queen's Inclosure SINC and contains various Tree Preservation Orders (TPOs). Nevertheless, the policy does not propose any new built development in the centre but rather the land use management of the centre and the need for active ground floor frontages. As such, the policy does not destroy biodiversity and/or geodiversity links or ecological green networks.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA).
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The District Centre is within walking distance to bus stops, the Padnell Primary Schools and opportunities for informal recreation (i.e. Queen's Inclosure). As such, by establishing policies to ensure the centre's vitality and vibrancy, residents will be able to access local shops, services and facilities within walking, cycling and bus distance of their homes. This will reduce the need to travel by car.



#### C4 Cowplain District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy does not propose any new built development in the centre, but rather the land use management of the centre and the need for active ground floor frontages. A vibrant and active centre which is easily accessible via pedestrian, cycle and bus links may encourage residents to use alternative modes of transport to the car.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Town, District and Local Centres that are vibrant and provide provisions for residents' convenience retail needs, as well as the comparison and evening economies, will be able to cater for the majority of needs of most residents. In doing so, they will create places for people to live, eat and socialise and therefore generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The District Centre is within walking distance to bus stops, the Padnell Primary Schools and opportunities for informal recreation (i.e. Queen's Inclosure). As such, by establishing policies to ensure the centre's vitality and vibrancy, residents will be able to access local shops, services and facilities within walking, cycling and bus distance of their homes. This will also reduce the need to travel by car.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## C5 Emsworth District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development of accessible, attractive and vibrant town, district and local centres will help contribute to sustainable development and economic growth.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	Requirement 1c of the policy states that proposals maximise opportunities for residential development above ground floor units where appropriate. It is considered that residential units at ground floor will decrease the vitality and vibrancy of a centre; however, residential at upper floors can make an efficient use of town centre land and add to the mix of dwelling types and tenures available in the Borough.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy supports proposals for A3, A4, A5 and AA uses within the secondary frontage of the district centre. This is in order to maintain and enhance the already healthy evening economy of the centre. This will also create options for residents during their free evening leisure time. The supporting text of the policy also supports improvements to the public realm which could also lead to improvements in health, safety and wellbeing. A reference to proposals for public art in the centre is also supported in principle by the Council, as stated in the supporting text.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The District Centre contains bus stops and is adjacent to Emsworth Railway Station. The centre can also be accessed via National Cycle Route 2 along the A259. As such, by establishing policies to ensure the centre's vitality and vibrancy, residents will be able to access a range of local shops, services and facilities within walking, cycling and bus distance of their homes. This will reduce the need to travel by car and thus help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The district centre is previously developed land (PDL). With this, the vast majority of the centre is not situated within flood zones 2 and/or 3. Only the very eastern and southern tips are identified in the flood zones as they are adjacent to Chichester Harbour.

## C5 Emsworth District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The southern section of Emsworth District Centre (i.e. south of the A259) is situated within the Emsworth Conservation Area. In addition, a number of listed buildings are situated within the centre's boundary. Requirement d) of the policy states that a Heritage Statement is submitted for proposals within the Conservation Area. In addition, proposals for or adjacent to any listed buildings outside of the Conservation Area but still within or adjacent to the district centre will need to adhere to the requirements of Policy E9.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to strengthen the local distinctiveness of the district centre by improving the vitality and vibrancy of the centre. In turn, the supporting text states that public art will be supported by the Council in principle which could help strengthen the sense of place. The requirement of a Heritage Statement will also ensure the character and appearance of the townscape in the older historic part of the centre (situated in Emsworth Conservation Area).
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The district centre is adjacent Chichester Harbour, as well as the Lumley Meadow SINC and the Brook Meadow LNR. Nevertheless, the policy does not propose any new built development in the centre but rather the land use management of the centre and the need for active ground floor frontages. As such, the policy will not destroy biodiversity and/or geodiversity links or ecological green networks.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA).
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The district centre contains bus stops and is adjacent to Emsworth Railway Station. The centre can also be accessed via National Cycle Route 2 along the A259. This will encourage residents to cycle and walk to the centre.

