

BUILDING

A BETTER FUTURE

Consultation for the Building a Better Future Plan



Havant
BOROUGH COUNCIL

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1. Executive Summary and Conclusions

Overview

Public consultation on the Draft Building a Better Future Plan was conducted between Tuesday 6 May and Tuesday 1 July 2025. A consultation period of eight weeks was chosen to enable as broad a range of views as possible to be gathered.

Havant Borough Council received a high number of responses to the consultation through a variety of channels, with most being submitted via the consultation questionnaire.

This report covers the detailed findings from responses received through the consultation questionnaire, face-to-face exhibition engagement, the council's digital engagement platform Go Vocal and written responses received via letter or email.

The consultation questionnaire was available online (via the council website and the Go Vocal platform) and offline (paper surveys were made available at exhibition events and could be collected from locations across the borough including community centres, libraries and leisure centres).

Respondents for the consultation were self-selecting (i.e. anyone could take part in this exercise) and not limited to residents of the Borough. As a result, the profile of people responding to the consultation is not representative of the local population. However, due to the response rate and measures undertaken to ensure wider representation, the council is confident that the consultation captured a wide range of views to inform consideration and decision-making.

In response to the consultation, we received the following:

- 995 consultation survey responses (7 of which were paper survey submissions)
- Approximately 250 people attended across nine face-to-face exhibition events.
- Approximately 150 people took part across eight youth engagement sessions held with schools, the local college and youth groups (participants were aged between 11 and 24 years old).
- Approximately 250 attendees at six Councillor-led community meetings held at locations across the borough.
- 111 written responses, including responses from residents, statutory and non-statutory stakeholders.

The consultation response analysis is covered in Section 7 of this report and is based on the feedback received from residents, workers, visitors, local businesses, developers / agents / landowners and non-statutory stakeholders. Views from statutory stakeholders can be found at Appendix C.

A demographic breakdown of consultation respondents can be found at Appendix F.

This consultation was undertaken alongside two other engagement exercises relating to the Local Plan:

1. Waterloooville Town Centre Supplementary Planning Document (SPD)
2. St. Faith's Conservation Area Review

The findings of these consultations are covered in separate reports.

Overall key findings

- Views on the vision for the Building a Better Future Plan were broadly split between those who support or oppose the overall strategy.
- When asked for their views on the Spatial Strategy (which provides an overview of the Plan's vision for the borough), 40% of respondents indicated that they supported the strategy compared to 46% who stated that they opposed the strategy.
- It was clear that the inclusion of Southleigh and, to a lesser extent, Long Copse Lane was a motivating factor for many to take part in the consultation as these sites were the most commented on allocations and covered the key topics raised throughout the consultation findings.
- The key themes raised by those who referenced these locations are summarised below and covered in further detail in the below sections.
- The themes raised by respondents were broadly consistent between those who supported and those who opposed the Plan.
- For those who supported the Plan, the key themes raised were most likely elements that they felt that their support was dependent on (e.g. I support this Plan as long as X, Y or Z is provided).
- For those who opposed the Plan, the key themes raised were seen as barriers that they felt meant that development was not possible, suitable or appropriate (e.g. I cannot support this Plan due to X, Y or Z).
- The most notable theme raised by respondents concerned the capacity of local infrastructure, mainly referencing road infrastructure. Wider infrastructure highlighted by responses included health, education and wastewater infrastructure, while many responses were non-specific in referencing infrastructure as a general point.
- There was a level of concern throughout the consultation findings for the impact of development on the natural environment in the borough, namely perceived negative affects on open spaces and wildlife.
- Respondents indicated a level of opposition to the housing targets set by central government, with views also mixed on the proposed deficit put forward by the draft Plan.

- Other responses to the survey highlighted a level of support for the proposed approach for the restriction of development on Hayling Island, with the themes raised here covered in further detail below.
- Respondents of retirement age (65 + years old) were more likely to support the overall vision for the Plan than those of working age (16 – 64 years old).
- Those living in Havant and Emsworth were more likely to oppose the strategy, while those living on Hayling Island were more likely to support the vision.
- Those who own their own home outright were more likely to support the strategy than those who either owned their home with a mortgage, rented or had other tenure arrangements.

Southleigh and Long Copse Lane

- As referenced above, Southleigh was the most commented upon section within the consultation, with over a third of survey respondents (35%) indicating that they wished to comment upon this section.
- The Southleigh allocation feedback highlighted a cross-section of all of the key themes raised throughout the consultation feedback, with all of the major concerns referenced in other sections mentioned in response to this allocation.
- The findings for the Southleigh allocation also reflected the wider finding of similar themes being raised by both those who indicated support or opposition to the proposed allocation.
- It is clear from the response rate and from responses across the consultation that the Southleigh allocation was the motivating factor for many to take part in this exercise and have their say on this proposed allocation.
- To a lesser extent, the Long Copse Lane allocation also reflected the wider themes given in response to the consultation.

Key Themes

Road infrastructure

- The most frequently referenced topic throughout the survey was concerns relating to road infrastructure. While most notably referenced in conjunction with the Southleigh and Long Copse Lane allocations, this theme did appear in response to most of the consultation questions.
- For many respondents, there was a strong view that the current road network in the borough was seen as approaching or was at capacity, with several comments providing experiences of traffic congestion as well as road safety concerns and the need for traffic calming measures. This was seen by many

as evidence that the existing road infrastructure was under pressure and was felt to cause issues for many living in the area.

- It was therefore felt that the proposed level of housing put forward by the Plan and the accompanying perception that the Plan did not offer certainty around any road infrastructure improvements meant that the proposed policies were deemed not suitable or appropriate for the area, in the views of many respondents.
- Within these comments throughout the survey, many were specific in referencing Southleigh (and to a lesser extent Long Copse Lane) as an area where these issues were seen as present. In the example of the proposed Southleigh allocation, a number of respondents explicitly referred to or requested a relief or link road to the A27 / wider strategic road network, that was seen as critical amongst these respondents in enabling a sustainable development to take place in this location.
- Others further cited the perceived lack of additional capacity in road infrastructure to deal with any additional population and therefore should be used as the key reason for the exclusion of this site for consideration.
- Even those who supported elements of the Plan and / or the Southleigh allocation referenced improvements in road infrastructure as a condition of their support.
- In these instances, respondents recognised the requirement for housing in the local area but felt that their support for the proposed policies and / or allocation of certain sites was dependent on concerns of the capacity of the road infrastructure being resolved.
- Across these viewpoints, many were also specific in suggesting that road infrastructure improvements should be implemented prior to development taking place, in order for the enhanced road network to be in place prior to any increases in population.
- This topic was the most referenced throughout the survey, including for question areas without a direct link to roads and / or transport or in more general questions such as any further comments.

Wider infrastructure concerns

- Though road infrastructure was the most referenced topic, other elements of infrastructure were also mentioned by a high number of respondents.
- Some of these comments were specific about which infrastructure types they were referring to, with the most common responses covering health, education and wastewater infrastructure.

- For health infrastructure, many felt that the proposed level of development would put pressure on local health facilities, notably doctor surgeries, dentists, pharmacies and hospitals.
- Many provided experiences of having difficulty in finding appointments at these facilities and a view that the availability or quality of health appointments has reduced in recent years.
- It was felt by these respondents that the proposed levels of development would exacerbate the problems that they were reporting, and that this would lead to unacceptable pressures on these facilities, further reducing the quality of the service in the views of those concerned about this issue.
- For education infrastructure, respondents raised similar concerns that local schools – both at primary and secondary level – may be overwhelmed and unable to accommodate an increased local population.
- Again, comments gave experiences of difficulty in securing school places for children and there was concern that a bigger local population as a result of the proposed levels of development would only increase instances of capacity issues.
- For wastewater infrastructure, comments highlighted instances where the sewage system in the local area had been overwhelmed in recent years and led to sewage outflow into the area by the coastline and other locations.
- It was felt again that the proposed number of houses for the area would strain a system already perceived as being at capacity and lead to further issues with local wastewater facilities.
- A high number of other comments referred to infrastructure in a non-specific manner (e.g. I am concerned about the impact on infrastructure), giving this as a key concern for the proposed level of development and in many cases stating that the pressures on infrastructure that they felt would be caused by the proposed level of development should exclude certain areas from the Plan.
- Southleigh and, to a lesser extent, Long Copse Lane were the most referenced allocations in relation to these issues, with respondents feeling that the proposed level of development would have an unacceptable impact on infrastructure in this and surrounding areas.

