BUILDING
A BETTER FUTURE

Residential Density Evidence Paper

August 2025

Havant
BOROUGH COUNCIL

Residential Density Evidence Paper

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1. Introduction

1.1 The finite amount of undeveloped land as well as environmental and geographical constraints mean that opportunities for new development are relatively limited in Havant Borough. It is anticipated that the Borough will be an authority unable to meet its objectively assessed housing needs. It is therefore important that development is provided in a sustainable way which optimises this finite resource. Building new homes at higher densities will be essential to ensure that Havant Borough is able to address its own housing need as far as possible.

1.2 This document accompanies the Council's Strategic Housing and Economic Land Availability Assessment (SHELAA)[1] which provides a technical assessment of known sites with potential for housing and economic development in Havant Borough. This paper has informed the SHELAA's methodology, in terms of the calculation of site yields for housing sites based on areas close to town and district centres, including areas close to public transport.

1.3 The National Planning Policy Framework (NPPF) emphasises the importance of achieving appropriate densities and ensuring that planning policies and decisions support developments that make effective use of land. It also highlights that a balance needs to be maintained between efficient use of land and high-quality design. This paper considers the principles of good urban design while assessing where and how minimum density thresholds could be used in the Borough.

1.4 Havant Borough has a relatively small amount of undeveloped land to accommodate further growth. Since its designation as a new authority in 1973, the Borough has now seen development extend up to most of its administrative boundary. The Borough has historically developed with a pattern of low to medium-density development, meaning most of the Borough is characterised by suburban style housing estates. Havant, Waterlooville and Leigh Park are predominantly urban and suburban in nature, whilst both Emsworth and Hayling Island are influenced by the coast to varying degrees.

Purpose of this paper

1.5 This paper provides an overview of the national planning policy and guidance related to the effective use of land, and highlights constraints and opportunities for different density ranges. The document aims to explore the role of residential high-density development in meeting Havant Borough's housing needs within the context of a constrained land supply and sets out how increasing residential densities can be a key mechanism for delivering sustainable growth.

1.6 In that sense, the document provides a series of good practice examples where high densities have been successfully achieved with liveability, well-being and quality of place. Outlining a strategic approach based on transport and land assessments, this paper considers the most appropriate areas for the use of higher density standards in town centres and other areas in the Borough that are well served by public transport, shops and services in accordance with paragraph 130 b of the NPPF.

[1] https://www.havant.gov.uk/planning-services/planning-policy/local-plan/local-plan-evidence-studies-and-strategies

1.7 This paper has been prepared in support of Havant Borough Council's new Local Plan – Building a Better Future Plan (BBFP).

Measuring and calculating density

1.8 In achieving higher residential densities, the scale, mass and amount of development are key considerations in design. In England, housing density is fundamentally driven by market conditions, except where planning policies explicitly aim to optimise land use. The amount of development achieved on a site is usually informed by viability. An optimal density maximises development value by considering sales prices and rental values, compelling developers and landowners to evaluate these benefits against the costs associated with land development. To achieve maximum residential density in town centre locations, developers may need to invest in innovative construction methods that efficiently utilise limited space, while some building forms may necessitate additional servicing and amenities.

1.9 The main benefits of setting minimum density thresholds on developments include ensuring that:

(i) Land is used efficiently and the amount of housing is maximised in order to address housing need;

(ii) The built form of development is appropriate to its location and in relation surrounding areas;

(iii) Households can easily access services and facilities, employment and public transport.

1.10 The National Planning Practice Guidance (PPG) indicates how different methods for measuring density for planning purposes, including 'Plot Ratio', 'Bedspaces per Hectare', and 'Dwellings per Hectare'. Plot ratio (pa) shows the relationship between the development and its surroundings, while bedspaces per hectare effectively captures the density of the potential residential occupation. Dwellings per hectare (dph) measures the number of homes within a given area and is the most widely used measurement in the UK. This method is used for the purposes of this document.

1.11 The PPG indicates that relying solely on dwellings per hectare (dph) may encourage particular building forms over others. For example, an apartment building containing one person studios could deliver significantly more dwellings per hectare than a terrace of family-sized townhouses on a similarly sized site. Findings from the recent Housing Needs Analysis Report[2], indicate that the mix of housing types, sizes and tenures will inevitably differ between town centres and suburban locations. The level of density expected in a particular location will therefore influence the overall development mix in terms of type and size of accommodation and, in some instances, it may be appropriate to create a new sense of place.

1.12 Dwellings per hectares (dph) can be measured using either the site's gross area or its net area. The term 'gross site area' is defined as the total land area of which the development is a part. The term 'net site area' refers to the land available for development, otherwise known as the 'net development area'. The Council considers this to be the relevant area for measuring density on a site.

[2] https://www.havant.gov.uk/planning-services/planning-policy/local-plan/local-plan-evidence-studies-and-strategies

1.13 The number of dwellings is divided by the site area (hectares) to calculate the number of dwellings per hectare:

$$\textbf{\textit{Number of Dwellings per Hectare}}\ (\textbf{\textit{dph}}) = \frac{\textbf{\textit{Numbers of Dwellings}}}{\textbf{\textit{Site Area}}\ (\textbf{\textit{Hectares}})}$$

1.14 For the purposes of the SHELAA[3], the Council has used standard gross-to-net density ratios based on different site sizes. However, it is acknowledged that the detailed technical work undertaken by the developer/landowner may further refine the developable area.

1.15 Drawing on site area definitions and available land measurement guidance[4], the table below summarises the different aspects of the development to be included in the Gross Site Area (or Site Area) and Net Development Area. Developers should use this table to evidence how the overall developable area has been calculated, including the use of annotated plans to show any constraints and/or buffers areas within the site:

Gross Site Area (GSA)	Net Development Area (NDA)
Refers to the total land area, usually defined by the *red line boundary* in a planning application, for which development permission is sought. It includes aspects of the development serving a wider function in relation to developments and/or their surrounding area. This includes: ▪ Major distributor roads and large-scale access requirements; ▪ Schools, places of worship, commercial and shopping areas and other community uses; ▪ Employment land; ▪ Public realm and open spaces specifically designed to serve a wider area; ▪ Any significant buffer areas required for landscape, ecological or infrastructure such as underground pipelines and SuDS.	Refers to the extent of the site area upon which the development, including the buildings and their ancillary space, can be built. This includes: ▪ Pathways and roads within the site; ▪ Private garden space/ private outdoor amenity space ▪ Car parking areas/ driveways; ▪ Incidental amenity land/ landscaping ▪ Ancillary buildings or structures (e.g. storage or garage)

Table 1.1: Development elements for Gross Site Area and Net Development Area

[3] ibid
[4] Land measurement for planning and development purposes by RICS (updated in April 2023). Available at: https://www.rics.org/profession-standards/rics-standards-and-guidance/sector-standards/land-standards/land-measurement-for-planning-and-development-purposes-global-guidance-note-1st-edition

1.16 The diagram below illustrates spatially the Gross Site Area (GSA), Net Development Area (NDA) to provide a clear comparison of the elements and ratio for density measurement purposes:

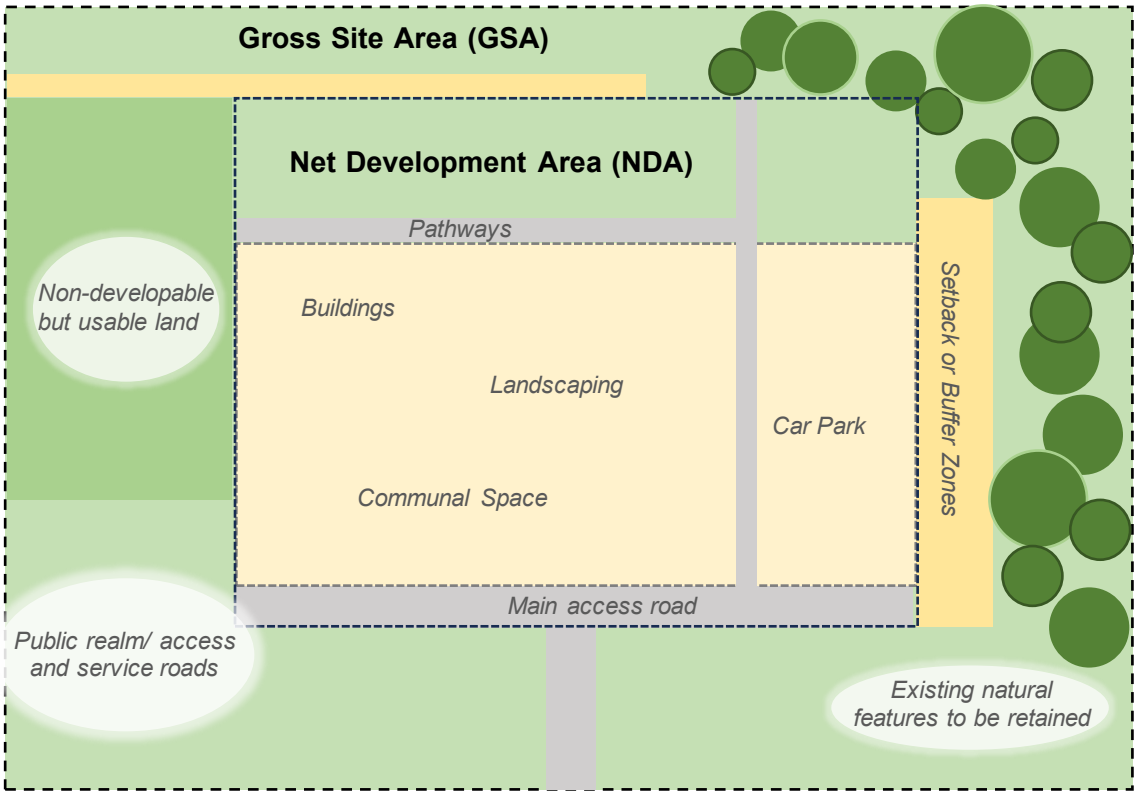


Figure 1.2: Diagram illustrating the different scales and elements of site areas

2. Policy Context

National Planning Policy

2.1 Paragraph 129 of the National Planning Policy Framework (NPPF) states that planning policies and decisions should support development that makes efficient use of land, taking into account:

a) *the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;*

b) *local market conditions and viability;*

c) *the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;*

d) *the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and*

e) *the importance of securing well-designed and healthy places.*

2.2 The NPPF paragraph 130 indicates that design guides and codes, masterplans and area-based character assessments can be used to help ensure that land is used efficiently while creating beautiful and sustainable places. It is crucial that planning policies and decisions should avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. In these circumstances:

a) *plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination and should include the use of minimum density standards for town centres and other locations that are well served by public transport. These standards should seek significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;*

b) *the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and*

c) *local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).*

2.3 The NPPF also highlights, in paragraphs 8 and 9, that sustainable development is achieved through three overarching objectives: economic, social and environmental. While these objectives are interdependent and need to be pursued in a mutually supportive way. They need to be delivered through the preparation and implementation of plans:

Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

2.4 In addition to the above, paragraph 109 of the NPPF states that transport accessibility should be considered from the earliest stages of plan-making so that opportunities from existing or proposed transport infrastructure, and changing transport technology and usage can be realised – for example in relation to the scale, location or density of development that can be accommodated.

National Guidance

a. National Planning Practice Guidance:

2.5 National Planning Practice Guidance[5] states that a range of considerations should be taken into account in establishing appropriate densities on a site or in a specific area. These tools include accessibility measures such as distances and travel times to key facilities and services, characterisation studies and design strategies, environmental and infrastructure assessments, and assessments of market viability.

b. National Design Guide:

2.6 The National Design Guide highlights ten key characteristics of good design: *Context, Identity, Built Form, Movement, Nature, Public Spaces, Uses, Homes and Buildings, Resources and Lifespan*.[6] Specifically, the National Design Guide indicates that appropriate density will result from the context, accessibility, proposed building types and local character. It recognises that variety and innovation in design can support *well-designed places that do not need to copy their surroundings in every way*. Where the scale or density of new development is very different to the existing place, it may be more appropriate to create a new identity.

2.7 The Guide addresses walkability and access to services which should be encouraged through the design of compact forms of development and indicates minimum distances (approximately 800 metres radius) in identifying areas which are suitable for higher densities. It emphasises how compact forms of development contribute positively to well-being and placemaking and support local public transport and facilities.