## C5 Emsworth District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy does not propose any new built development in the centre, but rather the land use management of the centre and the need for active ground floor frontages. A vibrant and active centre which is easily accessible via pedestrian, cycle and bus links may encourage residents to use alternative modes of transport to the car. It is however, acknowledged that separate housing allocations are proposed within and adjacent to the centre in separate policies. The assessment of this objective against those housing proposals will be dealt with separately in their own separate site assessment/matrix.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Town, District and Local Centres that are vibrant and provide provisions for residents' convenience retail needs, as well as the comparison and evening economies, will be able to cater for the majority of needs of most residents. In doing so, they will create places for people to live, eat and socialise and therefore generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The district centre contains bus stops and is adjacent to Emsworth Railway Station. The centre can also be accessed via National Cycle Route 2 along the A259. As such, the centre is easily accessible for residents.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## C6 Mengham District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development of accessible, attractive and vibrant town, district and local centres will help contribute to sustainable development and economic growth.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	Requirement 1c of the policy states that proposals maximise opportunities for residential development above ground floor units where appropriate. It is considered that residential units at ground floor will decrease the vitality and vibrancy of a centre,; however, residential at upper floors can make an efficient use of town centre land and add to the mix of dwelling types and tenures available in the Borough.
Obj 3	Safeguard and improve community health, safety and wellbeing	<p>The policy supports proposals for A3, A4, A5 and AA uses within the secondary frontage of the district centre. This is in order to enhance the evening economy of the centre. This will also create options for residents free evening leisure time. The supporting text of the policy also supports improvements to the public realm which could also lead to improvements in health, safety and wellbeing. A reference to proposals for public art in the centre is also supported in principle by the Council, as stated in the supporting text.</p> <p>In addition, as stated in the supporting text, the Hayling Island Health Centre is a vital infrastructure asset for the whole island. The text specifies that redevelopment of the site to anything other than a health centre will be resisted.</p>
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The District Centre is within walking distance to bus stops, schools and opportunities for informal recreation (i.e. Hayling Seafront). As such, by establishing policies to ensure the centre's vitality and vibrancy, residents will be able to access a range of local shops, services and facilities within walking, cycling and bus distance of their homes. This will reduce the need to travel by car and thus help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The District Centre is previously developed land (PDL) and is not situated within flood zones 2 and/or 3.

## C6 Mengham District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The district centre does not contain any listed buildings and is not within or adjacent to any conservation areas. As such, the policy does not propose development that will decrease the setting and protection to areas and landscapes of archaeological, historical and cultural heritage importance.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to strengthen the local distinctiveness of the district centre by improving the vitality and vibrancy of the centre. In turn, the supporting text states that public art will be supported by the Council in principle which could help strengthen the local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The district centre is surrounded by residential development and does not contain, or is adjacent to, any nature designations or green space.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA).
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The District Centre is within walking distance to bus stops, schools and opportunities for informal recreation (i.e. Hayling Seafront). As such, by establishing policies to ensure the centre's vitality and vibrancy, residents will be able to access a range of local shops, services and facilities within walking, cycling and bus distance of their homes. This will encourage residents to walk and cycle rather than use the car.

## C6 Mengham District Centre

This policy would update and replace policy CS4 (Town, District and Local Centres) of the Core Strategy and policy AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy does not propose any new built development in the centre, but rather the land use management of the centre and the need for active ground floor frontages. A vibrant and active centre which is easily accessible via pedestrian, cycle and bus links may encourage residents to use alternative modes of transport to the car.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Town, District and Local Centres that are vibrant and provide provisions for residents' convenience retail needs, as well as the comparison and evening economies, will be able to cater for the majority of needs of most residents. In doing so, they will create places for people to live, eat and socialise and therefore generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The District Centre is within walking distance to bus stops, schools and opportunities for informal recreation (i.e. Hayling Seafront). As such, the centre is easily accessible for residents.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.