Concerns over the loss of / support dependent on the protection of the natural environment, including wildlife and open or green spaces

- Alongside infrastructure, the other key concern raised by respondents was related to the impact of development on the local natural environment. This was closely linked to concerns over impacts on local wildlife and open or green spaces in the borough.

- Many felt that the loss of natural spaces in the borough should be seen as a deciding factor against development, with a number of respondents indicating that the protection of the environment, local green spaces to visit and the wildlife that can be seen locally were viewed as important and valued, and that they should be prioritised over the need for further development.
- Responses that referenced these themes were mostly in opposition to the proposed Plan, with comments suggesting that the proposals did not do enough to protect the natural environment locally, and policies should be strengthened or even promote the exclusion of sites due to their natural value.
- This was similar for areas where wildlife or undeveloped land (e.g. greenfield or open space), where a number of respondents felt these areas should be exempted from development for these reasons.
- Even within their support for certain policies and / or allocations, many respondents expressed that their support was dependent on the protection of the environment, wildlife or open spaces.
- Respondents here recognised the need for housing and were disposed to be positive about some of the policies or sites put forward, but their support was on the condition that the natural environment be protected or in some cases the policies be strengthened to provide enhanced protection and support for these areas.

Views against proposed numbers

- On a more general note, a number of respondents consistently referenced the proposed housing numbers within their comments and indicated that they did not feel that these numbers were appropriate for the area.
- In many cases, this opinion was expressed due to the characteristics of the borough that respondents gave – most notably these were either that Havant is a coastal borough, features rural or countryside land, or is heavily urbanised with a perceived lack of available land for development.
- Some viewpoints accepted that there was a need for housing in the local area, but that this number was still seen as too high due to the area's profile.
- A number of respondents acknowledged that the proposed numbers were lower than those set by government housing targets and supported this approach. Comments stated that the deficit to nationally set housing targets was sensible and well-evidenced by content within the draft Plan and expressed support for the shortfall identified.
- Others however felt that further pushback to central government was required on the housing targets provided, as these were felt to not be appropriate for the area and in the view of some, should be rejected.

- These views – mainly from those in opposition to the Plan – questioned the need for housing in the quantities put forward and felt that the other factors identified within responses should be prioritised ahead of further development.

Support for approach to restricting development on Hayling Island

- A number of respondents supported the proposed development strategy due to the outcome of there being no greenfield allocations proposed on Hayling Island.
- Many felt that this was the correct course of action due to the identified flood risk and issues with access on and off of Hayling Island with the single road access and were supportive of the recognition this was given within the Plan.
- This was reflected throughout the survey with several questions being supported more by those living on Hayling Island than those living in other areas of the borough.
- A small number of respondents indicated that they opposed this approach.

Topic based policies

- Consultation findings indicated general support for the topic-based policies put forward within the Plan.
- For each of the topic-based policies, more respondents were in favour of the proposals than were in opposition, though the level of support was stronger for some of the policies.
- The topic area with the strongest level of opposition was infrastructure, with just over a third of respondents (35%) indicating that they disagreed with the policies.
- For all other topic-based policies, the level of support was roughly two thirds (65%) of respondents.

Development Industry response

- A number of representatives from the development industry provided feedback on the Plan, while the Home Builders Federation (HBF) provided comments on behalf of the industry.
- Views raised concern over the impact of certain policies upon the viability of development, with concerns that certain requirements would make it more difficult for the industry to build in the local area.
- There were also areas within the Plan that the HBF felt lacked evidence to justify the policies put forward and there was an overall concern that the Plan may not explore all opportunities to maximise housing numbers, therefore increasing the risk of the Plan being found unsound at examination.

The full findings of the public consultation are detailed within the following report.

2. Introduction and Background

Introduction to local plans

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

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

In Havant, the current Local Plan is out of date with the Core Strategy adopted in 2010 and the subsequent Allocations Plan adopted in 2014. Both were prepared under a previous national planning system. National planning policy has moved on considerably since 2014 and as such, Havant Borough Council (HBC) began work on a new Local Plan.

The first stage in preparing a local plan is undertaking a public consultation process referred to as a Regulation 18¹ consultation due to the legislation that sets out this requirement. This is conducted prior to a later consultation known as a Regulation 19² consultation, which focuses on the legal compliance and soundness of the prepared Plan and is undertaken immediately prior to submission of the Plan to the Secretary of State for examination.

Building a Better Future Plan (2022)

A new Local Plan, entitled Building a Better Future, was started in 2022.

When preparing the new plan, HBC decided that there would be public consultation based on the key issues and themes relating to local development as opposed to consulting on specific sites or

This consultation was conducted between Monday 3 October and Monday 14 November 2022. This consultation gave respondents the opportunity to comment upon the key themes and policy areas that would inform the Local Plan, as well as provide feedback on their priorities when considering local development.

The findings report from the consultation can be viewed on the council's website³.

Draft Building a Better Future Plan (2025)

The findings of the 2022 consultation together with the plan's evidence base were used to inform and influence the formation of the draft Building a Better Future Plan,

¹ <https://www.legislation.gov.uk/uksi/2012/767/regulation/18>

² <https://www.legislation.gov.uk/uksi/2012/767/regulation/19>

³ <https://www.havant.gov.uk/planning-services/planning-policy/local-plan/building-better-future-plan>

which included proposals for allocated sites for development and the policies that would be used to inform, guide and shape development in the borough.

This draft of the Local Plan formed the basis of the consultation covered within this report.

3. Stakeholder Analysis

HBC sets out its approach to community engagement and consultation in the Engagement Strategy⁴, which states that:

“We are committed to giving communities and stakeholders a voice ... we will work to provide all people in our area, from all backgrounds, with a range of opportunities to contribute, influence and shape the priorities and projects we undertake in the locations in which they live, work and visit”

These principles are supported by the Statement of Community Involvement (March 2025)⁵.

In order to ensure the consultation met these objectives, an extensive stakeholder mapping exercise was undertaken to confirm that as many stakeholders as possible – both statutory and non-statutory – were provided with the opportunity to contribute their views to this exercise.

When defining stakeholders, this exercise used the definition as set out in the Engagement Strategy, which states that:

“[Stakeholders] are a wide range of individual bodies, groups, organisations and associations that the council engages with, at local, regional and national levels”

This definition includes multiple categories, including individuals and residents in the borough, a variety of organised groups, partners and seldom-heard from communities such as young people, those who are digitally excluded and those living with health conditions.

The following list provides an overview of the stakeholders included within the stakeholder mapping exercise conducted prior to the consultation.

Specific bodies that the council is required to consult on the local plan under the regulations, including:

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

The local community including:

- General public

⁴ www.havant.gov.uk/haveyoursay

⁵ <https://www.havant.gov.uk/planning-services/planning-policy/statement-community-involvement-sci>

- Community forums / panels / networks (i.e., special interest groups typically with council or organisational support) – these include (but not limited to) the Wider Waterlooville Community Network, the Havant and Leigh Park Community Network and the Havant Health and Wellbeing Partnership
- Resident groups formed to represent geographic or special interest areas, usually linked to locations within the borough)
- Local businesses and business groups – this includes the Havant Business Partnership Network
- Charity and voluntary organisations

The extended community including:

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

In order to reach as many people as possible and increase awareness of the consultation, HBC was represented at a wide range of community group meetings to ensure diverse groups were included. Further details of these meetings are included in Section 5.

4. Methodology

The Draft Building a Better Future Plan consultation was conducted from Tuesday 6 May to Tuesday 1 July 2025. An eight week consultation period was selected to allow opportunity for as many people as possible to contribute, noting that this was longer than the best practice consultation period of six weeks.

A variety of consultation methods were utilised to ensure as many residents, communities and stakeholders as possible were able to take part in this consultation. These methods were also designed to ensure as much as possible that seldom-heard from audiences, such as young people and those who are digitally excluded, were able to participate in a manner that was suitable.

The consultation methodology was discussed and approved by Cabinet on 5 March 2025 as part of the decision-making process.