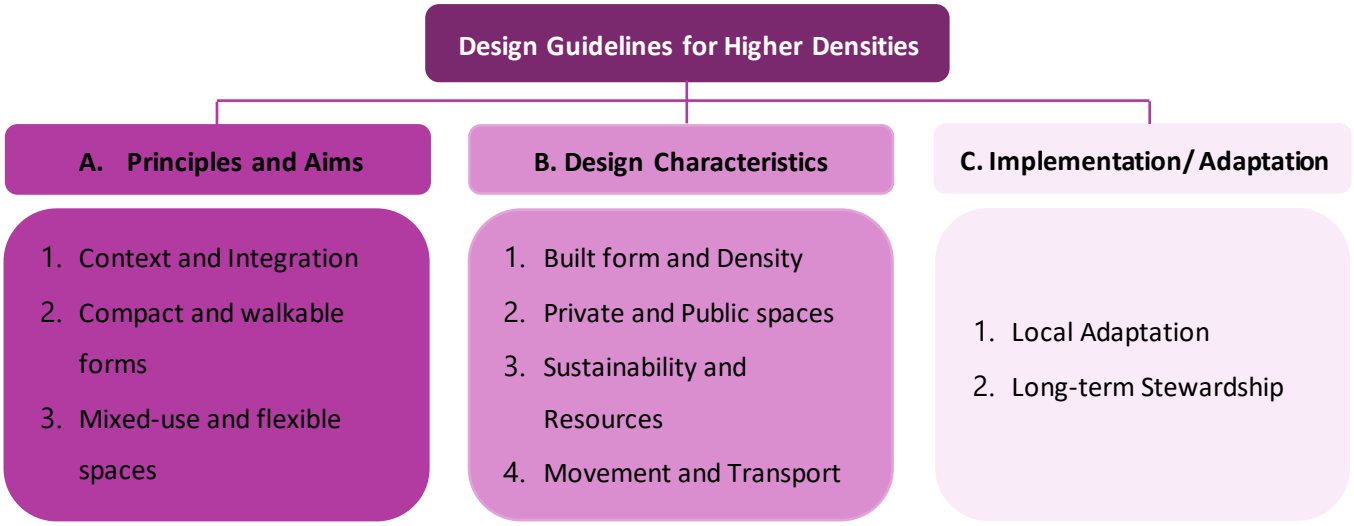
2.8 The guidelines have been considered in this study paper in identifying density thresholds for different areas within the Borough. This is addressed in more detail in section 4 and section 7 of this document.

[5] Paragraph 001, 004 and 005 of the PPG guidance note available at: https://www.gov.uk/guidance/effective-use-of-land

[6] Paragraph 44 of the National Design Guide, https://www.gov.uk/government/publications/national-design-guide

c. National Model Design Code (NMDC):

2.9 The National Model Design Code (NMDC)[7] provides guidelines for creating well-designed, sustainable and liveable places that reflect local needs and the character of the local area. These guidelines relate to optimising the use of land and promoting higher density housing, where possible, whilst ensuring that it does not lead to a loss of quality and sustainability or harm to the local character and identity, but rather contributes to the creation of vibrant, sustainable communities. The guidelines related to higher density development are summarised in the table below:



2.10 More specifically, higher density developments should:

A.1. Integrate seamlessly into their surroundings, respecting the local character, history, and natural environment. They should be based on a thorough understanding of the site and its context to ensure they are well-grounded in their locality.

A.2. Emphasise the importance of compact, walkable neighbourhoods that have good access to public transport, local services, and amenities. This approach reduces reliance on cars, promotes active travel, and enhances social interaction.

A.3. Encourage a mix of uses within developments, including residential, commercial, and recreational spaces. Mixed-use developments support everyday activities and create vibrant dynamic communities.

B.1. Create a coherent pattern of development that incorporates higher density while ensuring that it remains human-scaled and attractive. Innovative design solutions are encouraged to maximise the use of space without compromising quality and liveability.

B.2. Plan for well-designed public spaces as they are crucial in higher-density areas, providing places for social interaction, recreation, and relaxation. Private spaces, such as balconies and terraces, are also important to ensure residents have access to outdoor space.

[7] National Model Design Code, https://www.gov.uk/government/publications/national-model-design-code

B.3. Plan to be resource-efficient and minimise their environmental impact. This includes using sustainable and locally sourced materials, energy-efficient technologies, and designs that reduce waste and water use.

B.4. A well-connected network of streets and pathways that prioritise pedestrians and cyclists over cars. Ensuring developments are accessible and easy to move around, with good links to public transport.

C.1. Implement the NMDC which provides a flexible framework that local authorities can adapt to meet the specific needs and priorities of their communities. Local design codes should consider the unique characteristics of the area and be developed in consultation with the community.

C.2. Encourage planning for the long-term management and maintenance of higher-density developments to ensure they remain attractive and functional over time. Promotes community involvement in the stewardship of these space.

2.11 The above design principles should be implemented in early stages of development proposals, while having regard to any relevant supplementary planning documents, including design guides, prepared and adopted at a local level. Both Local Planning Authorities and developers/landowners are advised to refer to these national design guidelines which support a higher density approach in plan-making and decision-taking processes.

Further guidance: Placemaking and Higher Residential Density

2.12 The principles of 'urban living', where the planning and design prioritises the needs and well-being of residents, will be key to achieving higher housing density within the Borough. This means achieving optimal densities which make efficient use of land whilst creating high quality public realm. The design of developments should aim for compact, characterful, and heathy urban areas where people can live, work and play with good access to high quality amenity spaces, walking and cycling connections and public transport.

2.13 In relation to increasing residential density in historic environments, Historic England published a report in 2018[8] where emphasis is placed on achieving a balance between design innovation and conservation of significant areas. Key recommendations for a historic place involve a creative and imaginative response to the surrounding area, incorporating significant elements of the site's past, offering a range of housing types, encouraging innovative solutions through design competition and review, and inspiring high-density development in historic places. This includes delivering a high-quality public realm, re-establishing development into the historic street pattern, building scale, height, and massing that reflects neighbouring buildings, using local materials, and ensuring visual interest.

[8] Historic England (2018). *Increasing Residential Density in Historic Environments*. Available at https://historicengland.org.uk/images-books/publications/increasing-residential-density-in-historic-environments/160718-increasing-residential-density-in-historic-environments-final-report/

2.14 A wider "area vision" can be expressed through site-specific policies, which outline ways to enhance historic sites' accessibility, legibility, and overall experience. They aid in ensuring consistent and successful implementation of the fundamental design and heritage concepts.

2.15 The Design Council[9] guidance on increasing and achieving higher residential density provides a framework to ensure that higher-density developments are well-designed, sustainable, and enhance the quality of life for residents. These principles can be aligned with broader planning policy to ensure cohesive and comprehensive urban development.

2.16 Planning policies can ensure that higher-density residential developments are sustainable, well-integrated into their surroundings, and contribute positively to the urban environment. CABE's report 'Better Neighbourhoods: Making higher densities work'[10] highlights the need to ensure a holistic approach to urban development, addressing environmental, social, and economic aspects comprehensively in line with the NPPF [11]. This revolves mainly around five key elements to retain from the guidance which should be reflected in Local Plan policies:

- Understanding the economics of the scheme, including the benefits and risks, while bringing forward viable sites for higher-density developments
- Building consensus through collaborative working between local authorities, developers and stakeholders including members of the community
- Investing in design quality through producing design guides, enhancing transport and infrastructure and engaging developers to produce better schemes and supporting documents for their planning applications
- Adopting high standards that are more appropriate for the site and implementing them through policies
- Achieving sustainable urban neighbourhoods through identifying areas where higher densities are appropriate and providing support through enhanced local services and facilities for instance.

2.17 For further detail, please refer to CABE's guidance "Better Neighbourhoods".[12]

[9] Formerly known as the Commission for Architecture and the Built Environment (CABE)
[10] "*Better Neighbourhoods: Making higher densities work*" by CABE. Available at https://www.mae.co.uk/assets/pdfs/151123_Mae_Architects_Better_Neighbourhoods_Housing_Architecture_Design.pdf
While CABE was formally dissolved by the government in 2012, its functions and vision were integrated into the Design Council with a number of reports adopted and informing national and regional policies.
[11] Paragraphs 8 and 9, Chapter 2 *Achieving sustainable development*. National Planning Policy Framework (NPPF)
[12] Page 18-22 of "*Better Neighbourhoods: Making higher densities work"* by CABE.

3 Impacts of higher residential density

Benefits of optimising residential density

3.1 Increasing residential densities within existing built-up areas has a number of benefits in terms of sustainability. Higher housing densities allow for a more efficient use of land which can help reduce urban sprawl and protect green and recreational spaces. At the same time, good transport links in these areas can foster more vibrant, diverse communities.

Figure 3.1: Northstowe new housing scheme as example of efficient high density, Northstowe, Cambridgeshire

Source: Pinsent Masons Website

3.2 Optimising housing density can significantly benefit the local economy. A higher number of residents within a locality can support an economy of scale for local businesses, including shops, cafes, and various professional services. Increased pedestrian flow, and demand for goods and services can encourage the startup of small and medium-size businesses. A concentrated population in an area can justify investment in infrastructure including sustainable transport, telecommunications, healthcare and utilities.

3.3 In social terms, an increase in the average housing density within a local area can help create a greater sense of community for residents, with local services and facilities and shared green and open spaces within a walkable distance. For instance, the proximity of an increased number of residents living together naturally leads to more opportunities for casual encounters. Organised community events can help build strong local connections and a sense of belonging.

3.4 Providing high density housing through taller and/or more compact building forms can reduce the demand for land and help to protect valuable public open space including parks, community gardens, and ecological corridors. Access to open space and opportunities for sport and physical activity is important for health and wellbeing. There are also other benefits in terms of enhancing the overall aesthetic of the urban landscape, lowering the urban heat island effect and improving air quality.

3.5 High density housing can also promote investment in public transport through increased patronage, more frequent and efficient services, reduced dependence on the private car, and minimise pollution and reduce carbon emissions. This is considered below.

Sustainable Transport, Services, Amenities and Higher Residential Density

a. Accessibility to services and facilities and higher residential density

3.6 Access to transport services, and facilities are key considerations to whether higher residential densities may be appropriate for a location. Transport-Oriented Development (TOD) is a form of development that is designed to create sustainable, compact and walkable communities focused around public transport hubs. This can help to reduce the reliance on private vehicle use and ownership.

3.7 There is a strong connection between availability and walkability to services and businesses, and vibrant communities and social cohesion[13]. Transitional areas are within walking distance of town centres within which there is the potential to increase average residential density. This could introduce a greater more variety in the type and size of housing units, and in turn increase the number of people living within walking distance of facilities and services.

3.8 In addition to town and district centres, there are other areas which benefit from good access to transport links, services and facilities. These is considered in Section 7.

b. Public transport viability active transport and higher residential density

3.9 Research[14] shows that prospective passengers consider the time it takes to walk to public transport hubs as a key factor in the attractiveness of using public transport. Public transport usage can be promoted by increasing the number of individuals who can readily access the network by increasing the average residential density around public transport hubs. As a result, public transport operators may find it more encouraging to invest in these networks and services in terms of providing a choice of routes, frequent services and better amenities.

3.10 Locating key services and amenities, such as schools and shopping districts, within easy walking or cycling distance encourages greater use of active travel modes. When a substantial population resides within this sustainable-transport catchment, these facilities become more commercially and socially viable, drawing on a broader customer/user base while minimising reliance on private

[13] The Built Environment and Social Capital: A Systematic Review by Mazumdar, S., Learnihan, V., Cochrane, T. and Davey, R. (2017).
[14] Multiple sources and systematic reviews including:
Balcombe, R., Mackett, R., Paulley, N., Preston, J., Shires, J., Titheridge, H., Wardman, M., & White, P. (2004). The demand for public transport: A practical guide (TRL Report TRL593). Transport Research Laboratory. Available at https://discovery.ucl.ac.uk/id/eprint/1349/1/2004_42.pdf
Göransson, J., & Andersson, H. (2023). How do travelers value attributes of public transport? A systematic review of stated preference studies. European Transport Research Review, 15, Article 25. Available at: https://doi.org/10.1186/s12544-023-00609-x

vehicles; this is also subject to enhanced connectivity and accessibility. Sustainable transport initiatives such as car clubs[15] should also be encouraged.

Quality of life and higher residential density

3.11 Typically, larger scale planning applications for higher density developments can generate significant public interest and may raise concerns about quality of life for prospective residents. However, historic *market towns* and new *urban villages* are increasingly seen as successful examples of higher density housing which integrate well with their surroundings.

3.12 Figure 3.2 shows a good practice example of an urban village. High density is achieved through a compact building form with low to medium-rise buildings incorporating innovative construction techniques. The development is for 72 dwellings provided within a mix of apartment buildings and two to three-storey houses. The design also comprises communal green and open spaces for apartments, and private gardens for the houses while also featuring commercial use at ground floor level linked with a pedestrian pathway leading to an inner courtyard, fostering vibrancy and a sense of community.