## C7 Local Centres, Local Shops and Services

This policy would update and replace policy DM19 (Small Shops outside Town, District and Local Centres) and incorporate some aspects of Policies CS4 (Town, District and Local Centres) of the Core Strategy and AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The development of accessible, attractive and vibrant town, district and local centres will help contribute to sustainable development and economic growth. Moreover, requirement d) and e) of the policy allow for small convenience retail stores outside of town, district and local centre locations. This will help meet the day-to-day convenience needs of residents whilst preventing large scale retail development outside of the town, district and local centres (which would otherwise threaten the vitality and viability of these centres).
Obj 2	Provide affordable, environmentally sound and good quality housing for all	Requirement c) of the policy states that proposals maximise opportunities for residential development above ground floor units where appropriate. It is considered that residential units at ground floor will decrease the vitality and vibrancy of a centre. However, residential dwellings at upper floors can make an efficient use of town centre land and add to the mix of dwelling types and tenures available in the Borough.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy supports proposals for small-scale provisions of Use Classes A1 to A5 within local centres. This provides a flexible approach and may provide opportunities to enhance the evening economy. In addition, the restriction of small-scale retail uses outside of the designated town, district and local centres will help meet the day-to-day needs of residents and may reduce the need for residents to travel further for basic goods. This will help safeguard community wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The majority of the local centres are within walking distance to public transport, as well as pedestrian and cycle routes. As such, by establishing policies to ensure the centres' vitality and vibrancy, residents will be able to access local shops, services and facilities within walking, cycling and bus distance of their homes. This will reduce the need to travel by car and thus help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The local centres (with the exception of two) are not situated within flood zones 2 and/or 3. The exceptions to this are Rails Lane and Milton Road Local Centres; both have their southern and eastern boundary within flood zone 2 respectively. As such, any development in these two locations will need to comply with Policies E12 and E13.



## C7 Local Centres, Local Shops and Services

This policy would update and replace policy DM19 (Small Shops outside Town, District and Local Centres) and incorporate some aspects of Policies CS4 (Town, District and Local Centres) of the Core Strategy and AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	<p>The local centres (with the exception of two) do not contain and are not adjacent to any listed buildings and/or conservation areas respectively. The exceptions to this are the Purbrook and Bedhampton Local Centres. The former contains and is directly adjacent to the St John's Conservation Area. The Grade II listed Church of St John and Purbrook First School are also within the Purbrook Local Centre. Whereas Bedhampton Local Centre contains the Grade II listed Bedhampton Arts School.</p> <p>As such, proposals in these two local centres will need to adhere to the requirements of Policy E9. The same will also apply to proposals of small units outside of the designated centres which are in or adjacent to listed buildings and conservation areas.</p>
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy makes provision for small-scale retail uses in the local centre and units with net sales area less than 280 sq m in locations outside of the designated town, district and local centres. This will provide development which of a scale and of a kind already exhibited in the local centres. In addition, the support of small and independent businesses (requirements b of the policy) will help strengthen local distinctiveness and sense of place.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	None of the district centres are located within SINC. The policy does not propose any new built development in the centres but rather the land use management of the centre and the need for active ground floor frontages. As such, the policy does not destroy biodiversity and/or geodiversity links nor ecological green networks. In the instance that they are adjacent to SINC or any other nature designations in the future; Policy E15 will need to be adhered to.
Obj 9	Protect and conserve natural resources	The local centres are not located in the Mineral Safeguarding Area (MSA), with the exception of the proposal Southleigh Local Centre. However, this will be assessed in greater detail through the Southleigh (KS5) assessment/matrix.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.

## C7 Local Centres, Local Shops and Services

This policy would update and replace policy DM19 (Small Shops outside Town, District and Local Centres) and incorporate some aspects of Policies CS4 (Town, District and Local Centres) of the Core Strategy and AL3 (Town, District and Local Centres) of the Allocation Plan.

	Description	Assessment
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The majority of the local centres are within walking distance to public transport, as well as pedestrian and cycle routes. As such, by establishing policies to ensure the centres' vitality and vibrancy, residents will be able to access a range of local shops, services and facilities within walking, cycling and bus distance of their homes. This will reduce the need to travel by car and encourage residents to walk and cycle.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy does not propose any new built development in the local centres, but rather the land use management of the centres and the need for active ground floor frontages. A vibrant and active centre which is easily accessible via pedestrian, cycle and bus links may encourage residents to use alternative modes of transport to the car.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Town, District and Local Centres that are vibrant and provide provisions for residents' convenience retail needs, as well as the comparison and evening economies, will be able to cater for the majority of needs of most residents. In doing so, they will create places for people to live, eat and socialise and therefore generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The majority of the local centres are within walking distance to public transport, as well as pedestrian and cycle routes. As such, the centres are easily accessible for residents.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## C8 Food, Drink and Entertainment Uses