The consultation was undertaken via the following methods:

- **Online survey** – The main method of feedback for those taking part in the consultation was via an online survey. The survey was designed to capture meaningful feedback on the proposed policies and sites featured within the draft Plan, including both the level of support or opposition for each section and views on what, if any, changes should be made. The survey was designed to be as user-friendly as possible with links to relevant sections of the Plan document for context, with the ability for participants to save their progress and continue later in order to allow respondents time to formulate their response. The survey was also designed to balance the requirement to ensure that the language was as accessible, clear and understandable as possible, while also providing suitable detail so that respondents were able to provide an informed response to each question. The survey also allowed respondents to select the sections they wished to comment upon, ensuring that they could participate on any or all of the key issues they were interested in. This survey was open to anyone to complete and was publicised widely via all promotional methods (see Section 5).
- **Paper survey** – A paper version of the online survey was designed for those who were unable to access the online version or those who would prefer to complete via this offline method. The survey was identical to the online survey (with additional guidance on how to complete the paper version) and any responses received via paper survey were uploaded into the online survey platform so that all responses were included within the final analysis. Paper surveys were made available at all libraries, community centres and leisure centres in the borough, while were also available to collect at the Public Service Plaza and at each face-to-face exhibition event. At each of these locations, the paper survey was accompanied by a printed version of the Building a Better Future Plan leaflet and a pre-paid envelope to return to the council for free. Limited numbers of the full draft Building a Better Future Plan were also made available at these locations but were limited due to printing costs and environmental impact. In addition, a telephone number was available and promoted for those unable to collect paper versions or who

needed support in responding (e.g. those unable to read the documentation). This number was manned by an officer throughout the consultation period.

- **Go Vocal** – The corporate online digital engagement platform (previously known as Citizenlab) was used as a central visual resource for the project. Pages were designed to provide a dynamic overview of the Plan, with their main function to give visitors an overview of key policies and proposed allocated sites, with links to further information and the online survey signposted throughout. Participants were also able to provide comments on specific sections via Go Vocal's ideas function, which was available to anyone to submit qualitative comments on the proposals (all participants had to create a free account on Go Vocal to contribute). Links to the Go Vocal pages were prominently displayed on the council's website.
- **Face-to-face exhibition events** – A series of in-person exhibition events were held at locations across the borough to enable visitors to view information about the draft Building a Better Future Plan, speak to officers about particular issues or concerns, and provide consultation feedback. At each event, exhibition banners were displayed to provide key information to those in attendance, while officers were available to talk through any particular issues and answer questions. All attendees were provided with materials that signposted them towards the online survey, though paper surveys with printed materials were available for collection and comment cards were available for feedback to be captured during the event. Eight events were held across the borough, with different days, times and locations chosen in an attempt to ensure that as many people as possible were able to attend (e.g. those working during the day, those with care or childcare responsibilities):
 - Thursday 15 May 2025 (3pm to 7pm) – Emsworth Baptist Church, Emsworth
 - Wednesday 21 May 2025 (3pm to 7pm) – St. George's Church Hall, Waterlooville
 - Saturday 24 May 2025 (10am to 4pm) – Meridian Centre, Havant
 - Wednesday 28 May 2025 (10am to 2pm) – Vacant shop unit in Greywell Shopping Centre, Leigh Park
 - Thursday 29 May 2025 (10am to 2pm) – Vacant shop unit in Greywell Shopping Centre, Leigh Park
 - Monday 2 June 2025 (3pm to 7pm) – Hayling Island Community Centre, Hayling Island
 - Thursday 12 June 2025 (10am to 2pm) – The Spring Arts and Heritage Centre, Havant
 - Thursday 19 June 2025 (10am to 4pm) – Public Service Plaza, Havant
 - Saturday 21 June 2025 (10am to 4pm) – St. George's Church Hall, Waterlooville
- **Youth engagement** – Recognising the importance of engaging with younger people due to the long-term nature of the Plan, a number of youth engagement activities were undertaken in collaboration with local schools, the local college and young people involved in economic development initiatives.

Further information on youth engagement activities for the Building a Better Future Plan is captured within a separate report.

- **Stakeholder feedback** – Any stakeholder – both statutory and non-statutory – or resident was able to submit a letter or email representation to the consultation. Contact details were included within the above engagement methods, and feedback received via letters or emails was included within the general findings of the consultation.
- **Community networks** – Though these were primarily communication methods, meetings with community networks provided opportunities for key stakeholders to provide feedback on the proposed Plan. Points raised as part of any meetings were included as feedback on the engagement.

It should be noted that no AI (Artificial Intelligence) analysis was used in the preparation of this report.

General Data Protection Regulation (GDPR)

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

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

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

5. Communications Programme

The Building a Better Future Plan consultation was accompanied by a dedicated and in-depth communications plan.

The aim of this plan was to ensure as many residents, communities and stakeholders as possible were made aware of the consultation and were able to take part. This promotion sought to ensure seldom-heard from audiences, such as young people or those who are digitally excluded, were made aware of the consultation wherever possible and were able to contribute their views.

Through this promotion, participants were provided with information about the development of the Local Plan, the key messages of the draft plan and how they could submit their feedback to shape plan.

Promotion was undertaken via both online and offline methods as follows:

- Social media campaign – A dedicated social media campaign was designed and undertaken to raise awareness online. Social media posts covered the key drivers of the exercise and provide different messages for different channels to maximise coverage. This campaign utilised council accounts on the following channels:
 - Facebook (including paid-for advertising)
 - Twitter
 - Instagram
 - LinkedIn
 - Next Door
- Press releases and e-newsletters
- Local publications – articles were published in issues of the following publications that are published locally:
 - The News, Portsmouth
 - Hayling Herald
 - The Ems Newspaper
 - The Waterlooville Ratepayer
 - PO9 Publication
 - Meon Valley Matters
- Posters – both large format and smaller posters displayed in locations such as libraries, community centres and town centres
- Written materials available at public locations such as libraries, community centres and the council offices.
- Inclusion on the HBC 'Have Your Say' webpage (www.havant.gov.uk/haveyoursay) and Local Plan webpages on the HBC website (www.havant.gov.uk/localplan).
- Promotion via external partners, stakeholders and networks
- Information provided via local Councillors

Promotion conducted via these methods provided high level information about the Building a Better Future Plan, signposted participants to further details and links to the channels through which residents could contribute their views via both online and offline methods.

Full details about the Communications Programme can be found at Appendix K.

6. Consultation Response

The Building a Better Future Plan consultation received the following responses by engagement method:

Online survey (including paper survey submissions)

In total, 995 survey responses were received. This number includes 7 paper survey responses received.

Full details on the survey respondents can be found at Appendix F.

Go Vocal

In total, 1 respondent provided feedback via the Go Vocal digital engagement platform.

It should be noted that, in contrast to other projects conducted via Go Vocal, that participants were actively encouraged to provide comments via the online survey and statistics show decent numbers of visitors to the site during the consultation period.

Full details on the Go Vocal page statistics can be found at Appendix I.

Face-to-face exhibition events

Attendance at the exhibition events was as follows:

Date	Location	Number of Attendees*
Thursday 15 May 2025	Emsworth	45
Wednesday 21 May 2025	Waterlooville	24
Saturday 24 May 2025	Meridian Centre, Havant	50
Wednesday 28 May 2025	Leigh Park	13
Thursday 29 May 2025	Leigh Park	12
Monday 2 June 2025	Hayling Island	63
Thursday 12 June 2025	The Spring, Havant	66
Thursday 19 June 2025	The Plaza, Havant	5
Saturday 21 June 2025	Waterlooville	10

Figure 1 - Total attendee numbers at Building a Better Future exhibition events

* Note that it was not possible to record exact numbers in some venues due to the public nature of the exhibition.

Across these events, a total of 4 comment cards were received.

Stakeholder letters and emails

In total, 111 written responses were received from stakeholders as follows:

Developer and agent responses	25

Resident and non-statutory stakeholder responses	60
Statutory stakeholder responses	26

Feedback from resident and non-statutory stakeholders are included within each section of the following report.

Findings from developer and agent responses are included in Section 8.

Responses from statutory stakeholders are included at Appendix C.