Figure 3.2: Illustration of an Urban Village

Source: Winner of "Breathe – The New Urban Village Project" Competition [16]

3.13 The PPG highlights that higher-density developments may negatively impact daylight and sunlight levels for neighbouring properties. Taller buildings may impact on daylight and sunlight levels to habitable rooms, however this can be mitigated through the consideration of building massing and layout from an early design stage.

[15] Car clubs: local authority toolkit - GOV.UK (www.gov.uk)
[16] Available at Winner of the Christchurch "Breathe - The New Urban Village Project" competition

Summary

3.14 There is an opportunity to increase residential density in town centres and other locations which are well served by public transport and have access to services and facilities. By increasing the average residential density in well-connected areas, there is the potential to improve accessibility, sense of community and support the local economy.

4 Housing design models

4.1 This section provides an overview of different housing types, and design models that can achieve different levels of residential density. The building form, layout and grouping of housing can create a 'clustering' of homes that can make an efficient use of land. This may mean creating a different character and identity of place through scale or height of buildings to achieve an increase in the average residential density.

Housing within different density ranges

- **Low density: 20dph – 45dph**

4.2 Within a low-density range, homes are larger in nature and reflect a suburban character. This density can be found around the urban edge of settlements, beyond the central areas of town and district centres. Housing types within these areas are typically low-rise (one to two storeys) comprising a mix of detached and semi-detached houses, but fewer terraced homes and apartments.

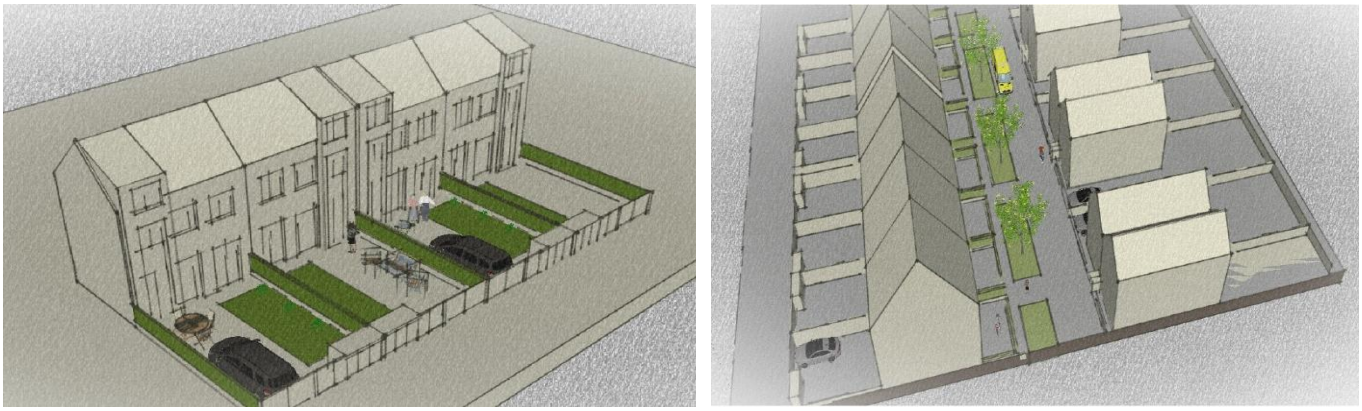
Figure 4.1 [17]

- **Medium density: 46dph – 65 dph**

4.3 Residential development within a 800 metre radius of town centres are considered to be transitional areas which lie beyond the town centre, but are within walking distance of services and facilities and public transport. These areas will typically comprise low to mid-rise buildings with a significant proportion of terraced housing and townhouses as well as three, to three and a half storeys apartment buildings. A variety of housing types will be appropriate in these locations, including a denser building form with appropriate private and/or communal amenity space and public open space provision reflecting its relatively accessible location.

[17] Source: HDG Clustering — Design Quality Framework

Figure 4.2 [18]



- **High density: 66 dph – 100 dph**

4.4 Residential developments within this density range are mainly located within town centres and can incorporate an active frontage at ground floor level. This location will be appropriate for mid to high-rise development, including mixed-use buildings with active frontages, informed by the accessibility of the site, the proximity to shops and services and the size of the developable land. This would normally be located within town centres and high-accessibility areas.

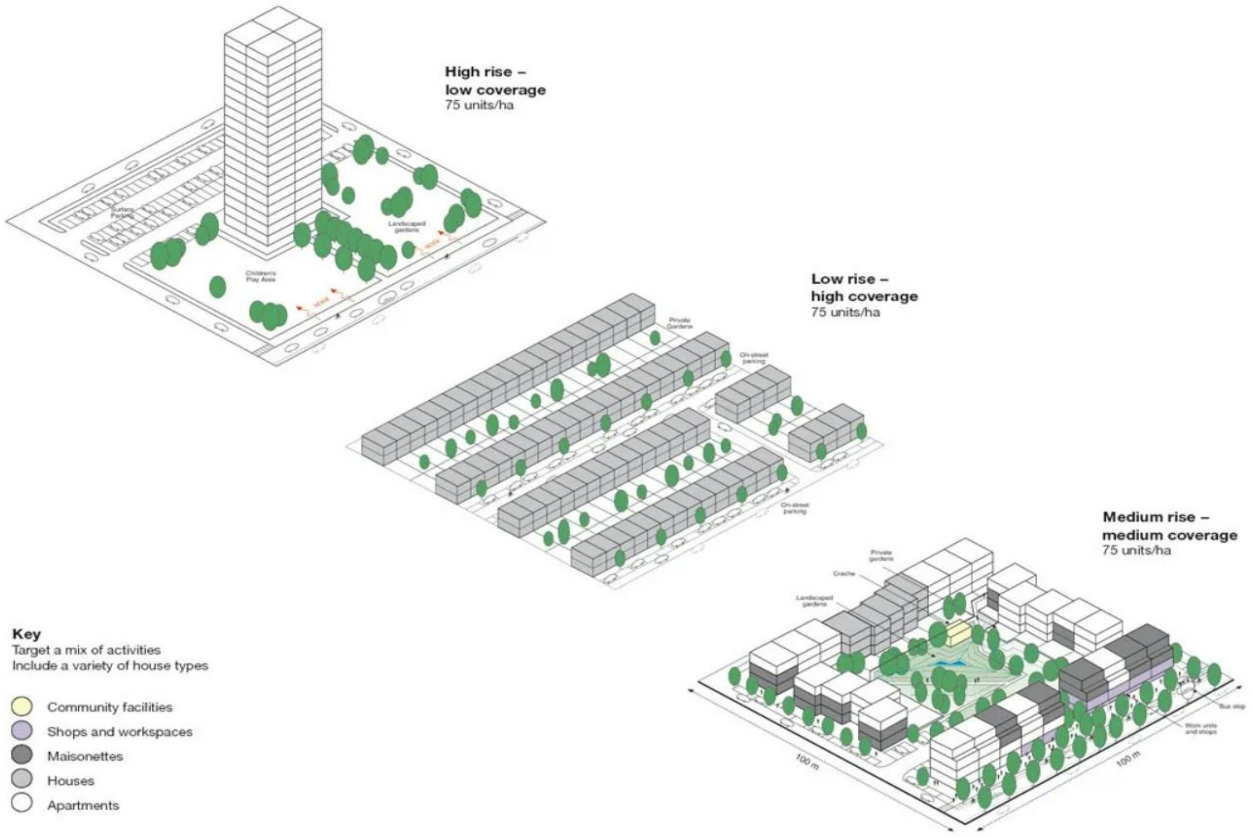
Figure 4.3 [19]

Design model insights

4.5 Figure 4.4 illustrates how a density of 75 dwellings per hectare can be achieved through different housing types and building form, including a single high-rise tower, rows of low-rise terrace houses and/or a medium rise building block. It shows how different forms and types of building can cover a site and how they optimise the use of the land.

[18] Source: HDG Clustering — Design Quality Framework
[19] Source: HDG Clustering — Design Quality Framework

Figure 4.4: Different spatial illustration of density at 75 dph



Source: Urban Task Force (1999) [20]

4.6 As the Borough is characterised by low to mid rise buildings within an urban and suburban context, it is important to consider design solutions which appropriate increase the average residential density in mid-rise urban form.

Missing middle housing

4.7 'Missing middle housing' refers to a type of infill development that can be accommodated between single-family detached houses and high-rise apartment buildings. Although originated as an urban planning concept from North America, it is increasingly explored and adopted in the UK; It is also relevant the local context given the suburban nature of the Borough and the limited availability of land for development.

4.8 This type of housing includes townhouses, three-storey and four storey houses, cluster cottages and courtyard apartment buildings and can incorporate a greater variation of housing types and forms within the same existing residential urban fabric. Missing middle housing can be focused within town centre locations, and transitional areas which are within walking distance of shops, services and facilities. Figure 4.5 shows the variety of housing that can be considered under this category.

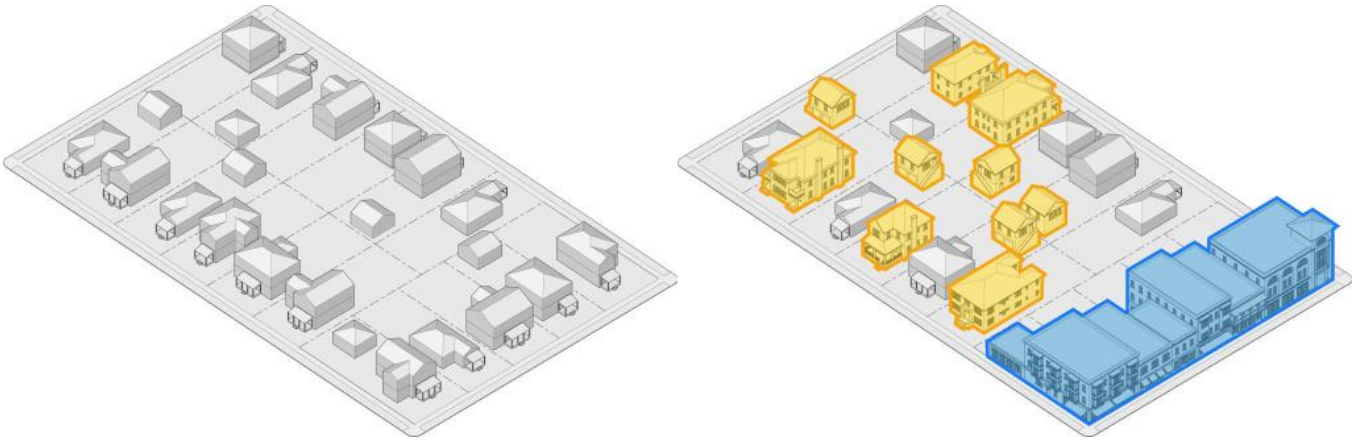
[20] The Density Illustration is available at Relation between building typologies & density

Figure 4.5: Housing typology within Missing Middle Housing category

Source: Missing Middle Housing [21]

4.9 It is the case that infill development, by virtue of its small footprint and the fact that they are usually combined with different housing types and building forms on the same urban block, the perceived density of the 'missing middle' buildings is usually quite low; as they do not appear to be dense or overbearing developments.

Figure 4.6: Illustration of "missing middle housing" incorporated within existing urban setting



Source: Missing Middle Housing [22]

4.10 Figure 4.6 above shows a comparison between two urban blocks where the left drawing consists of individual dwellings at a lower density, and the drawing on right side incorporates 'missing middle housing' with a variety of housing types and forms. This arrangement results in a denser urban form offering more housing opportunities and a greater potential to support public transport, and local services such as a local convenience shop.

[21] Informative video available at "Missing Middle" housing
[22] Image available at missingmiddlehousing.com/about/characteristics

5. Good practice examples of higher residential density

5.1 The following case studies demonstrate how different densities have been successfully implemented across the UK with some being awarded for their innovative design, efficiency and sustainability. The examples have been selected because they are considered relevant to the character of different parts of Havant Borough, including urban, suburban and coastal areas. These best practice developments correspond to the higher end of the previously identified residential density ranges.

a. Low density from 20 to 45 dph:
Detached and semi-detached houses (minimum net density of 40dph)

'Newhall Be', Harlow (average net density 45-50 dph)

Figures 5.1

This scheme of 84 dwellings forms part of a broader development scheme of more than 2500 homes, schools, employment and a district centre.

The design of the development follows guidelines for streets, public space and building forms allowing for flexibility and innovation having regard to local character and context.

'Newhall Be' is considered to be an excellent example of suburban housing, comprising detached and semi-detached housing forms, and prioritising sustainability through energy-efficient measures and integrated design.

The new homes provided by this development meet 'Lifetime Homes' to standards accommodating changing needs, including home working, accessibility and adaptability according to the occupants needs.