This policy would update and replace Policy DM5 (Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses) of the Core Strategy.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	Food, drink and entertainment uses form part of a mix of uses that make designated centres vibrant; especially with regard to a centre's evening economy. Nevertheless, such uses can also cause detrimental impacts on adjacent users/residents with regard to noise, litter and odour. As such, this policy aims to support these uses whilst preventing the negative impacts stated above. This will ensure town, district and local centre vibrancy and thus contribute to the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy refers to provision of food, drink and entertainment uses within designated town, district and local centres. In order to provide good quality housing on upper floors and in adjacent areas, the policy includes requirement d) as well as the reference in the supporting text about appropriate odour-neutralising and ventilation equipment.
Obj 3	Safeguard and improve community health, safety and wellbeing	The policy aims to prevent detrimental impacts upon adjacent users and residents. The policy states that for proposals which involve the cooking of food, that odour-neutralising and ventilation equipment will be assessed by the Council to determine if they are "fit for purpose". In addition, requirements d) and e) state that adequate provision for the disposal, storage and collection of refuse is included; and that adverts and signs promote healthy lifestyle aspects of products. The above will help safeguard community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The Draft Local Plan does not make provision for food, drink and entertainment uses outside of the designated town, district and local centres. As such, new proposals will need to be located within the designated centres which are all within walking and cycling distance to public transport options. This will reduce the need to travel by car and thus help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The policy aims to prevent detrimental impacts upon adjacent users and residents to food, drink and entertainment uses. If a proposal falls within a flood zone then the proposal will also need to accord with Policies E12 and E13.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The policy aims to prevent detrimental impacts upon adjacent users and residents to food, drink and entertainment uses. If a proposal is in or adjacent to a heritage asset, then the proposal will also need to accord with Policy E9.

## C8 Food, Drink and Entertainment Uses

This policy would update and replace Policy DM5 (Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses) of the Core Strategy.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	Requirement b) of the policy states that measured proposed to mitigate the effects of odour and/or noise are such that the installation does not materially detract from the appearance of the building itself and the wider locality. The supporting text also makes references to the installation of flues and how these must be visually acceptable in design terms with Policy E6. As such, the provisions of this policy aim to protect and manage the appearance of the townscape.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to prevent detrimental impacts upon adjacent users and residents to food, drink and entertainment uses. New proposals will also need to adhere to the requirements of Policy E15 if adjacent or within a nature conservation designation.
Obj 9	Protect and conserve natural resources	The policy aims to prevent detrimental impacts upon adjacent users and residents to food, drink and entertainment uses. New proposals will also need to adhere to the relevant agricultural land and source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	Requirement d) of the policy states that adequate provision for the disposal, storage and collection of refuse, including litter bins for use by the customer, must be included within any proposal.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The Draft Local Plan does not make provision for food, drink and entertainment uses outside of the designated town, district and local centres. As such, new proposals will need to be located within the designated centres which are all within walking distance to public transport, as well as pedestrian and cycle routes. This will encourage residents to walk and cycle to these areas rather than use the car.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	A vibrant and active centre which has a range of uses and is easily accessible via pedestrian, cycle and bus links may encourage residents to use alternative modes of transport to the car. In addition, the policy has made provisions for appropriate installation and location of flues to avoid odour and smell to nearby residents and users. Requirement d) will also avoid waste products infiltrating the ground.
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Town, District and Local Centres that are vibrant and provide provisions for residents' convenience retail needs, as well as the comparison and evening economies, will be able to cater for the majority of needs of most residents. In doing so, they will create places for people to live, eat and socialise and therefore generate social inclusion.

### **C8 Food, Drink and Entertainment Uses**

This policy would update and replace Policy DM5 (Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses) of the Core Strategy.

	<b>Description</b>	<b>Assessment</b>
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The Draft Local Plan does not make provision for food, drink and entertainment uses outside of the designated town, district and local centres. As such, these uses should be easily accessible.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

**C9 Former BAE Systems Park****Indicative amount of mixed use floorspace: 17,900 sq m of leisure (Class D2) and other main town centre uses.**