The following statutory stakeholders provided responses to the Building a Better Future Plan consultation:

- Chichester District Council
- East Hampshire District Council
- Emsworth Residents Forum
- Environment Agency
- Fareham Borough Council
- Hampshire County Council
- Historic England
- Langstone Harbour Board
- Marine Management Organisation
- National Highways
- Natural England
- Network Rail
- NHS Hampshire and Isle of Wight Integrated Care Board
- Royal Society for the Protection of Birds (RSPB)
- Portsmouth City Council
- Portsmouth Water
- South Downs National Park Authority
- Southern Water
- Westbourne Parish Council
- West Sussex County Council

7. Consultation Findings

The below sections detail the findings of the Building a Better Future Plan 2025 consultation.

Notes for the following findings:

- Each section begins with a section-specific conclusions box which provides an overview of the findings for that section. Further detailed findings for each question within the section are then presented below.
- For questions with a sample size of 100 or more respondents, findings are presented in chart form with further commentary and analysis of key findings below.
- For questions with a sample size of below 100 respondents, findings are not presented in chart form due to the small sample. Findings for these questions should not be used to infer conclusions without this context.
- Where questions have a sample size of 150 and over respondents, the findings have been broken down by age and area demographics where applicable.
- For age demographics, due to the response rate the age brackets have been split by those of working age (respondents aged between 16 and 64) and those retirement age (65 +). Details of the sample sizes can be found at Appendix F.
- For the geographic breakdown of respondents, responses have been analysed by the first part of postcodes provided by respondents. Those respondents who chose not to give a postcode have not been included. Details of the sample sizes can be found at Appendix F.
- Within each section, the survey responses are displayed first, followed by feedback given by other engagement methods.

7.1. The Overall Vision (Policy 1 - Spatial Strategy)

Policy 1 – Spatial Strategy – Overall Conclusions

- Views on the overall vision set out in the Spatial Strategy were **broadly split between those in support and those opposing the strategy** – 40% of respondents were supportive compared to 46% who were opposed.
- Just under **a third of respondents (29%) indicated that they strongly opposed the strategy**, suggesting a measure of strong feeling amongst participants against this policy. A similar rate of respondents (27%) reported that they somewhat supported the strategy.
- **Amongst those who supported the Spatial Strategy, road infrastructure concerns was the most referenced topic**, with comments suggesting that while many understood the need to provide more housing, there were concerns that the road network may not be improved in order to accommodate the increase in population.
- Those in support also expressed **their agreement with environmental and open space protections** amongst the proposed policies, with some suggesting that the Plan could go further with these.
- Others made **more general comments around the need to ensure local infrastructure would be able to cope** with greater demand.
- Those in opposition referenced concern over **the impact of development on local road infrastructure as the key theme**, with many making particular reference to the Southleigh and Long Copse Lane sites. Others referenced current traffic issues and felt that the current road network would be unable to accommodate increased development.
- Other types of infrastructure, **most notably health, education and wastewater, were also referenced by many**, with a similar concern that they would be unable to accommodate an increased population.
- In addition to these, **comments from those in opposition expressed a view that the proposed housing numbers were too high** (with many stating opposition to the housing targets set by central government).
- Others felt that **development would reduce or negatively impact upon the amount and availability of green or open space** in the borough.

Breaking these results down by demographics, **older respondents were more likely to support the Spatial Strategy than younger respondents** (43% compared to 32% respectively), and **respondents from Emsworth and Havant were more likely to oppose the Plan** than those living in other areas of the borough.

Overall views on Policy 1 – Spatial Strategy

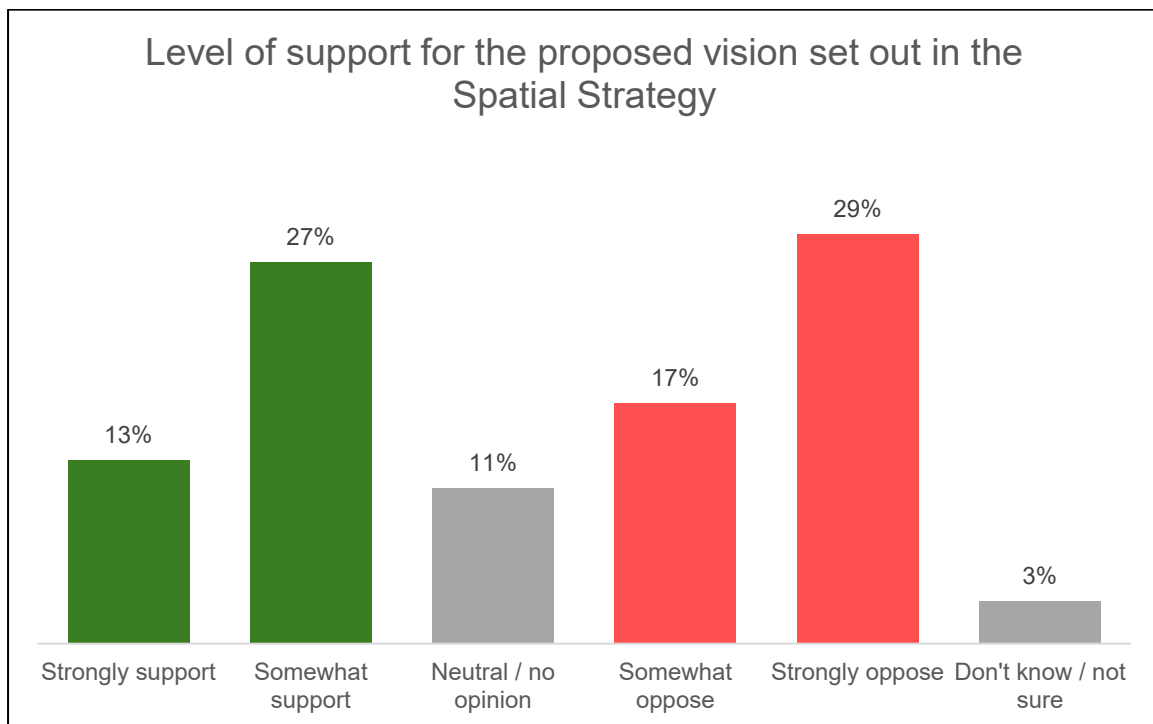


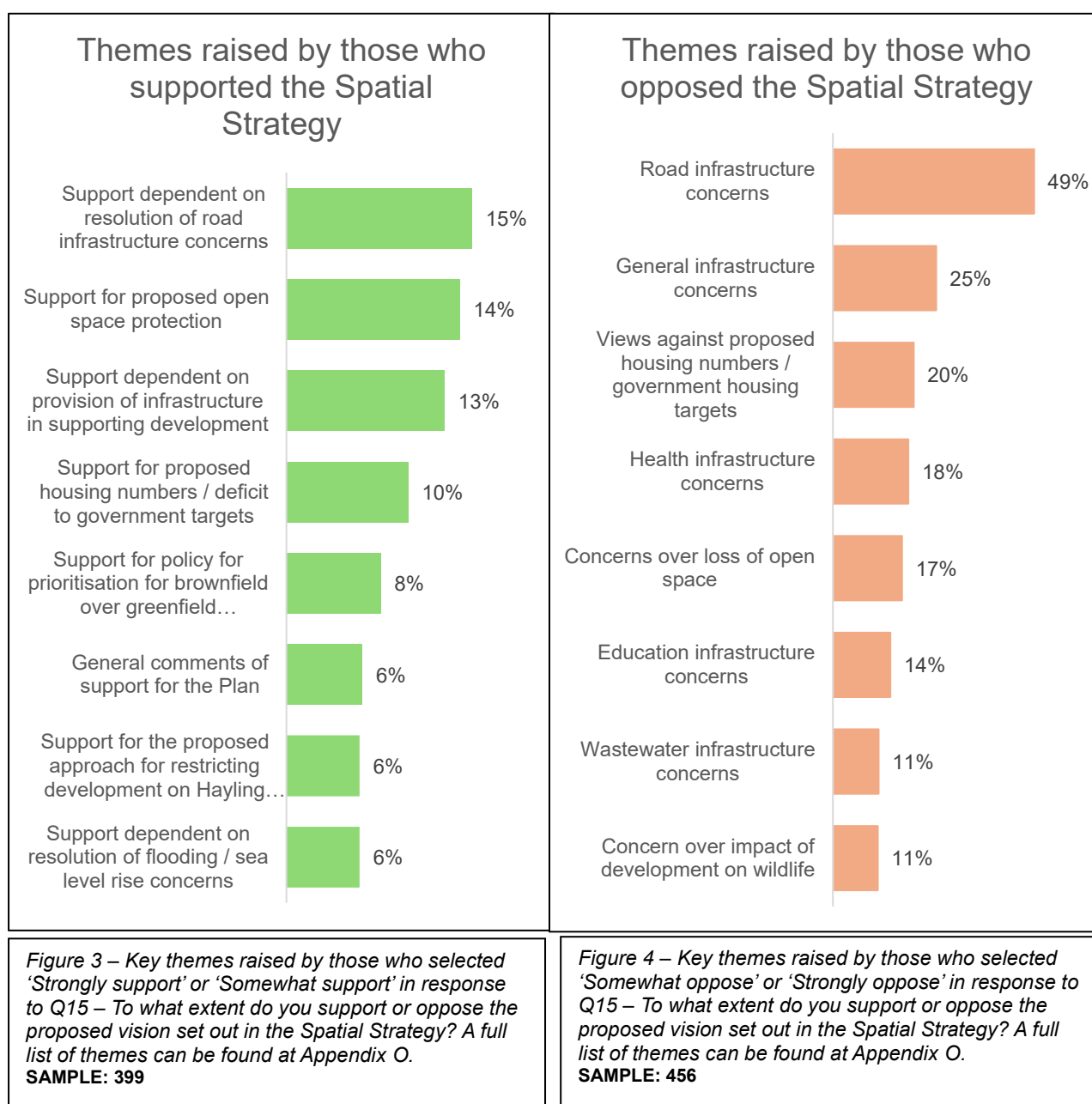
Figure 2 – Responses to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy?