Source: https://alisonbrooksarchitects.com/project/newhall-be/

b. <u>Medium density from 46dph to 65dph:</u>
Townhouses, semi-detached, terrace houses and apartments (minimum net density of 55dph)

<u>'Abode' at Great Kneighton, Cambridge (Average net density 65 dph)</u>

Figures 5.2

This development comprises 442 residential units. The layout is organised around interconnected streets, public squares, and landscaped areas that provide a coherent transition from the urban centre to the suburban edge of the settlement.

The scheme achieved Code for Sustainable Homes (level 3) for the private dwellings and (level 4) for affordable dwellings through passive environmental measures such as building orientation and siting, with a 'fabric-first' approach.

This development is considered to be a good practice example of achieving a higher-than-average net density using innovative and high-quality design features. This project received the RIBA National Award 2019.

Source: https://www.proctorandmatthews.com/case-study/abode-great-kneighton

c. High density from 66dph to 100 dph:
Terraced houses and low-rise apartment buildings (minimum net density of 80dph)

Goldsmith Street, Norwich (83 dph)

Figure 5.3

Source: https://www.mikhailriches.com/project/goldsmith-street/

Source: https://idealcombi.com/goldsmith-street-wins-stirling-prize-and-the-neave-brown-award-2019/

The development comprises 105 homes with one, two, three and four-bedroom houses and flats. The dwellings are sited along narrow streets in a terraced pattern achieving a residential density of 83 dph. The homes are built to Passivhaus standards ensuring energy efficiency and resulting in lower energy costs for the residents.

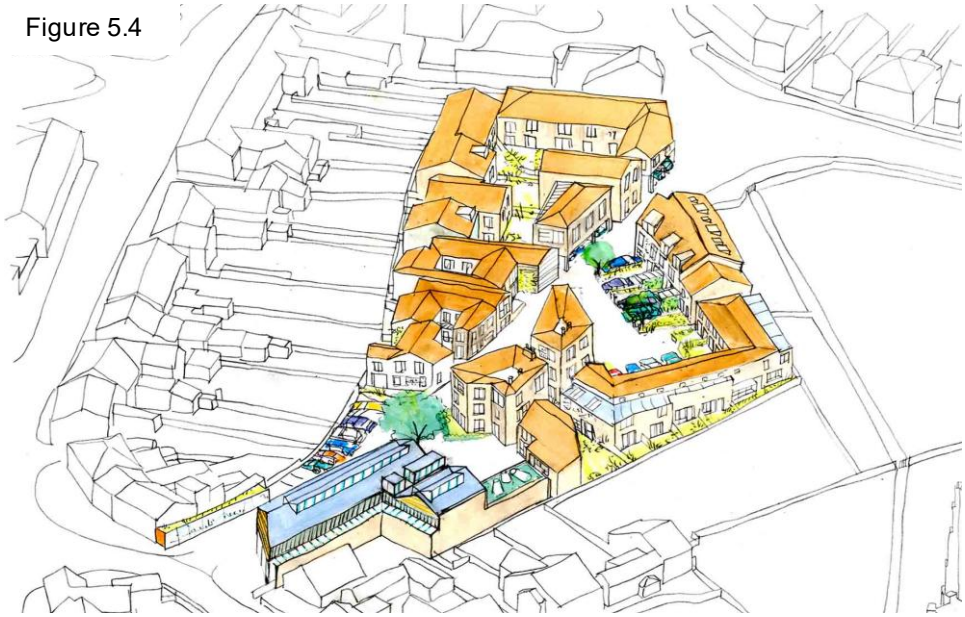
The enclosed passages help moderate the microclimate by reducing wind exposure and temperature fluctuations around buildings. This can help to maintain more stable indoor temperatures thus reducing the energy needed for heating and cooling.

The narrow streets foster a pedestrian-friendly atmosphere that encourages social interaction and fosters a strong sense of community. The scheme incorporates public open spaces and private amenity areas for residents, including private gardens for houses, communal spaces and balconies or flats' terraces.

With its innovative high-density low-rise design, the scheme won many awards including the RIBA Stirling Prize as well as two Housing Design Awards 2019 and AJ Award 2019.

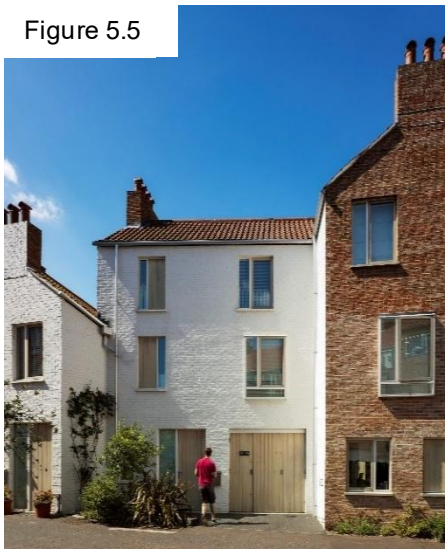
Tibby Triangle, Southwold, Suffolk (Average net density 87 dph)

Figure 5.4



Source: Ash Sakula's Tibby's Triangle featured on BD Online | Ash Sakula Architects

Figure 5.5



Source: Tibby's triangle | Ash Sakula Architects | Archello

This 87 dph development is located at a walkable distance of the town's seafront and lies within a conservation area and is adjacent to several listed buildings, including the Grade I listed St. Edmund's Church.

Tibbys Triangle shows how a harmonious relationship can be achieved with the existing townscape, drawing inspiration from the local context.

The density has been achieved through varied building heights ranging from two to four storeys with homes arranged around public spaces, such as a market square, to stimulate social interaction.

Permeability is retained via pedestrian pathways which seek to maintain a sense of openness within this compact development. The scheme also incorporates local materials and construction techniques.

This mixed-use scheme successfully integrates with its historic and urban surroundings to deliver high-density housing whilst preserving the town's character.

Brook Valley Gardens, Dollis Valley Estate, Barnet, London (85 dph)

Figure 5.6

Source:
The Dollis Valley Estate, Barnet: Changing Visions of Social Housing | Municipal Dreams

Figure 5.7

Source: Streetscene at Brook Valley Gardens

Figure 5.8

Source:
Brook Valley Gardens Apartments

This development is part of a major regeneration project. The development is delivering 631 homes on a 10-hectare site.

A mix of apartments, terraced housing and maisonettes optimise the use of the land while maintaining a sense of openness. The development incorporates generous public amenity space, pedestrian-friendly walkways, and accessibility.

The development has been selected because it demonstrates a good example of sustainable, high-density urban and suburban living.

This project won the Residential New Build category at the inaugural Delivering for Barnet Architecture Awards (2017) as well as other notable prizes.

Figure 5.9

Source: Hera Avenue - Barnard Marcus

Figure 5.10

Source: New Homes For Sale In Brook Valley Gardens | Benham & Reeves Hong Kong

d. High density above 100dph: Residential garden apartments, duplexes and terraced housing

Kidbrooke Village (Phase 1), Greenwich, London (109 dph)

Figures 5.11

Source: Kidbrooke Village Phase 1 - Lifschutz Davidson Sandilands

Figures 5.12

Kidbrooke Village is a regeneration project in the Royal Borough of Greenwich, London. The wider site area covers approximately 109 hectares with the project delivering a total of 5,800 homes. Phase 1, completed in 2012, has provided 449 mixed-tenure units including 80 new social housing units.

The development comprises a series of three to four-storey C-shaped apartment buildings, blocks and terraced houses with traditional pitched roofs, designed to integrate within the existing suburban context.

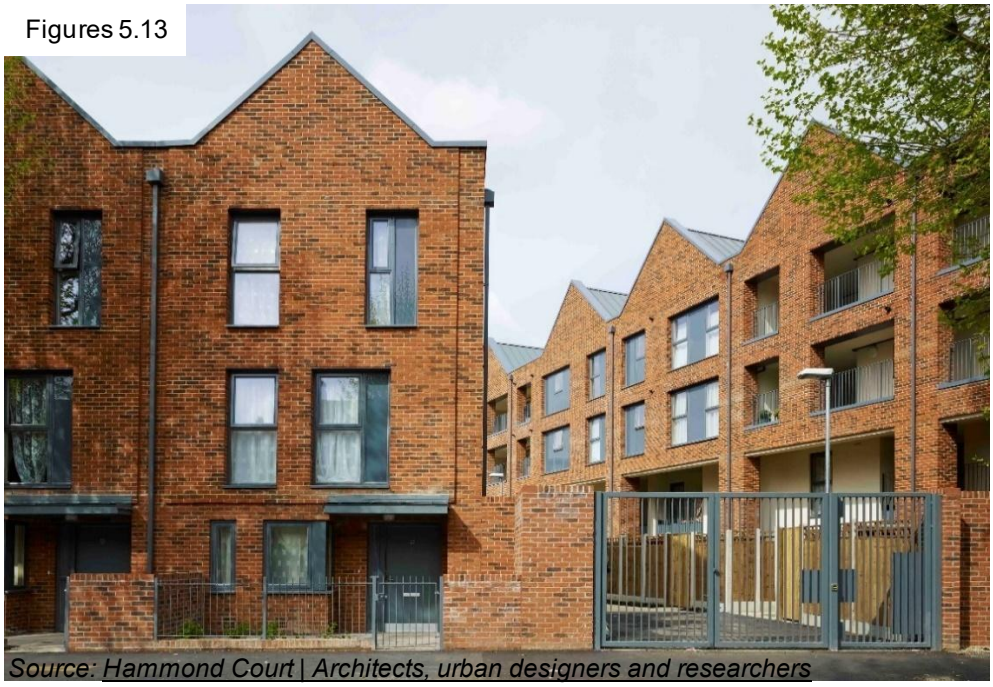
Density of this level is achieved through a mix of housing types including apartments, townhouses and maisonettes with building heights that optimise the land use while remaining at a human scale.

Large public open space areas, parks and communal spaces are planned to enhance liveability and community cohesion, ensuring that the development's residential density does not compromise the quality of life for the residents and the visitors.

Source: Kidbrooke Village Phase 1 - Lifschutz Davidson Sandilands

Hammond Court Waltham Forest London (over 110 dph)

Figures 5.13



Source: Hammond Court | Architects, urban designers and researchers

Figures 5.14

Source: 2011 Shortlisted Schemes | Project Schemes | The Housing Design Awards

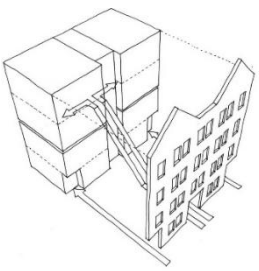
Source: Hammond Court | Architects, urban designers and researchers

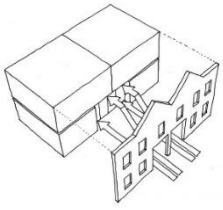
Hammond Court relates to a site of about 0.4 ha. It comprises 43 dwellings resulting in a net residential density of over 110 dph.

This regeneration scheme has replaced a series of 1970s buildings on the site. This density has been achieved through a combination of different housing types including houses, maisonette and flats ranging from three to five storeys.

The layout and architectural design reflect the local vernacular, including a former housing estate built in the 1900s. The development focuses on providing high-quality, well-proportioned homes with private amenity spaces, creating a strong sense of place.

This development project is internationally renowned for innovation and excellence and was awarded the 2023 RIBA Stirling Prize.