This policy would update and replace site allocation reference BD54 in the Allocations Plan.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities.	The development of this site will contribute 17,900 sq m of leisure (Class D2) and other main town centre uses to the Borough. Though this will create further employment opportunities and thus strengthen the local economy; a development which is predominantly or entirely retail may effect the viability of Waterlooville Town Centre to the south east by drawing visitors away from the older part of the town. As such, opportunities for leisure operators should be fully explored. As stated in the Havant and Waterlooville Town Centres Study, the Waterlooville Town Centre has limited leisure facilities; as such the redevelopment of this site highlights a significant opportunity to supply a leisure offering in the area.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The site is proposed for 17,900 sq m of leisure (Class D2) and other main town centre uses. As such, the development will not contribute towards housing need. As the site is surrounded by industrial and office uses, it is not considered appropriate for a residential led development scheme.
Obj 3	Safeguard and improve community health, safety and wellbeing	The development of 17,900 sq m of leisure (D2) and other main town uses will provide employment opportunities and also has the potential to provide a greater leisure need for residents. As stated in the Havant and Waterlooville Town Centres Study, Waterlooville Town Centre has limited leisure facilities; as such the redevelopment of this site highlights a significant opportunity to supply a leisure offering in the area. Such leisure opportunities will help to provide spaces for residents to relax and socialise; in turn this will improve community wellbeing, as well as health.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The site is previously developed land (PDL). The buildings previously erected on the site have now been demolished, as such the site has limited vegetation and is of low ecological value. In terms of alternative transport to the car, the site is in close proximity to Waterlooville Town Centre which is served by a variety of bus operators and routes, including; Stagecoach services 37 and 39 and First services X9 and 8 (the Star). There is also a safe pedestrian crossing at the junction of Aston Road and Hambledon Road to access the town centre from the site and vice versa. Hambledon Road is also highlighted as a sign-posted cycle route in the Havant Borough Cycle Network Map 2017. The alternative transport provisions available will help to minimise the Borough's greenhouse gas emissions.

**C9 Former BAE Systems Park****Indicative amount of mixed use floorspace: 17,900 sq m of leisure (Class D2) and other main town centre uses.**

This policy would update and replace site allocation reference BD54 in the Allocations Plan.

	Description	Assessment
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The site is previously developed land (PDL) and is not situated within flood zones 2 and/or 3.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	There is low to moderate archaeological potential though this is likely to have been damaged or removed via previous development of the site.
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The site is previously developed land (PDL). The site hosted employment uses but these have now been demolished for redevelopment purposes. The site is also surrounded by industrial and offices use to the north, south and west. As such, the development of the site will not decrease the character and appearance of the landscape but instead has the potential to heighten the townscape by brining a fenced off, previously developed and overgrown area back into use. It will thus increase the amenity of the area to nearby residents and other employment uses.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The site is previously developed land (PDL) which is adjacent to an established employment area. The site does not contain, or is adjacent to any nature conservation designations. In addition there no protected trees found on the site (i.e. those with a Tree Preservation Order). Moreover, the screening of the site indicates that the site is of low ecological value.
Obj 9	Protect and conserve natural resources	The site is previously developed land (PDL) and is not in the Mineral Safeguarding Area (MSA); however, Portsmouth Water has confirmed that the site is within Groundwater Source Protection Zone (SPZ) 1c.



**C9 Former BAE Systems Park**

**Indicative amount of mixed use floorspace: 17,900 sq m of leisure (Class D2) and other main town centre uses.**

This policy would update and replace site allocation reference BD54 in the Allocations Plan.

	Description	Assessment
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	<p>The site is in close proximity to Waterlooville Town Centre which is served by a variety of bus operators and routes, including; Stagecoach services 37 and 39 and First services X9 and 8 (the Star). There is also a safe pedestrian crossing at the junction of Aston Road and Hambledon Road to access the town centre from the site and vice versa. Hambledon Road is also highlighted as a sign-posted cycle route in the Havant Borough Cycle Network Map 2017.</p> <p>The delays to the Borough-wide Transport Assessment (TA) have meant that the study was not able to inform this appraisal. As such, the assessment of this objective will remain as uncertain until the publication of the assessment prior to the pre-submission stage of the Local Plan where the study's recommendations can better inform the Sustainability Appraisal</p>
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	<p>Increased discharges into Chichester and Langstone Harbours can have negative effects on protected SPA, SAC and Ramsar sites (this is addressed in more detail in the HRA). HBC are in discussion with Portsmouth Water and Southern Water together with the Environment Agency to ensure appropriate consideration of wastewater and water supply issues on all development sites.</p> <p>The PUSH Air Quality Assessment and the PUSH Integrated Water Management Strategy will assess the impact of development across the sub-region on air and water quality. However neither is yet published and so were not able to inform the Draft Local Plan 2036. As such, the assessment of this objective will remain as uncertain until the publication of the assessments at the pre-submission stage of the Local Plan where the studies' recommendations can better inform the Sustainability Appraisal</p>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The development of the site for leisure and main town centre uses will provide a space for residents to meet, relax and socialise. As such, there is an opportunity to create a socially inclusive development for all to visit and enjoy. With regard to poverty reduction, the development will help generate employment opportunities.



**C9 Former BAE Systems Park****Indicative amount of mixed use floorspace: 17,900 sq m of leisure (Class D2) and other main town centre uses.**

This policy would update and replace site allocation reference BD54 in the Allocations Plan.