SAMPLE: 994

Views on the vision set out in the Spatial Strategy were broadly split between those for and against - 40% of respondents indicated that they support the vision compared with 46% of respondents indicating their opposition to the strategy.

It should also be noted that just under a third of respondents (29%) indicated that they strongly opposed the vision, though this should be considered alongside a similar rate (27%) who somewhat supported the strategy.

Themes raised by respondents



In response to this question, similar issues were raised by both those in support or opposition to the proposed Spatial Strategy, with **road infrastructure concerns** the key example as being the main issue raised by both. While similar, the key difference was a view amongst those who supported the strategy that respondents recognise the need for housing but felt that their support was dependent on resolving issues with local road infrastructure to enable development to be successfully implemented in their view. By comparison, those who opposed the strategy were more likely to feel that perceived issues with the local road network meant that the proposed level of development and the vision was not seen as achievable, therefore meaning that it should not go ahead without revision.

The protection of open / green / designated spaces was also referenced by both those who supported and opposed in a similar way, with those who supported

suggesting as long as protections were in place (with a number stating that they felt this was the case) then development should proceed and those in opposition suggesting the requirement to protect open spaces was not prioritised or given appropriate importance within the strategy.

There was also a link between those supporting stating the view that **infrastructure is important in supporting development** and those opposing raising **concerns over the impact of development on general infrastructure**.

This suggests that even between those who gave differing overall views on the Spatial Strategy, there were clear consistencies between the themes that respondents gave in response to the consultation.

Those who supported the Spatial Strategy

For those who stated that they supported the Spatial Strategy, the following key themes were raised:

Support dependent on resolution of road infrastructure concerns (15%)

“Although the Plan recognises the need to support development with appropriate infrastructure, the policies do not go far enough to address the urgent issues facing the borough’s transport network”

Even for those who indicated support for the Spatial Strategy, concerns over the impact of new development on the local road infrastructure was still the main theme raised. This was seen as an element that should be provided or at least considered as a critical part of each development application, with many stating that whilst they support the overall ambition, they did worry about how local roads would cope with the additional population. In many cases, this meant that respondents could only ‘somewhat support’ the Strategy (over three quarters of respondents who referenced road infrastructure within their response indicated that they ‘somewhat support’ the strategy).

A common suggestion put forward by respondents was for improvements to the road infrastructure to be implemented prior to any new development.

Further analysis of road infrastructure responses

Within the comments from those that supported the Spatial Strategy and referenced road infrastructure, around 2 in 5 (39%) of these were specific in referencing the link road for Southleigh.

Their views mirrored the overall findings in that within these comments, many respondents acknowledged the need for housing and in a number of cases, made clear that they did not object to the site in principle, but felt that the site would not be achievable or suitable without improvements to the local road network. A number of respondents stated that their supportive views were on the condition of the provision of a link road or bypass to the A27, which was seen as the desired solution for many

to alleviate reported traffic congestion and provide additional capacity for the proposed level of development.

The remainder of respondents (61%) were more generalised in their reference to the road network, either mentioning other locations within the borough or the borough's road network as a whole as a consideration that qualified their support. This again formed a caveat to their support for the Spatial Strategy.

Support for proposed open space protection (14%)

“One of the things I particularly appreciate is the protection of our local A.O.N.B which is something we should be proud of and appreciate.”

A number of respondents indicated support for the Strategy's proposed protection of open spaces in the borough. Views here cover reference to green space, designated spaces (such as Areas of Outstanding Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI) or Special Areas of Conservation (SAC)) or general reference to 'open space' in the local area.

Comments highlighted the importance of these spaces, primarily for physical and mental health and wellbeing, recreation and access to the natural environment, and were therefore in support of policies to protect these spaces where possible.

Some, while expressing support for the policies, felt that this could go further and designate some of the spaces where proposed development had been allocated as open or green space so that development should not progress in these areas. The most commonly suggested areas were Southleigh and Long Copse Lane.

Importance of non-specific infrastructure in supporting development (13%)

“Agree with strategy on the whole, increasing the availability of housing and affordable housing is needed. Also agree with maintaining green space and building on brownfield sites. However have some concerns about how the infrastructure will support all of this development.”

A number of comments gave the non-specific view that infrastructure was critical in supporting new development and that it should be a key consideration when implementing the Strategy. Again, comments here expressed support for the Plan and recognition of some of the issues / constraints that inform the policies, respondents stated that they view infrastructure as one of (if not the) most important element of development and there were concerns that current infrastructure may not cope with the additional demand.

Comments here also highlighted a view that infrastructure should be provided prior to any development and concern that infrastructure providers may not consider the local context.

Feedback on any specific element of infrastructure is captured within other sections.

Support for proposed housing numbers / deficit to government housing targets (10%)

“Whilst the plan led system seeks to meet the objectively assessed housing need of the area, in the case of Havant deviation from the central government housing target is clearly justified. It is justified because of the geography of our coastal community, the complexity of the environmental designations that cover large areas of the borough and the fact that Hayling Island is both tilting into the sea and facing sea level rises from climate change.”

1 in 10 responses from those who supported the Spatial Strategy indicated an agreement or support for the proposed housing numbers put forward by the Plan, which currently do not meet the required housing targets set by central government. Comments here highlighted how the perceived unique constraints of the borough, citing examples such as Havant’s coastline, restricted transport networks, and perceived lack of land availability, were key reasons as to why they agree with the proposal that the area cannot meet the number of new housing put forward by government.

Comments here indicated a support for the Plan’s stated numbers due to this context and felt that central government should consider Havant’s characteristics when deciding on the Local Plan once submitted.

Support for policy for prioritisation of brownfield sites over greenfield sites (8%)

“Also agree with the maximising of reuse of brownfield and the protection of our green spaces.”

Some respondents indicated their support for the policies that aim to maximise the use of established urban areas and brownfield sites over the use of greenfield sites for development. As referenced previously, open and green spaces are felt to be valuable and important and comments here indicated an agreement with the principle of protecting these where possible, while in addition stating that the focus on using brownfield sites was welcomed.

There were some comments that suggested some scepticism and a concern that developers may be able to provide financial or other mitigation measures in order to bypass this policy and therefore build on greenfield land.

Others stated that though they supported the policy as written, they would like to see a stronger policy that explicitly discounted any greenfield sites for development or that all brownfield sites be fully exhausted prior to the use of any greenfield sites for development.