Conclusion and relevance to local context

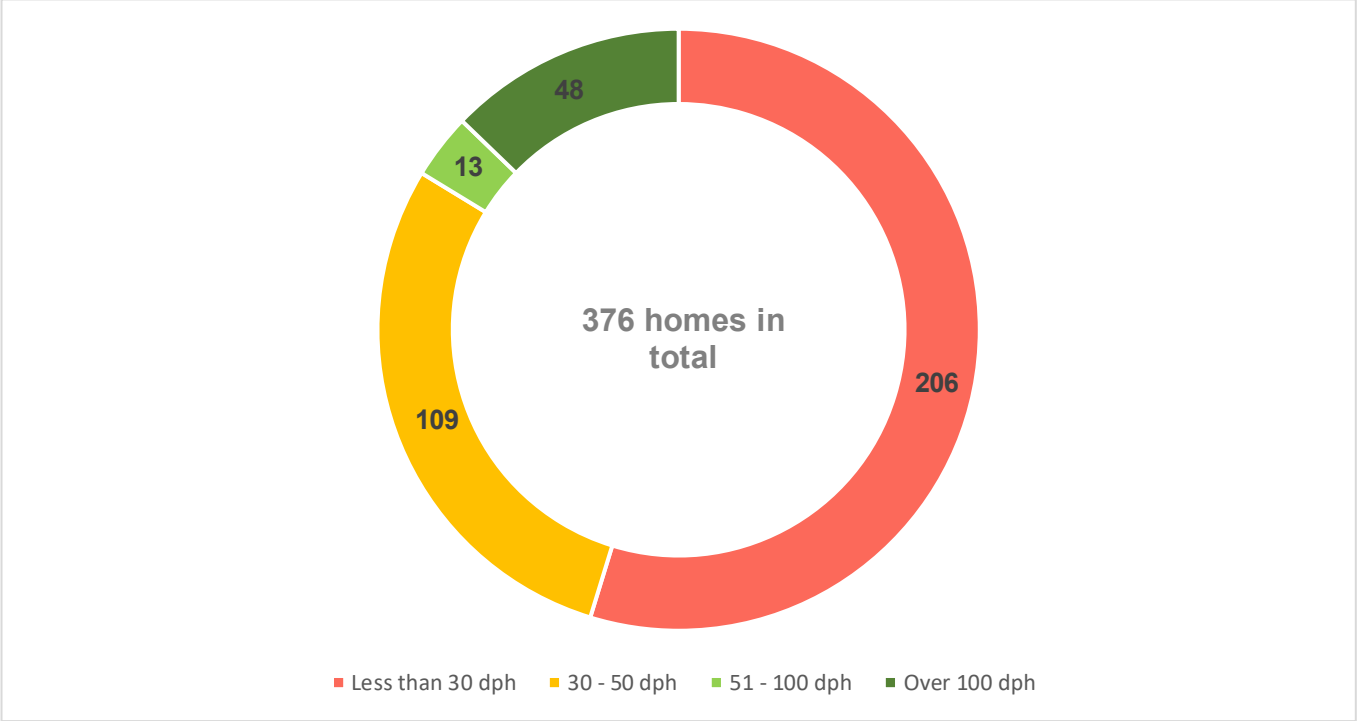
5.2 The above examples demonstrate that higher residential densities can create sustainable, well-connected and safe communities where the environmental, social and economic dimensions of sustainable development are balanced. The projects provide examples across a range of contexts: Urban (e.g. Goldsmith Street and Hammond Court), suburban (Abode in Great Kneighton and Brook Valley Gardens), and coastal (Tibby Triangle in Southwold) which are relevant within the Borough's context.

6. Local Density in Practice

Density achieved in practice within Havant Borough

6.1 Havant Borough is predominantly suburban in character and continues to experience development of a low to medium density over recent monitoring years. The figure 6.1 below shows the percentage of development completed in Havant in 2023-2024 within various density ranges.

Figure 6.1: *Havant Density Figures 2023-24 (by Hampshire County Council)*



Source: Havant Borough Council

6.2 To put this into context, the following section considers a number of recent developments completed in Havant Borough between 2010 and 2025. They illustrate how different densities have been achieved in different parts of the Borough. Figure 6.2 below shows the location and setting of these developments within the Borough. Table 6.3 shows detailed information of these developments. The density ranges considered for the assessment are 0 to 4 respectfully referring to very low, low, medium, medium high and high density.

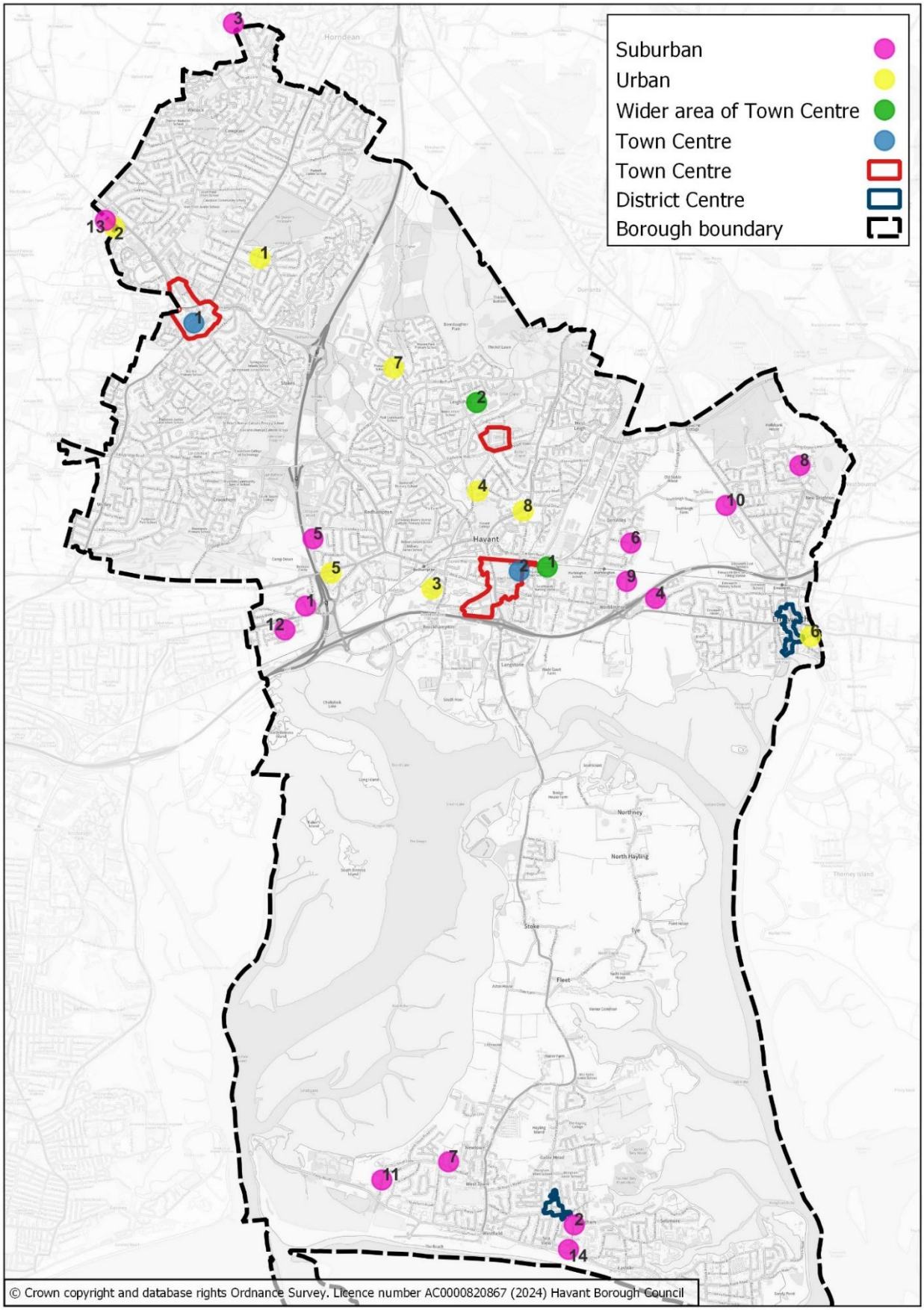


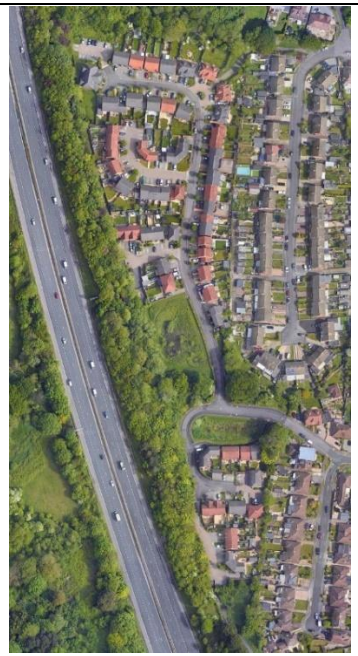
Figure 6.2: Location of identified case studies within Havant Borough

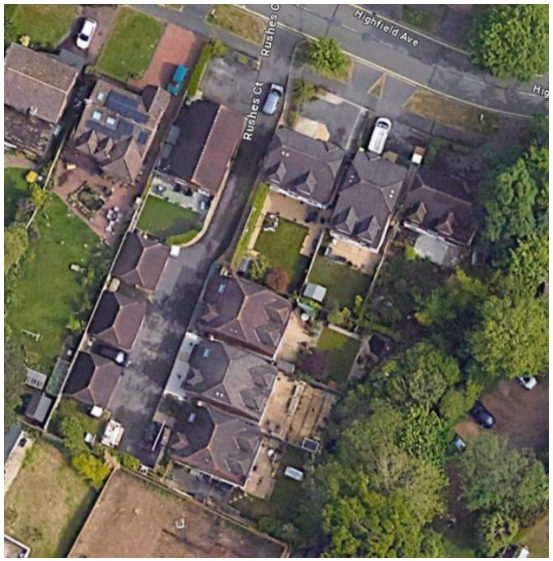
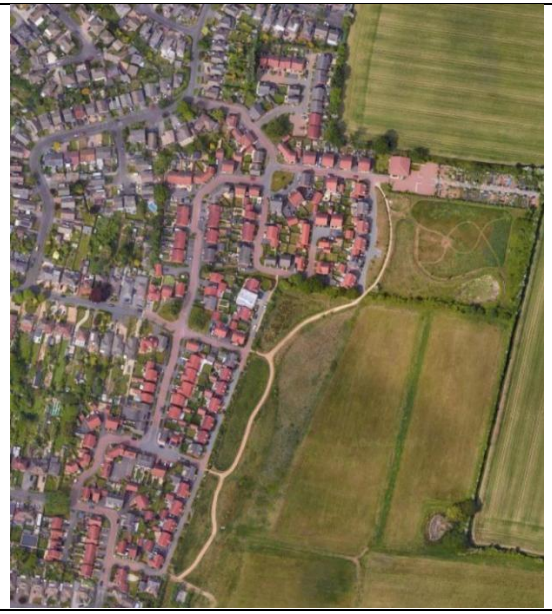
Table 6.3: Density Case Studies in Havant Borough

Area	Residential Density range
Suburban	Range 0 : below 35 dph
Urban	Range 1: 35 dph – 45 dph
Wider area of Town Centre (TC)	Range 2: 45 dph – 65 dph
Town Centre	Range 3: 65 dph – 80 dph
	Range 4: 80 dph and above

	Density	Aerial View	Street View	Project details
	Range 0: Below 35 dph			
Suburban	11 dph			**1. Portsdown View at Portsdown Hill – Bedhampton** **APP/14/00232** This development is located on the edge of Bedhampton within a suburban setting. This development comprises **46 dwellings** including five, four, three and two-bedroom detached and semi-detached homes which are two-storey in height. The land to the west is used for environmental mitigation, while the scheme includes larger properties, affordable housing and landscaping. While the development achieves a sub optimal density and considering topography and mitigation measures as constraints to the development, the larger size of the housing and plots in this development is also an important factor.

	Density	Aerial View	Street View	Project details
Suburban	14.7 dph			**2. Land adjacent to 11 Bound Lane - *Hayling Island*** **APP/16/01217** The site has good accessibility within a suburban area close to Mengham District Centre. The project is of a small scale comprising **10 dwellings** which includes detached bungalows, chalet style and semi-detached two- storey dwellings with garages and car parking spaces. Due to the large size of houses and plots in this development, a very low density is achieved on this site.
Suburban	16 dph			**3. Cottage Farm, Lovedean Lane – *Waterlooville (part within Havant Borough)*** **APP/21/00243** This development lies on the edge of Waterlooville. The site lies on the Havant Borough boundary, but most of the site lies within East Hampshire. The development comprises a total of **43 dwellings** including four, three, two and one-bedroom homes of detached and semi-detached two-storey style. Ground and topography constraints limit the net developable area on this site.

	Density	Aerial View	Street View	Project details
Suburban	23.6 dph			**4. Land north of Havant Road and west of Selangor Avenue - *Emsworth* APP/16/00774** This site (6.23 ha) provides **147 dwellings**, located north of Havant Road in Emsworth and south of the A27. The surrounding residential area has a suburban character. The development is of medium to large scale comprising a mix of housing type (three and two-bedroom houses, two-bed flats and two-bed coach houses). Although the mix of forms is a positive on this development, the buildings height and the layout results in a low density.
Suburban	25 dph			**5. South of Scratchface Lane - *Bedhampton* APP/13/00721** This triangular shaped development lies within a suburban setting on the western edge of Bedhampton. The site contains TPO trees which restricts the amount of developable area. The development comprises **92 dwellings** in total with a mix of houses (two to four-bedrooms) and flats (one and two-bedrooms) and includes a new vehicular access from Brooklands Road and new pedestrian and cycle accesses. It is noted that a large portion of the site is not used for housing due to landscaping and ecology matters, therefore it is part of the gross site area.