	Description	Assessment
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The site is in close proximity to Waterlooville Town Centre which is served by a variety of bus operators and routes, including; Stagecoach services 37 and 39 and First services X9 and 8 (the Star). There is also a safe pedestrian crossing at the junction of Aston Road and Hambledon Road to access the town centre from the site and vice versa. Hambledon Road is also highlighted as a sign-posted cycle route in the Havant Borough Cycle Network Map 2017. As such, the site is easily accessible.

**Supporting Commentary:**

The site was assessed positively against nine of the objectives. This was due to the site being previously developed land (PDL) which is surrounded by an established employment area in close proximity to Waterlooville Town Centre. As such, the site is of low ecological value and is easily accessible via walking, cycling and bus use. With this, the assessment of the site against objective 4 could be improved by incorporating low carbon design (i.e. BREEAM) in line with Policy E8.

Nevertheless, the site has been assessed as uncertain against objective 1. This is because certain main town centre uses may threaten the viability and vitality of Waterlooville Town Centre; especially the older parts of the town centre, such as the Boulevard and the pedestrianised section of London Road. The opportunity to provide a leisure-led redevelopment of the site would lead to a positive assessment as; 1) leisure facilities are limited in the area; 2) leisure uses would compliment the offer of the town centre, and; 3) The previous two points would help strengthen the local economy. However, as the policy does not specify the quantities/proportion of leisure and other main town centre uses, there is some uncertainty about how much leisure development will be provided in comparison to other main town centre uses. As such, a number of recommendations for the allocation policy for this site has been suggested below which may help improve the site's assessment at the next stage of the Local Plan process.

With this, the uncertainties raised in objectives 11 and 12 will be reassessed following the publication of the Borough-wide Transport Assessment (TA), PUSH Air Quality Assessment and PUSH Integrated Water Management Strategy respectively, prior to the pre-submission version of the Local Plan 2036.

## Recommendations:

The following recommendations have been made following the information received through the site's screening:

- a. An Impact Assessment demonstrates that the vitality and viability of Waterlooville Town Centre will not be adversely affected.

In order to prevent a decrease in footfall in the older parts of the town centre as a result of this development, an impact assessment will need to be submitted. Moreover, proposals should complement the customer choice and retail offer of the area and the town centre rather than directly competing. This will reduce the uncertainty against objective 1.

- b. A marketing strategy for a range of leisure uses, based on a realistic and active marketing exercise demonstrates the leisure operator demand has been fully explored.

As mentioned in the site matrix, the Havant and Waterlooville Town Centres Study highlights that Waterlooville Town Centre has limited leisure facilities. As such, the redevelopment of this site is a significant opportunity to provide a leisure offering in this area of the Borough. Precise quantities of leisure uses (Class D2) and other main town centre uses have not been specified due to the flexible approach taken to this site. This does create some uncertainty over the total leisure provision which could be provided. The recommendation to include a market strategy to ensure that the leisure provision is fully explored will further improve the positive assessments to a "strong positive effect" against objectives 1, 3, and 13 by increasing the scale of a leisure-led development. A leisure-led development will, in turn, complement the adjacent town centre; as well as improve community health and wellbeing.

- c. The design and layout ensures an appropriate pedestrian/cycle link between the site and Wellington Park.

Although it has been identified that there is a safe pedestrian crossing at the junction of the Aston Road and Hambledon Road junction, the design and layout of the scheme will need to provide safe pedestrian and cycle routes which connect to this crossing. This will help strengthen the assessment of the site objective 14 and will also help reduce the uncertainty against objective 11.

## Overall Recommendation:

**This site is recommended for inclusion in the Draft Local Plan 2036** providing that the above recommendations are included in the policy requirements for this site.