General comments of support for the Plan (6%)

“It addresses issues I feel strongly about in ways I agree with.”

Responses here expressed a support for the proposed Plan in more general terms, with any specific elements that were supported captured within other sections.

Some comments also expressed that while the Plan itself was not perfect or there were elements that they may not support fully, they recognised the importance and value of the proposed Plan being submitted for approval.

Support for the proposed approach to restricting development on Hayling Island (6%)

“This Local Plan is the best hope to move Havant forward in a sustainable way. We particularly welcome the restrictions on greenfield over-development on Hayling Island.”

One of the key specific principles commented upon by respondents was to support the proposed approach to restricting development on Hayling Island. The Draft Local Plan does not allocate any greenfield land on Hayling Island for development primarily due to the flood risk on the access road, and this principle was supported by a number of respondents. Feedback indicated that these respondents supported the serious consideration of flood risk as being the key factor in informing this approach.

A number of these respondents reported that they live on Hayling Island and supported this approach due to concerns of the impact of development would have on local infrastructure, most notably roads, health and education facilities.

Support dependent on resolution of flooding / sea level rise concerns (6%)

“Little consideration seems to have been given to flooding risk”

The final most common theme raised by those who supported the vision was reference to flooding and sea level rise concerns in relation to new development. Mostly, respondents indicated that with the acknowledged risk to Hayling Island and the borough’s other coastal locations due to the effects of climate change, it was considered wise to restrict development in these areas.

Others provided a more general concern over the impact of increased development and the consequent increase in residents on the borough’s risk of flooding.

Those who oppose the Spatial Strategy

For those who stated that they oppose the Spatial Strategy, the following key themes were raised:

Road infrastructure concerns (49%)

“Primarily, I oppose due to the ever-increasing volume of traffic. Each little development in recent years has put more and more pressure on the existing roads - mainly Southleigh Road and Horndean Road. As a result, huge congestions can

frequently occur ... There is a desperate need for additional or, at least, improved access to the A27 BEFORE any further construction is undertaken."

Roughly half of respondents (49%) cited that concerns over local road infrastructure was a key reason as to why they opposed the Spatial Strategy. These comments highlighted views amongst respondents that the current road network was already struggling or overcapacity and that further development would exacerbate these issues.

Many respondents referenced the Southleigh site within their comments, and this is analysed further below.

A number of comments referred to the access road on and off of Hayling Island, which as the single access route to this location was considered to be approaching or at capacity, and therefore incapable of coping with further development. While it was acknowledged that the Plan was not proposing further greenfield development on Hayling Island, views stated that the cumulative impact of other developments would have an adverse impact on this road.

Respondents submitted their experiences of current heavy traffic and congestion issues within the existing road network, and a view that additional development would only exacerbate these issues. A portion of these respondents exhibited a strong concern on this issue, with a small number of comments using terms such as "unsustainable", "nightmare" and "horrific" when describing their experiences. Many refer to specific roads as being unsuited or incapable of taking on additional traffic.

Road safety was also mentioned alongside comments on the road infrastructure, with many considering that the anticipated increase in traffic as a result of any future development would make the roads unsafe for drivers, pedestrians and cyclists. Some cite instances where accidents or incidents have occurred on the current network and many feel that the proposed development would add to this risk. Some also reference particular roads that had poor visibility or were seen as being in a poor condition, adding to their perceived risk.

Respondents also included reference to the need to implement road infrastructure improvements or enhancements prior to new development, concerns over public transport, the increase in air pollution and the negative impact that new development would have on ambitions to prioritise active travel as other reasons for their opposition.

Further analysis of road infrastructure responses

Within the comments from those who supported the Spatial Strategy and referenced road infrastructure, just over half (52%) of these were specific in referencing the link road for Southleigh.

Within these views, those who were specific in referring to the proposed allocation of the Southleigh site indicated a view that this proposed development would not be suitable due to the lack of capacity of the existing road network. Some went further in their comments by stating their view that for these developments to be considered

suitable, a new relief road would need to be implemented to allow access to the A27 dual carriageway.

The remainder of respondents (48%) were more generalised in their reference to the road network, highlighting either other locations within the borough or the borough's road infrastructure as a whole when giving reasons for their opposition.

Non-specific infrastructure concerns (25%)

"I do not feel the area has the infrastructure for so many houses."

A quarter of respondents highlighted general concerns about local infrastructure and the impact of the proposed development. While a high number of comments were specific about the infrastructure being impacted, other respondents were non-specific when referring to concerns of exceeding the capacity of local infrastructure. Though these respondents were not specific, their concerns mirrored those raised about individual infrastructure parts, namely citing the view that the proposed development will overwhelm infrastructure, exacerbate existing issues with infrastructure capacity and have a negative impact on the local area.

Views given relating to particular infrastructure elements are covered within other sections.

Views against proposed housing numbers / government housing targets (20%)

"I strongly oppose the need to build so many new houses in this area."

1 in 5 respondents were of the opinion that both the proposed housing numbers for the borough were too high and that the government housing targets were unrealistic or unachievable. Comments highlighted many disagreeing or questioning whether the numbers required were suitable for the area, with all respondents here suggesting that the current number did not take the characteristics of the borough into account. Some respondents acknowledged that the proposed Plan provided a rationale for providing a lower number of houses, while others felt that this should go further and that the council should 'push back' on the housing targets.

This argument was backed in many cases by the impact of the proposed development on infrastructure, with comments here also indicating views that the area does not have the availability of land to physically meet the targets set, or that the allocations chosen were not appropriate or suitable sites. These more specific points are captured within other sections.

Health infrastructure concerns (18%)

"Not enough access to healthcare - it already takes weeks to get a GP appointment."

A common concern raised by many who opposed the Spatial Strategy was the anticipated impact of the proposed development on the borough's health infrastructure. Many comments referenced the impact on doctor surgeries, hospitals, dentists and pharmacies in the local area would, in their view, be negative. The level

of proposed development was seen to likely exacerbate existing issues around capacity and availability, with many comments giving experiences of difficulty in securing appointments or receiving treatments with their current patient load. There was concern that these facilities would be overwhelmed by the addition of further residents.

In many of the comments received, respondents indicated that they felt additional facilities would be required to support the proposed level of development, with suggestions including a new GP surgery, dentist or hospital, particularly for areas where there is a higher level of new development (e.g. Southleigh, Emsworth). Some also referenced a lack of doctors or staff to resource the increased patient numbers.

Concerns over loss of open space (17%)

“I recognise that the plan is necessary to address the central government requirement for more houses in the borough. However, this plan would eliminate the green space between Havant and Emsworth.”

The loss of open space was raised as a concern by many respondents. Views here cover reference to green space, designated spaces (such as AONB, SSSI or SAC) or general reference to ‘open space’ in the local area rather than open space as it is defined within the plan itself.

These views made clear that the respondents felt that new development should avoid wherever possible or seek to minimise the impact or any loss of open space in the borough due to the value and importance open spaces provide for residents. There were multiple ways that this importance was expressed, including the positive impact on physical and mental wellbeing, air quality, wildlife, the natural environment and food production.

While many comments did recognise the Spatial Strategy’s prioritisation of brownfield sites over greenfield sites, some felt that it did not go far enough and that a strategy of avoiding development on greenfield sites altogether should be implemented.

Education infrastructure concerns (14%)

“Without robust guarantees, my concern is that existing schools like my daughters will become overcrowded”

Education infrastructure was another commonly referenced element for which respondents raised concerns. This was specifically in relation to the number of school spaces available for children to attend. A number of respondents gave their experiences of having difficulty in finding school spaces for their child or children, and a view that the proposed level of development would exacerbate these issues, with the potential to overwhelm local schools.

Echoing comments received about other infrastructure elements, many comments stated that new development should provide for a new school in the areas most impacted by the increased housing (e.g. Southleigh and schools in Emsworth). In

particular regarding the proposed development at Southleigh, many felt that the inclusion of a primary school was important (and should be provided before any development commences) but also raised concern that the allocation requirements did not include reference to a secondary school.