	Density	Aerial View	Street View	Project details
Urban	28 dph			**1. 42 Highfield Avenue - *Waterlooville* APP/10/00949** This small site is located within an urban setting 20 minutes' walk from Waterlooville Town Centre. The development comprises **7 detached** three bed houses with four of them comprising integral garages, and two detached car ports. Reflecting its surroundings, the design is urban traditional housing with pitched roofs and two-storey to two-storey and a half in height. However, although the site benefits from good links, the type and form of development means the site is of a relatively low density.
Suburban	29 dph			**6. Manor Farm and Copseys Nursery *(Combined development) – Havant* APP/13/00752 & APP/14/00767** This site, located in the east of Denvilles provides a total of **200 dwellings** (91 in Manor Farm and 109 in Copseys Nursery) with a mix of five, four and three-bed houses of detached and semi-detached properties featuring 2 or 2.5 storey in height, reflecting its suburban setting. Although with variety of house types and integrated appearance and layout, this project does not achieve an optimal residential density.

	Density	Aerial View	Street View	Project details
Urban (Edge/Close to TC)	34 dph			**2.Land at Old Park Farm, Hambledon Road (Phase 3 & 4)– *Waterlooville* APP/12/00008** This is a residential development of **219 dwellings** comprising 178 houses, 41 apartments along with 17 live/work units. It is part of a larger project located at the east edge of Waterlooville in proximity of the town centre. The immediate surrounding is urban in character, and this is reflected in the design and layout of the project.
Suburban (Edge)	35 dph			**7.Land North of Station Road/ East of Furniss Way, West Town - *Hayling Island* APP/15/00919** The development site (2.4 ha) is located in the south of Hayling Island, close to Hayling Billy Business Centre, within a suburban setting. This project is a mixed-use development comprising **76 dwellings** (including four, three, two and one-bedroom homes) and 1000 sqm of light industrial space (Class B1).

	Density	Aerial View	Street View	Project details
Suburban	35 dph			**8. Hampshire Farm, Westbourne Road - *Emsworth*** **APP/11/01089** This site is located on the north side edge of Emsworth, close to the village of Westbourne. The project delivers a total of **280 dwellings** comprising a mix of two-story in detached, semi-detached and terraced housing and 2.5 storey flat buildings. The design, layout and materials reflect the surrounding suburban character and the historic aspect of Emsworth.

Range 1: 36 dph – 45 dph				
	Density	**Aerial View**	**Street View**	**Project details**
Suburban	38 dph			**9. Land east of Castle Avenue - *Havant*** **APP/18/01033** The site is located at the east edge of Havant, adjacent to the proposed Southleigh strategic site. Reflecting the predominantly suburban location, the residential development provides 69 dwellings (including two, three and four-bedroom homes) featuring 2 storey and 2.5 storey buildings which reflect the built form of the wider locality.
Urban	38 dph			**3.Land South of Ranelagh Road - *Havant*** **APP/12/00772** The site is located within an urban setting while adjoining residential and industrial uses. The development comprises 79 dwellings consisting of one- and two-bed flats, and two- and three-bed houses contained in 2 to 2.5 storey residential buildings. The site benefits from good transport links and is close to services being within walking distance to Havant Town Centre.

Suburban	40 dph			**10. Land west of Horndean Road and south of Southleigh Road - *Emsworth*** **APP/17/00358** This is a residential project comprising **125 dwellings** (two, three and four-bed two-storey homes) with associated amenity spaces, access, garages, parking, internal roads and pathways, in addition to sustainable urban drainage and landscaping with the provision of a water retention area.
Urban	41 dph			**4.Land at the rear of 2-56, Blendworth Crescent – *Havant*** **APP/16/00464** The site is located between Havant and Leigh Park town centres and benefits from good accessibility and transport links. The immediate setting is of urban character with a medium scale development. The project comprises 48 dwellings with a mix of houses and flats and provides sufficient parking spaces.

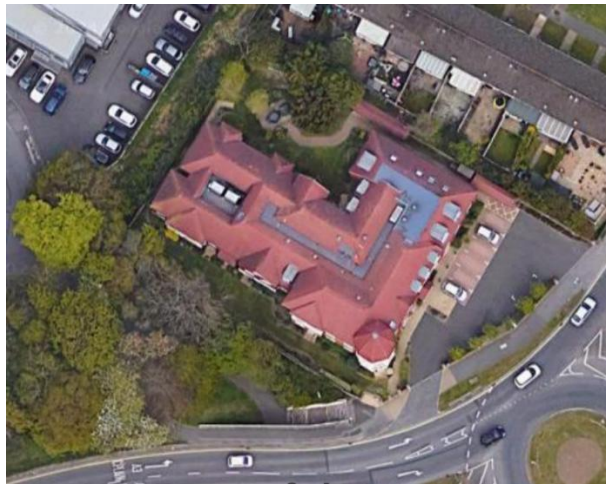
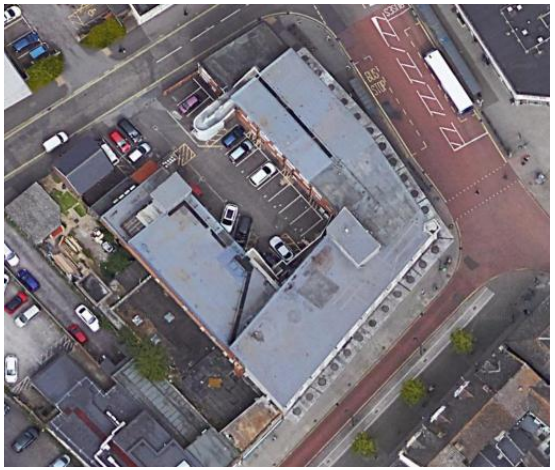
Suburban	41 dph			**11. Land at Sinah Lane – *Hayling Island*** **APP/20/01093** This development, located in South Hayling, provides **195 dwellings** ranging from two to four bedrooms in size with the majority of the development consisting of 2 storey houses or maisonettes plus a number of 2.5 storey houses and 3 storey flats. The site is within a suburban area and close to the West Town local centre. Through varied housing types and layout including open spaces, parking and roads, the project achieves an optimal density with regard to the location, local character and mitigation measures (i.e. habitats and bird refuge)
Wider area of TC	41 dph			**1.Land east of New Lane and west of Warblington School – *Havant*** **APP/12/00407** The site is located within the wider area, and walking distance of Havant Town Centre. The development provides **78 dwellings** consisting of two to four-bed houses and one to two-bed flats, contained in 2, 2.5 and 3 storey building forms in addition to a pumping station. Although the project reflects the urban character in materials and form, the site size and location present opportunity for increasing the average residential density of the area.

Urban	43 dph			**5. Former Havant Retail Park, Portsdown Hill Road – *Bedhampton* APP/13/00266** Located within an urban context, the site of 2 ha was a brownfield site close to the edge of Bedhampton. The development provides **86 dwellings** consisting of one to two-bed flats in 2 to 5 storey buildings and three to five-bed houses in 2 to 3 storey form. The design responds to site constraints including topography, landscape, and the proportional relationship between buildings' height and separating distance. The site achieves a density slightly greater than 40 dph.
Range 2 : 45 dph – 65 dph				
Suburban	46 dph			**12.Land at Forty Acre Farm – *Bedhampton*** **APP/18/00450 ; APP/21/00605 and APP/22/00818** The scheme has **354 dwellings** including a **71-bed care home** and one to four-bed flats (3 storey) and houses (2 to 2.5 storey). Due to environmental constraints including topography, habitat and green zones, the south and east of the site are non-developable, therefore excluded from the net site area (development area) and net density measurement. The project incorporates associated infrastructure and a new access road which do not form part of the net developable area and achieves an optimal density above 40dph.

Urban (close to district centre)	46 dph			**6.Dolphin Quay, Queen Street – *Emsworth*** **APP/16/00921** The site is located within Emsworth conservation area and the Area Outstanding Natural Beauty, fronting on the Mill Pond and in the vicinity of Emsworth District Centre. This development provides **6 dwellings** following the demolition of retail and office buildings. The houses are two to four-bed in detached and semi-detached forms. The project achieves a relatively good density although the scheme does not provide green amenity space.
Suburban	46.5 dph			**13.Dukes Meadow, Hambledon Road (Phase 2) – *Waterlooville*** **APP/10/00610** This is a residential development **121 dwellings** comprising 54 houses and 67 apartments along with 7 Live/Work units. It is part of the Major Development Area (MDA) project at the east side of Waterlooville, close to the town centre. The immediate surrounding area is of suburban character with some urban influence, reflected in the design and layout of the development. This is considered to be a good example of efficient land use within suburban setting.

Urban	58 dph			**7.Mary Rose House, Woolston Road – *Havant*** **APP/12/00545** The site of 0.43 ha is located within urban context and provides a total of **25 dwellings** including three-bed houses and one to two-bed flats (from 2 to 3 storeys) with parking and amenity space. This project achieves an efficient use of land, and a high density for its setting and provides a good example of balanced planning considerations and aesthetic value.
Range 3 : 65 dph – 80 dph				
Wider area of TC	67 dph			**2. Billys Copse and Little Hackets (Former Procter and Gamble, Dunsbury Way) - *Havant*** **05/51184/052** The site is close to Leigh Park town centre and located close to an industrial area off Fulflood Road. The development delivers **275 dwellings** with a mix of one to four-bed houses and one to two-bed flats along with 1.4 ha amenity space. The design and materials reflect the sites' surroundings while the height of the flat buildings being at 4 to 5 storey is integrated within the site and its surroundings due to consideration of the separating distance between buildings, buildings' height and orientation, and appropriate green open spaces.

Suburban (Coastal Edge)	67 dph			**14.Lama Court, 128 – 130 Sea Front - *Hayling Island*** **APP/17/00388** This development provides **2 additional dwellings** (two-bed maisonette flats) through the addition of two storeys to an existing block of flats. The site is located on Sea Front at the coastal edge of Hayling Island. This development demonstrates how density can be maximised on an existing residential site and respond to housing needs without compromising the character of the area.
Range 4: 80 dph and above				
Urban	88 dph			**8.The Curlew, Petersfield Road - *Havant*** **APP/17/00369** This development is a three-storey residential block comprising **31 flats** with parking area and landscaping. The site is located within an urban context, within walking distance of Havant Town Centre. With its simple design and layout and landscaping, this development successfully integrates with its surroundings while achieving a higher density.

Wider Area of TC	123 dph			**3.127A-127B London Road – *Waterlooville*** **APP/12/00785** This is a brownfield site located adjacent to Waterlooville Town Centre. The redevelopment comprises a part two part three storey building block with **26 flats and 1 visitor suite** and on-site parking and landscaping. The project is purpose built, as **accommodation for older people**, reflected in the choice of materials, the layout and the roof style. The development successfully integrates with its surroundings. The prominent position of the development adds value to the character of its location while achieving an optimal use of the site.
Town Centre (TC)	125 dph (187dph with existing)		 (*The photo shows the existing building before conversion)*	**1. The Clock House, Waterlooville Town Centre - *Waterlooville*** **APP/16/00963** The site (0.24 ha) is located within Waterlooville Town Centre at the junction of the pedestrianised boulevard and St George's Walk, and benefits from good accessibility and services. The surrounding area is predominantly urban with mixed-use and commercial buildings. This redevelopment project will provide **30 dwellings** (one- and two-bedroom flats) through construction of new apartment blocks and conversion of commercial floorspace to residential use. An example of redeveloping underused land and achieving a high density.

Town Centre (TC)	193 dph			**2. North Street Arcade, Havant Town Centre - *Havant*** **APP/20/00251** This development is sited within Havant Town Centre, in an attractive location. It is formed of **2 main residential** buildings (2.5 storey and 4 storey buildings) built on a site of 0.15 ha and **comprising 29 dwellings** comprising one- and two-bedroom apartments. The project also considers the sustainability aspects in the design and layout, maximising the natural light and ventilation in the building and using locally sourced low-maintenance building materials. This is an excellent local example of an efficient use of land taking into consideration the setting, materials and the mixed-uses in the town centre.

Source: Havant Borough Council, Google Maps, and personal photos from site visit

Summary

6.3 The identified developments range from very low density (below the optimal minimum 40 dph) to high density (above 100 dph). While it is noted that some schemes have achieved at least the minimum density, in ranges 2, 3 and 4 with consideration of their setting (suburban, urban, close or within town centres), the suburban nature of the Borough means that there has been mainly low and medium-housing development, particularly outside of town centres.

6.4 However, within Havant and Waterlooville town centres and their wider areas, some notable development schemes have been identified as having achieved an efficient use of land with some relatively high densities such as the Curlew on Petersfield on Havant Road. Furthermore, an increase in average residential density is demonstrated to be possible through the conversion of existing buildings to residential use (e.g. the Clockhouse in Waterlooville).