## C10 Tourism

This policy would update and replace policies CS5 (Tourism), DM4 (Static Holiday Caravan Development), and part of DM3 (Protection of Existing Employment and Tourism Sites) in the Core Strategy.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	The retention and enhancement of tourist facilities can secure jobs and possibly create new employment opportunities. Moreover, the policy has taken a flexible approach in order to respond to the evolving tourist and day visitor market. This will help to strengthen the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy does not aim to supply housing; instead it specifies that appropriate conditions will be placed to prohibit permanent occupation of tourist accommodation either as a person's sole or main place of residence.
Obj 3	Safeguard and improve community health, safety and wellbeing	The protection and provision of tourist facilities will not only provide activities for tourist and day visitors, but also the Borough's own residents. Such activities may include water sports, walking and cycling, as well as historic visits. Moreover, the equipment and buildings of some tourist facilities can also be used by residents outside of peak season. The above will help safeguard community health and wellbeing.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy acknowledges that tourism developments tend to be car dependent; however, small-scale tourism uses provide the opportunity to support local employment and therefore can reduce the need of workers to travel. With this, the policy aims to protect existing tourism uses and where possible, retain and enhance such uses.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The aim of this policy is to protect and enhance existing tourist facilities and make provision for new facilities where appropriate. Any new proposal will need to accord with Policies E12 and E13.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The aim of this policy is to protect and enhance existing tourist facilities and make provision for new facilities where appropriate. Any new proposal which is within or adjacent to a heritage asset will need to accord with Policy E9.

## C10 Tourism

This policy would update and replace policies CS5 (Tourism), DM4 (Static Holiday Caravan Development), and part of DM3 (Protection of Existing Employment and Tourism Sites) in the Core Strategy.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The aim of this policy is to protect and enhance existing tourist facilities and make provision for new facilities where appropriate. New proposals will need to accord with other policies in the Draft Local Plan with regard to design, character and appearance.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The aim of this policy is to protect and enhance existing tourist facilities and make provision for new facilities where appropriate. New proposals will need to adhere to the requirements of Policy E15 if adjacent or within a nature conservation designations and contain protected trees.
Obj 9	Protect and conserve natural resources	The aim of this policy is to protect and enhance existing tourist facilities and make provision for new facilities where appropriate. Proposals for new tourist facilities will need to comply with other policies in the Draft Local Plan with regard to the protection of natural resources.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy acknowledges that tourism developments tend to be car dependent; however, small-scale tourism uses provide the opportunity to support local employment and therefore can reduce the need of workers to travel. With this, the policy aims to protect existing tourism uses and where possible, retain and enhance such uses.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy acknowledges that tourism developments tend to be car dependent (which will not improve air quality); however, small-scale tourism uses provide the opportunity to support local employment and therefore can reduce the need of workers to travel. With this, the policy aims to protect existing tourism uses and where possible, retain and enhance such uses.

## C10 Tourism

This policy would update and replace policies CS5 (Tourism), DM4 (Static Holiday Caravan Development), and part of DM3 (Protection of Existing Employment and Tourism Sites) in the Core Strategy.

	Description	Assessment
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	The protection and provision of tourist facilities will not only provide activities for tourist and day visitors, but also the Borough's own residents. Such activities may include water sports, walking and cycling, as well as historic visits. Moreover, the equipment and buildings of some tourist facilities can also be used by residents outside of peak season. The provision and protection of tourist facilities will secure employment opportunities and provide facilities and activities for residents within their local area. This will continue to develop a socially inclusive community in the Borough.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy acknowledges that tourism developments tend to be car dependent; however, small-scale tourism uses provide the opportunity to support local employment and therefore can reduce the need of workers to travel.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.

## C11 Protection of Existing Community Facilities and Shops

This policy would update and replace Policy DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

	Description	Assessment
Obj 1	Develop a dynamic, diverse and knowledge-based economy that excels in innovation with higher value, lower impact activities	As stated in the supporting text, the policy applies to, but is not exhaustive of, Land Use Class D1 and public houses, as well as small convenience stores outside of the designated town, district and local centres. The latter will help residents with their day-to-day needs; whereas the formers provide residents with access to health and education facilities. This in turn helps to create a healthy and knowledge-based workforce which will benefit the local economy.
Obj 2	Provide affordable, environmentally sound and good quality housing for all	The policy requires a realistic and active marketing exercise for the premise(s) before a residential use can be considered.
Obj 3	Safeguard and improve community health, safety and wellbeing	Community facilities include (but are not exhaustive of) health and education facilities, places of worship, community halls and public houses. As such, community facilities create health, education and wellbeing benefits and can sometimes provide opportunities for sport and leisure. The protection of these facilities will therefore safeguard community health and wellbeing. It is important to note that some of these facilities can be regarded as the heart or core of their community.
Obj 4	Promote and support climate change mitigation and adaptation through reducing Havant's greenhouse gas emissions from all sources and plan for anticipated levels of climate change	The policy refers to community facilities and local shops; some of these uses may already be in the designated town, district and local centres, however others may be situated in edge of centre locations or within residential development. The protection of these facilities in easily accessible areas will continue to encourage residents to walk, cycle and possibly use the bus to get to them. The utilisation of these modes of transport will help to minimise the Borough's greenhouse gas emissions.
Obj 5	Reduce the risk of flooding from all sources and the resulting detriment to public wellbeing, the economy and the environment. Take a sequential approach to development and avoid putting more people and property at risk of being affected by flooding, where possible. Manage flood risk where necessary.	The aim of this policy is to protect existing community facilities and local shops. If a realistic and active market exercise takes place which shows the use of the premises is no longer required and an alternative use may be more appropriate; then any new proposal will need to accord with Policies E12 and E13.
Obj 6	Protect, enhance and manage buildings, features, areas and landscapes of archaeological, historical and cultural heritage importance and their setting	The aim of this policy is to protect existing community facilities and local shops. If a realistic and active market exercise takes place which shows the use of the premises is no longer required and an alternative use may be more appropriate; then any new proposal will need to accord with Policy E9.