Wastewater infrastructure concerns (11%)

“No mention of building more sewage treatment facilities to protect Chichester Harbour”

Many comments referenced wastewater infrastructure, raising concerns over both the current state of the borough’s wastewater systems and concerns that the proposed level of development would exacerbate existing issues. Several comments here provided experiences of failing wastewater infrastructure in recent years with particular reference to the borough’s sewage facilities and high profile cases of leakage or pollution at local coastal areas.

Concerns were raised that the new development and subsequent number of new homes could overwhelm a system that – in the view of many – was seen to be unsuitable or fragile with the current demand. It was stated that the sewage network was viewed as in dire need of repair and upgrade, and respondents felt that this should be conducted prior to any development so that the system could cope with additional demand.

Many comments made specific reference to local sewage and water providers, with a negative view on how they are managing and maintaining current systems.

Concern over impact of development on wildlife (11%)

“Yes I understand we need homes but wildlife also occupy this area.”

The final most common theme raised was a concern over the impact of development on wildlife, with respondents indicating concerns that new development would destroy local habitats and reduce wildlife numbers. There were several specifics given when commenting on the impact to wildlife, including protected species such as Bechstein’s bats, hedgehogs, herons and curlews. Other animals such as mice or dormice, foxes, deer, owls, pheasants, lizards, skylarks and insects were referenced in responses. In each of these cases, the respondent was indicating a concern that development would have a negative impact on these animals.

Many were more specific by referencing particular areas allocated for development that may lead to adverse impacts on wildlife, most notably the Southleigh and Long Copse Lane sites. It was felt that the need to protect wildlife in these sites was higher than the need for housing and further development, and therefore these areas should be excluded from consideration for development.

Those who were neutral / had no opinion / were unsure about the Spatial Strategy

In total, 105 respondents stated they were neutral, had no opinion or were unsure about the Spatial Strategy.

The themes raised by those who held a neutral position largely mirrored the views given by those who either supported or opposed the Spatial Strategy, with the following key points raised:

- Concern over the impact of development on local road infrastructure and an uncertainty that any suggested improvements would be provided, informing the neutral or unsure view from these respondents (17 responses)
- Views against the proposed number of houses and / or the government housing targets – comments here were more general in their expression of this theme (9 responses)
- Protection of open / green / designated spaces and an uncertainty that any suggested protections would be provided, informing the neutral or unsure view from these respondents. (9 responses)
- Concern over the impact of development on local health (8 responses) and education (8 responses) infrastructure, with again uncertainty on whether any suggested improvements would be provided alongside any development.

Demographic Breakdown

Looking at the results broken down by demographics, findings show the following comparisons:

By age

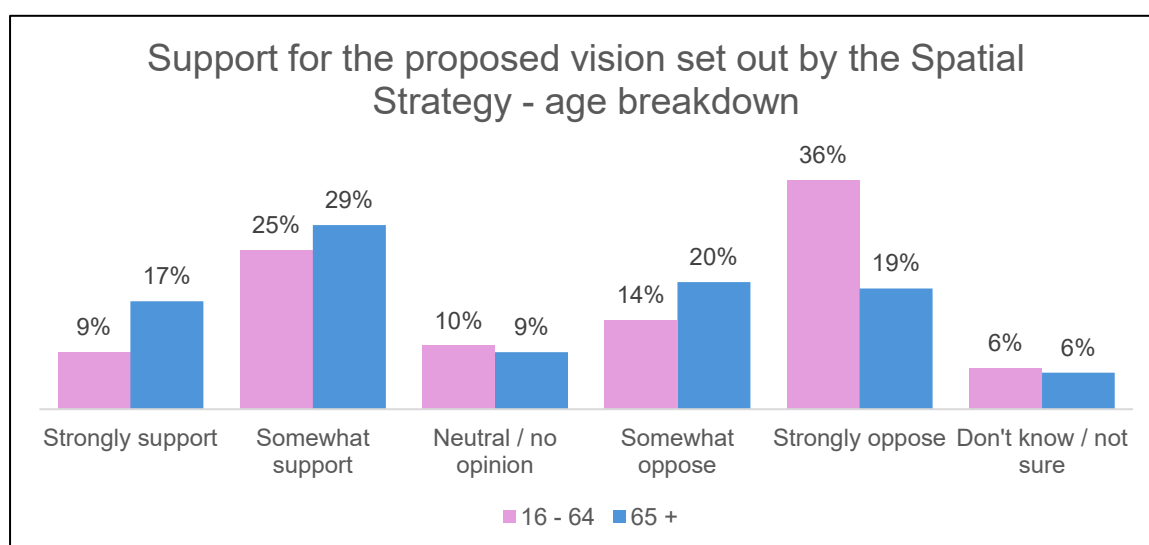


Figure 5 – Responses to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy? Broken down by age groups.
SAMPLE: 16 – 64 (544) / 65 + (429)

Respondents of retirement age were more likely to support the Spatial Strategy than younger respondents, with a combined 46% of those respondents aged 65 and over

indicating that they supported the strategy compared to 34% of those aged 64 and younger.

Correspondingly, half of respondents aged between 16 and 64 (50%) indicated that they opposed the Strategy, compared to 38% of respondents aged 65 and over.

By area

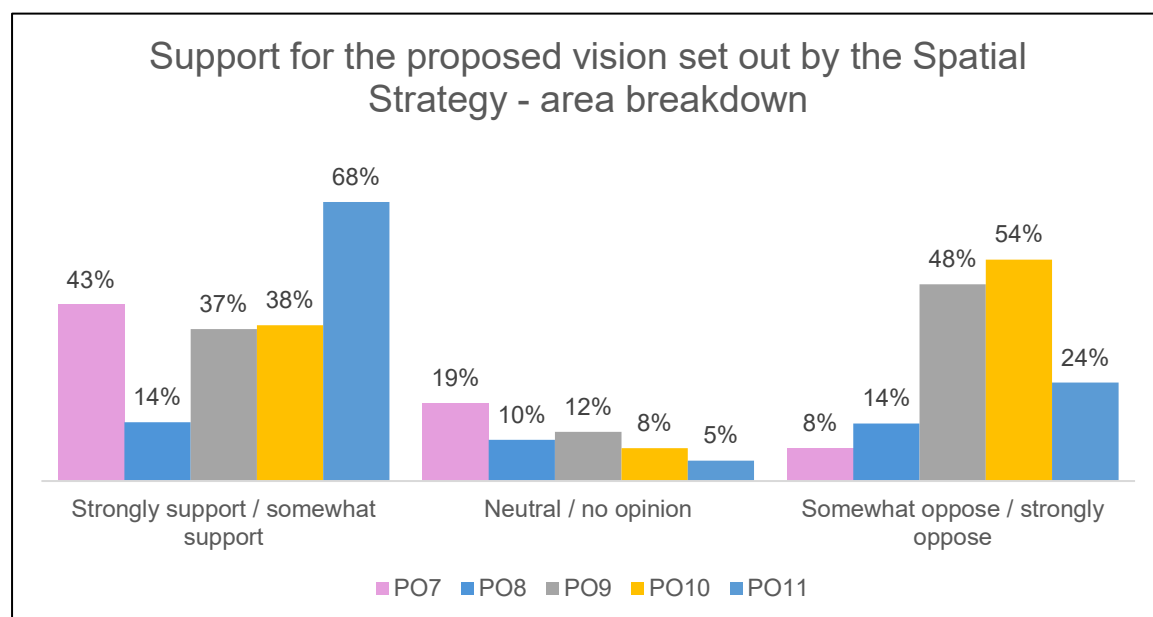


Figure 6 – Responses to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy? Broken down by geographic areas.

SAMPLE: PO7 (37) / PO8 (21) / PO9 (415) / PO10 (303) / PO11 (102)

Respondents from Havant and Emsworth (i.e. those who gave a PO9 or PO10 postcode in their response) were more likely to oppose the Strategy compared with other areas. Approximately half of respondents in these areas (PO9 – 48% / PO10 - 54%) indicated that they opposed the strategy, compared to an average of 15% in other postcode areas.

In contrast, respondents from Hayling Island (i.e. those with a PO11 postcode) were significantly more likely to register their support for the proposed Strategy, with 68% giving this opinion, compared to just over a third of respondents with PO9 and PO10 postcodes.

This matches comments from the wider survey, which indicated that residents in Havant and Emsworth were more likely to oppose the Plan, while those who live on Hayling Island were more likely to support the proposals.