6.5 A number of other developments are noted to exceed 55dph and benefit from planning permission - although they are not yet completed but currently under construction. This includes for example the developments at *11 East Street* (APP/21/00875) with 60 dph and *Former Dairy Crest Depot at Dunsbury Way* (APP/22/00829) with 148 dph.

7. Defining Opportunity Areas

Opportunity areas for achieving higher housing density

7.1 This section identifies opportunity areas for achieving higher residential density in Havant Borough taking into account accessibility to services and facilities, availability of public transport, and the potential of the different areas to accommodate change. Within the Borough, access to shops, services and public transport varies significantly from one area to another. Some areas of the Borough, such as town centres are closer to shops and services and are more accessible by non-car means.

7.2 The Council's Strategic Housing and Economic Land Availability Assessment (SHLEAA) identifies Havant, Leigh Park and Waterlooville town centres as being the most sustainable locations for growth offering the opportunity to achievable efficient development at scale. This is further supported by the findings in Havant Appraisal Sites Report[23], which highlights the town centres as suitable sources of new dwellings and where sites are expected to deliver a significant proportion of the Council's identified housing need. Additionally, considering the accessibility, availability of amenities and transport factors, Emsworth District Centre has also been considered for the purpose of this study as a potential location for higher density.

7.3 On this basis, the following opportunity areas in Havant Borough have been considered as being potentially suitable for a significant uplift in the average density of residential development:

- Havant Town Centre (shops and services, train and bus stations with shops and services)
- Waterlooville Town Centre (shops and services, on a premium bus corridor)
- Leigh Park Town Centre (multiple bus routes, proximity to Havant Town Centre, shops)
- Emsworth District Centre (shops and services, historic core, close to Borough's boundary)

7.4 The Havant Cycling and Walking Infrastructure Plan[24] identifies walking zones for Havant and Waterlooville Town Centres, recognising that these areas have greatest potential to convert car trips to walking and cycling trips. Using this concept, the following section identifies a 10-minute pedestrian catchment based on an 800 metres radius, known as a 'ped-shed'[25] around the town centres. These locations are identified as being suitable for medium to high density residential developments due to their appropriate walking distance to town centres and good connection to public transport services.

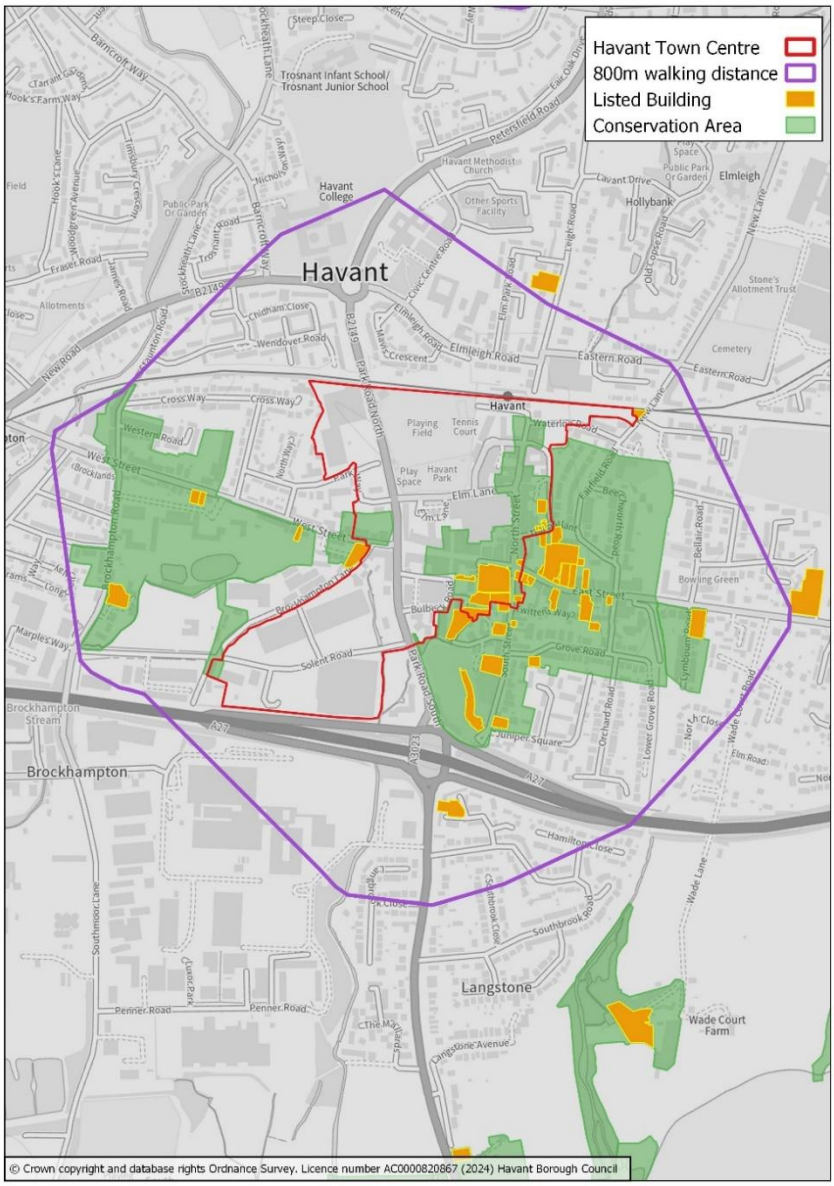
[23] https://www.havant.gov.uk/media/10198/download?inline
[24] https://www.havant.gov.uk/transport-projects/cycling-and-walking-infrastructure-plan
[25] https://www.urbantransportgroup.org/system/files/20112706ptegThrivingCitiesReportforWebFINAL.pdf

7.5 The opportunity areas are ones with the potential to provide a transition between the higher densities and dense urban fabric within the town centre and the more suburban areas outside of the ped-shed areas which may feature low-rise with a looser form of development. This will help to increase the average residential development within the existing urban grain in these opportunity areas, whilst helping to ensure that appropriate relationships can be secured between high to medium rise buildings located in the town centres and opportunity areas, and medium to low rise buildings situated in the opportunity areas and the suburban areas outside of the ped-shed areas.

Havant Town Centre

7.6 Havant Town Centre is identified as being the most accessible area in Havant Borough – with the potential to provide high density development within walking distance of both Havant train station and the bus interchange. There is a significant opportunity to increase housing density by redeveloping underused and/or vacant retail and commercial buildings as well as land within the town centre. For instance, possibilities to provide residential accommodation on the upper floors above commercial or retail use on the ground floor can be explored.

7.7 The Council's Havant Appraisal Sites Report considers a number of individual sites within this broad location in detail[26]. It is noted that the Council owns large parts of the town centre, including the Meridian Shopping Centre, the bus station, Havant Park and the former Bulbeck Road public car park which has now been demolished.



[26] https://www.havant.gov.uk/planning-services/planning-policy/local-plan/local-plan-evidence-studies-and-strategies

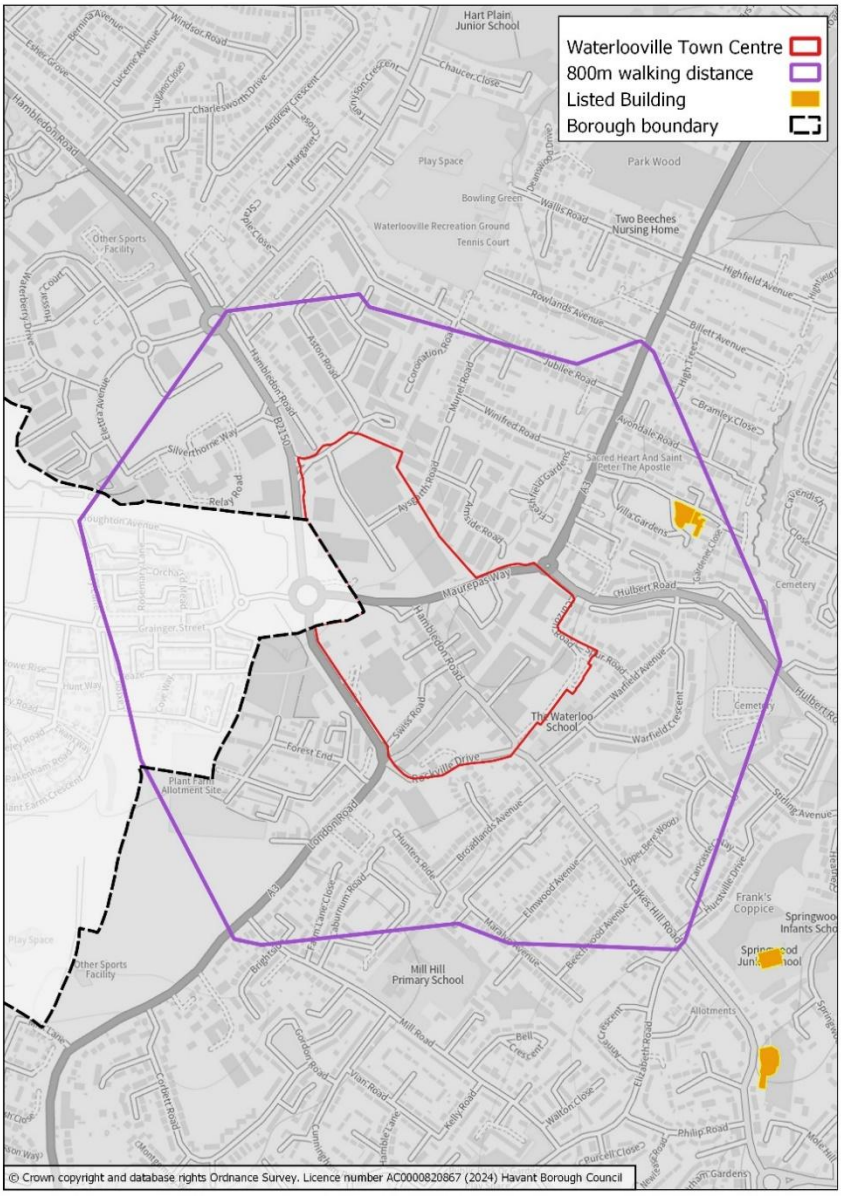
7.8 The eastern side of the town centre and its wider area overlaps with the conservation area (mainly St. Faiths) which may influence the potential for change. Historic England's 'Guidance on increasing residential densities in historic environment'[27] indicates that a creative and imaginative design response to the prevailing historic character of a place may help optimise the use of a site. the Council has prepared an updated St Faiths Conservation Area Appraisal and Management Plan to ensure regeneration, infill and other developments take the local distinctiveness, appearance and function of this historic part of the town centre into consideration.

[27] Historic England (2018). *Increasing Residential Density in Historic Environments*. Available at https://historicengland.org.uk/images-books/publications/increasing-residential-density-in-historic-environments/160718-increasing-residential-density-in-historic-environments-final-report/

Waterlooville Town Centre

7.9 Waterlooville Town Centre is the second most accessible location – being located on a premium bus corridor with a range of shops and services in the town centre.

7.10 The Waterlooville Town Centre Masterplan Supplementary Planning Document[28] identifies an oversupply of retail floorspace and proposes a consolidation of existing retail provision. As such, there are opportunities on the periphery of the town centre for residential development, and mixed-use development combining residential and retail and/or office use within more central commercial areas to support their vitality and viability. Though it is noted that the town centre is in multiple ownerships with the Borough Council having relatively limited land ownership. The Masterplan will provide confidence to landowners and developers to invest to bring development forward in the town centre.