## C11 Protection of Existing Community Facilities and Shops

This policy would update and replace Policy DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

	Description	Assessment
Obj 7	Protect, enhance and manage the character and appearance of the landscape and townscape, maintaining and strengthening local distinctiveness and sense of place.	The policy aims to protect community facilities and local shops, both within designated town, district and local centres but also smaller units outside of the centres. In the instance that an adequate marketing campaign demonstrates that the use is no longer required and alternative provision will need to be sought, the other policies in the Local Plan will ensure that new development is of a scale and of a kind which is appropriate to the surrounding area.
Obj 8	Protect, enhance and manage biodiversity and geodiversity – supporting the enhancement and connectivity of ecological green networks	The policy aims to protect community facilities and local shops, both within designated town, district and local centres but also smaller units outside of the centres. In the instance that an adequate marketing campaign demonstrates that the use is no longer required and alternative provision will need to be sought; new proposals will need to adhere to the requirements of Policy E15 if adjacent or within a nature conservation designations and protected trees.
Obj 9	Protect and conserve natural resources	The aim of this policy is to protect existing community facilities and local shops. In the instance that an adequate marketing campaign demonstrates that the use is no longer required and alternative provision will need to be sought; new proposals will need to adhere to the requirements of the relevant agricultural land and source protection zone policies.
Obj 10	Reduce waste generation and disposal, and promote the waste hierarchy of reduce, reuse, recycle/compost, energy recovery and disposal	The development impact of this objective is partly dependent on design and layout and will be influenced by relevant development management policies as well as the Hampshire Minerals and Waste Plan.
Obj 11	Improve the efficiency of transport networks by increasing the proportion of travel by sustainable modes, by promoting policies which reduce the need to travel and provide opportunities for walking and cycling	The policy refers to community facilities and local shops; some of these uses may already be in the designated town, district and local centres, however others may be situated in edge of centre locations or within residential development. The protection of these facilities in easily accessible areas will continue to encourage residents to walk, cycle and possibly use the bus to get to them.
Obj 12	Improve air, water (ground and surface) and soil qualities through reducing pollution both diffuse and point source	The policy refers to community facilities and local shops; some of these uses may already be in the designated town, district and local centres, however others may be situated in edge of centre locations or within residential development. The protection of these facilities in easily accessible areas will continue to encourage residents to walk, cycle and possibly use the bus to get to them. As such, the protection of these facilities will not decrease air, water and soil quality.

### **C11 Protection of Existing Community Facilities and Shops**

This policy would update and replace Policy DM2 (Protection of Existing Community Facilities and Shops) of the Core Strategy.

	<b>Description</b>	<b>Assessment</b>
Obj 13	Reduce poverty and social exclusion and close the gap between the most deprived areas in the borough	Community facilities include (but are not exhaustive of) health and education facilities, places of worship, community halls and public houses. As such, community facilities create health, education and wellbeing benefits and can sometimes provide opportunities for sport and leisure. It is important to note that some of these facilities can be regarded as the heart or core of their community; therefore their protection will continue to bring the community together and generate social inclusion.
Obj 14	Ensure easy and equitable access to services, facilities and opportunities	The policy refers to community facilities and local shops; some of these uses may already be in the designated town, district and local centres, however others may be situated in edge of centre locations or within residential development. The protection of these facilities in easily accessible areas will continue to encourage residents to walk, cycle and possibly use the bus to get to them.

**Overall Recommendation:** The policy is recommended for inclusion in the Draft Local Plan 2036.