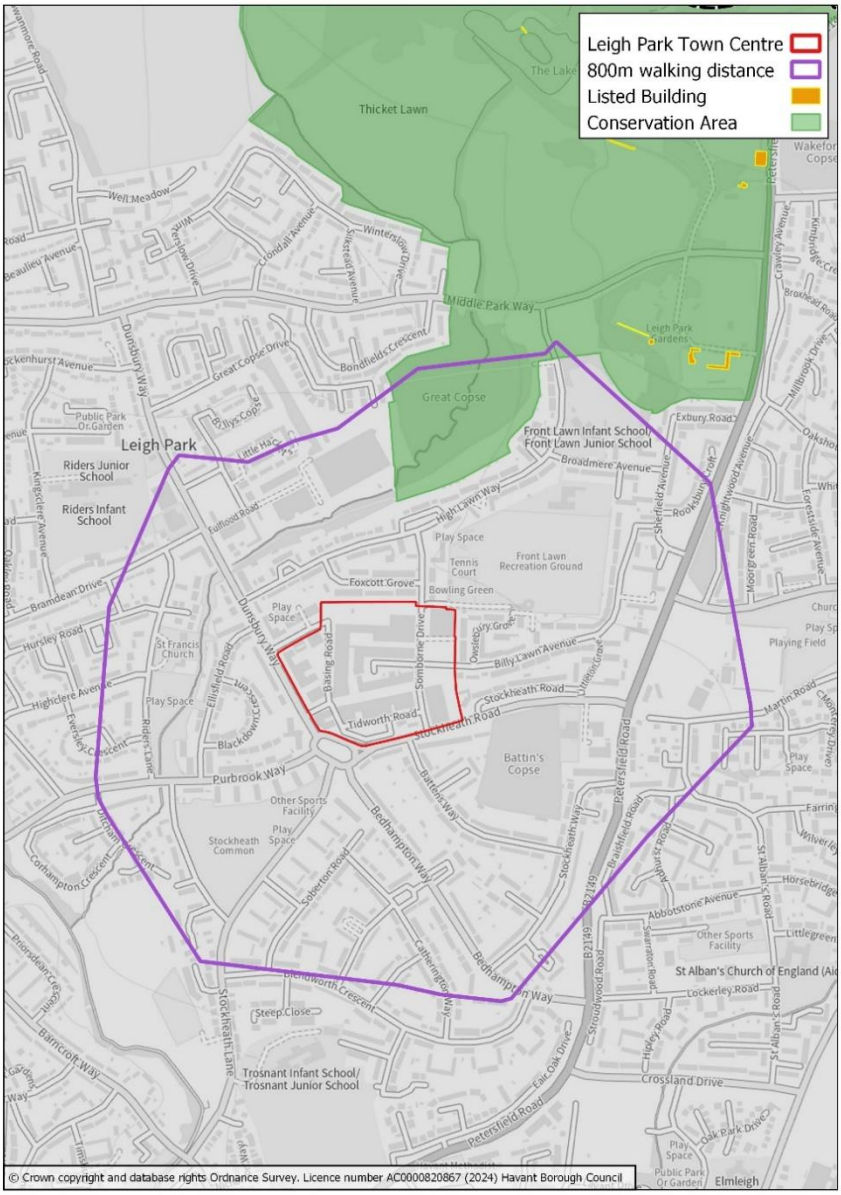


[28] More information can be accessed via : Waterlooville Town Centre Masterplan | Havant Borough Council

Leigh Park Town Centre

7.11 Leigh Park Town Centre is also relatively accessible, lying on multiple bus routes in proximity to Havant Town Centre. The low to medium rise and underused nature of the buildings and land within the centre means there is a potential for intensification and redevelopment. There are, however, a significant number of community facilities which will need to be retained and/or re-provided. The redevelopment of these sites is therefore likely to be subject to funding. The vacant and older retail buildings provide opportunity for residential conversion on the upper floors, and upward extension without compromising the area's suburban character.

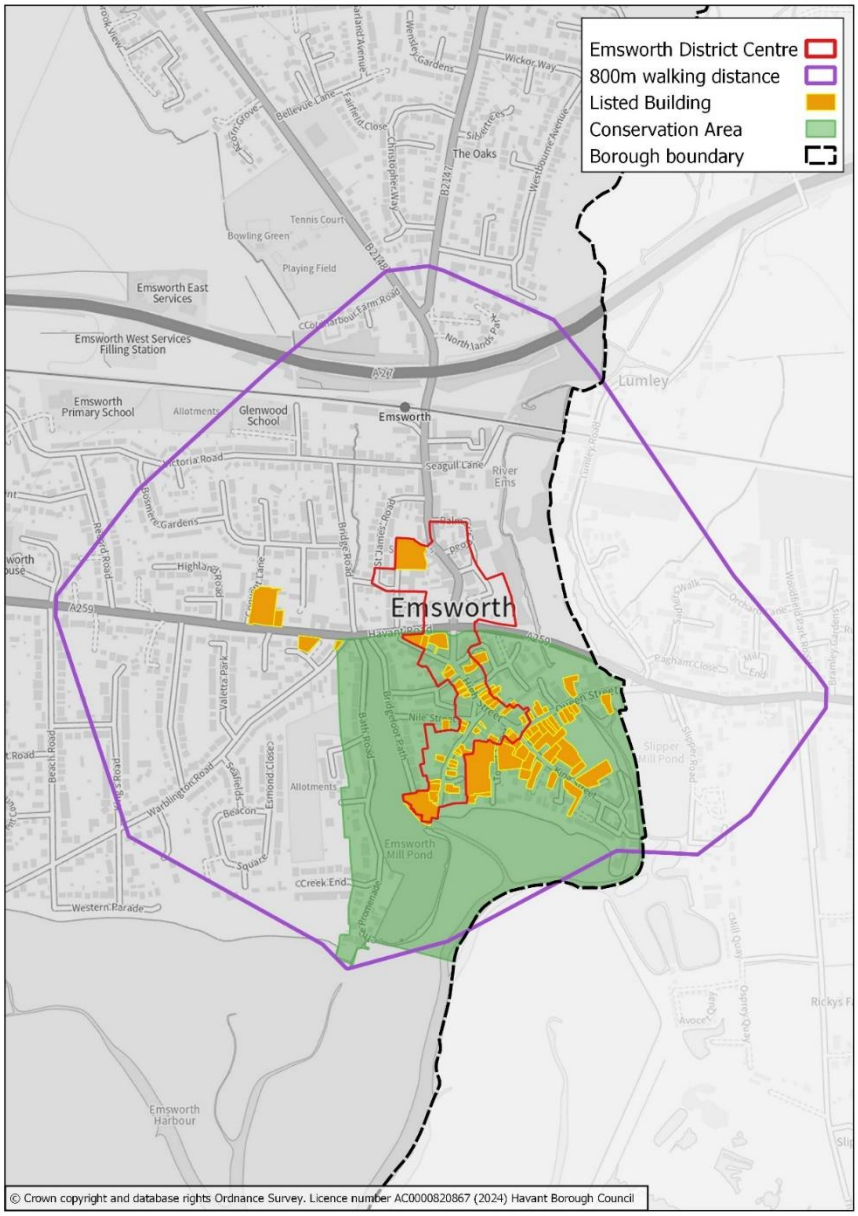
7.12 Although Sir George Staunton conservation area comes partially at the north corner of the wider opportunity area, its impact on future increased and high density developments is considered to be limited and mitigatable due to its setting and location.



Emsworth District Centre

7.13 Emsworth has good accessibility with a range of shops and services, a train station and being located on a number of bus routes.

7.14 However, around half of the district centre lies within a conservation area which also extends to the wider surrounding area to the south. The town's dense historic form and presence of multiple listed buildings mean that there is limited potential for change without adversely affecting the conservation character and setting, and the enjoyment of this historic environment.



Summary

7.15 Havant, Waterlooville and Leigh Park town centres are identified as core opportunity areas to accommodate high residential developments in Havant Borough due to their proximity to services and facilities, access to public transport and urban setting. Therefore, they are considered as being most appropriate to receive an uplift in residential densities and potential mix of urban forms. Areas within a 10 to 15 minutes walking distance (approximately 800 metres radius) of these town centres are identified as wider opportunity areas to increase the average residential density.

8. Recommendations

8.1 Acknowledging Havant Borough's limited land availability and the increasing housing needs driven by national policy, the most effective and pragmatic response is to uplift residential densities in a targeted and sensitive manner. This method is supported by robust evidence base, including national policy and guidance, urban design models, and both national and local case studies while recent assessments also confirm the Borough's potential for a density uplift. Additionally, opportunity areas have been identified based on local evidence such as the transport strategy, the Strategic Housing and Economic Land Availability Assessment (SHELAA), and town centre policies. Supported by planning tools and appropriate density standards, this approach ensures that Havant can use its land efficiently while safeguarding the character, quality of life, and liveability of its neighbourhoods.

8.2 Minimum density standards are then proposed to be introduced in the following locations based on proximity to transport nodes, access to facilities and services and their potential for change:

- Developments within the identified core opportunity areas, as the town centres of Havant, Waterlooville and Leigh Park, should be expected to provide a minimum of 80 dwellings per hectare (net development area).

- Developments within the identified wider opportunity areas should be expected to provide a minimum of 55 dwellings per hectare (net development area).

- Developments outside of the identified opportunity areas should be expected to provide a minimum 40 dwellings per hectare (net development area).

8.3 It is not anticipated that there is a need to identify an upper limit on residential density. However, the rationale of the design and layout of individual development schemes will need to be carefully justified to support the density of the proposed development with reference to the accessibility to public transport, and services and facilities. In addition, it must be demonstrated that the resulting scheme will provide an appropriate standard of living accommodation, particularly in terms of the privacy, sunlight and daylight levels.

8.4 Where a proposed development does not to comply with the appropriate proposed minimum density threshold according to the location, the applicant must demonstrate that they have optimised the use of the land and maximised the site's potential in addressing housing need. A clear and transparent audit trail of site's constraints with reference to the developable elements that are included in a net development area (otherwise labelled net site area), as shown in Table 1.1, should be provided.

8.5 Development that fails to optimise the use of land will be refused planning permission. This reflects the finite amount of undeveloped land in the borough, and the requirement to address identified housing needs as far as practicable, particularly within the town centres and identified opportunity areas.

Appendix 1 - Glossary

Term	Definition
Site Area (SA)	The site area refers to the total land area of a particular site or parcel that is subject to development, measured on a horizontal plane. This covers all portions within the property land, including any defined places inside the property lines such as buildable land and open spaces. The site area is fundamental for calculating density, floor area ratio (FAR), and other key planning metrics.
Gross site area (GSA)	Similar to SA, the term refers to the total land area of a site, including all land within the property boundaries. This includes all parts of the site, like the buildable areas, roads, open spaces, and any other designated areas, before any deductions for public infrastructure, buffer zones or other non-developable portions. The gross density measurement is based on the full extent of the GSA. This enables a consideration of a given site in its entirety.
Net development area (NDA)	Is defined as the extent of the site area upon which one or more buildings or other operations and their ancillary space can be built, measured on a horizontal plane. It also refers to the portion of a site's total land area that is available for development, excluding non-developable areas such as roads, public rights-of-way, and open spaces. It generally includes land that can be built on but may still contain areas reserved for landscaping and incidental amenity spaces. The net density measurement is based on the extent of the NDA. Although it can be expressed alongside the gross density for the purpose of assessment or/and understanding, this measurement is considered relevant to identify the net developable area.
Dwelling	A self-contained unit of accommodation used by one or more households as a residence. This includes houses, apartments, flats, and other residential units designed for permanent habitation.
Buffer area	In this context, it is the designated area that separates different land uses to mitigate potential conflicts and adverse effects. This type of area can provide physical separation and often includes landscaping, green

	spaces, or other features to enhance compatibility and reduce negative impacts between adjacent land uses.
Transport-Oriented Development (TOD)	A type of urban development designed to maximise access to public transport. This approach integrates residential, commercial, and recreational spaces within walking distance of high-quality public transport hubs, such as train stations and bus stops. The goal of TOD is to create sustainable, compact, and walkable communities that reduce reliance on cars, encourage public transit use, and enhance overall urban liveability.
Amenity space	The outdoor areas that provide recreational and leisure opportunities for residents, health and well-being through enhancing the visual appeal of the environment and contributing to the ecological and social value of the development. This designation include outdoor and indoor spaces.
Incidental open space	In the context of Net Development Area (NDA) or Net Site Area (NSA), it refers to minor and often overlooked additional areas within a development that support the primary use of the property without significantly impacting it. These spaces are typically used for activities that complement the main residential or commercial use and are essential for the usability and aesthetics of the site, and the quality of life in the development. This is not included in the GSA.
Community Land	These lands include parks, playgrounds, community gardens, sports fields, and other public open spaces that are accessible to all members of the community. These areas are intended for recreation, social interaction, and sometimes for conservation purposes
Townhouse	Also known as row houses, refers to a terraced house that's usually at least three stories tall and built side-by-side with other properties.
Duplex	Houses that have two residential units either attached next to each other or one above the other. This category of residence includes duplex apartments/flats, two-family houses and pair of houses.
Cluster	Where flats are clustered in small groups. Buildings of this category are often not attached to adjacent buildings therefore they can also be referred to as 'pavilions' due to their 'standalone' and compact appearance.

Urban Living	Defined as the approach to designing cities that prioritises the needs and well-being of residents by creating walkable, mixed-use neighbourhoods with accessible public spaces, sustainable infrastructure, and strong community connections, aiming to foster a high quality of life within an urban environment
Walkable neighbourhoods	Refers to urban areas that are designed to prioritise pedestrian access and convenience of movement. These neighbourhoods usually feature compact, mixed-use development where essential amenities—such as shops, schools, parks, and public transport—are within easy walking distance (10-15 minutes or approximately 800 metres radius) while also being supported by safe, well-connected streets and quality public spaces, encouraging active travel and reducing reliance on cars.