By tenure

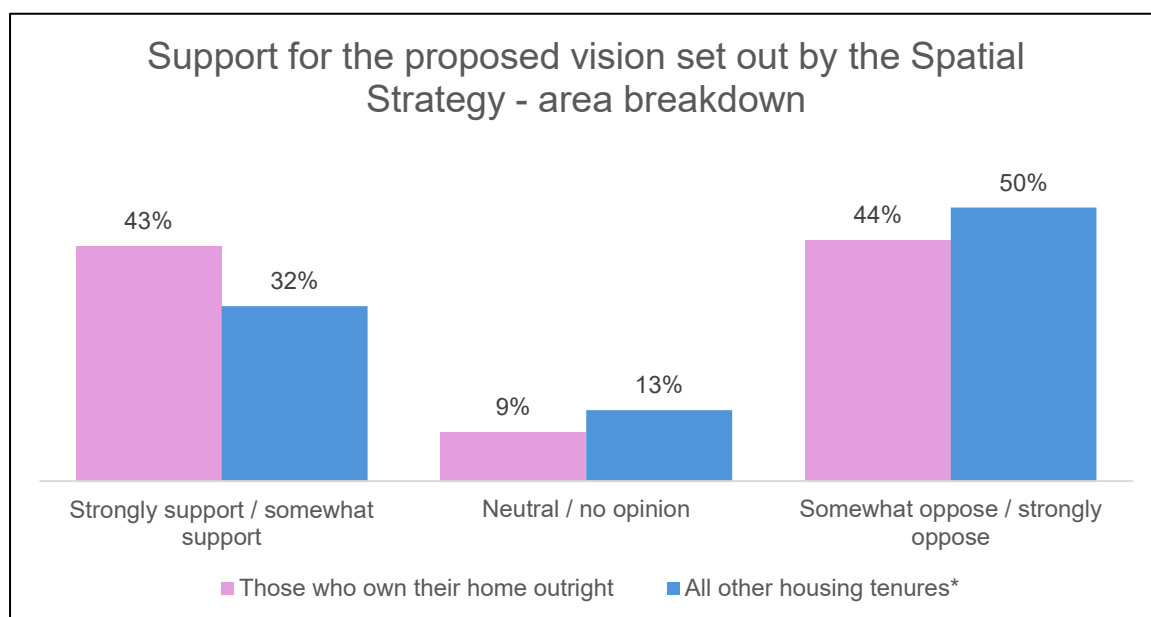


Figure 7 – Responses to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy? Broken down by housing tenure

SAMPLE: Those who own their home outright (613) / All other housing tenures* (309)

Respondents who own their own home were more likely to support the Spatial Strategy (43%) than those who have other housing tenures* (32%).

Correspondingly, half of respondents who have other housing tenures* (50%) opposed the strategy, compared to 44% of respondents who own their own home.

* 'All other housing tenures' include those who responded with any of the following in relation to their home:

- Own with a mortgage or loan
- Part-own and part-rent (shared ownership)
- Rent (with or without housing benefit)
- Rent free

By length of time living in the Borough of Havant

Results were broadly even between those who have lived in Havant over 20 years, and those who have lived in Havant for a shorter timescale.

39% of residents who have lived in the borough for under 20 years supported the strategy compared to 40% of residents who lived in the borough for over 20 years.

Correspondingly, 44% of residents who lived in the borough for under 20 years opposed the strategy compared to 47% who have in the borough for longer.

Written feedback

Of the written responses received, 10 commented upon the Spatial Strategy.

Of these written responses, 8 registered their opposition to the vision, with 2 indicating that they were in support of the Spatial Strategy.

Responses from both those in support or in opposition raised similar concerns to those raised within survey responses, with the following key themes referenced:

- Protection of open / green / designated spaces (8 responses)
- Protection of the local environment and wildlife from the impact of development (7 responses)
- Concern over the impact of development on local infrastructure, including road, health, water and education infrastructure (6 responses)
- The importance of the Plan providing affordable housing in the local area (6 responses)
- Concern over the impact of development on historic sites (including listed buildings) or sites of archaeological importance (6 responses).

Comment card feedback

1 respondent commented upon this section, suggesting that the policy should prioritise high quality design and ensure housing was aimed at supporting local residents.

Go Vocal feedback

No respondents commented on this policy using this method

7.2. Sections to comment upon

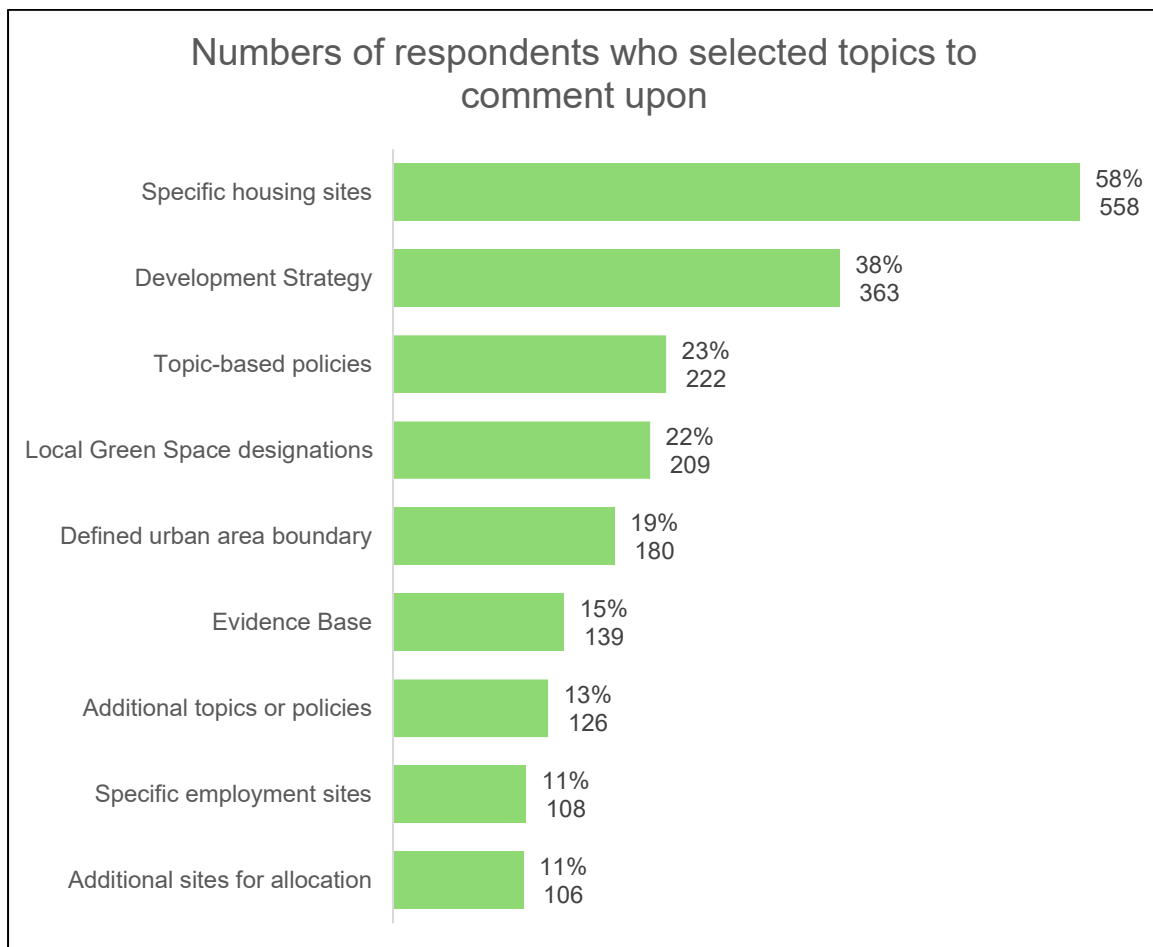


Figure 8 – Responses to Q17 – Which of the following sections of the Building a Better Future Plan do you wish to comment upon?

SAMPLE: 730

The above chart shows the sections of the Draft Building a Better Future Plan that respondents wished to comment upon.

Further details on the comments given to each of these topics can be found in the following sections of this report.

Please note that the above chart shows the number of respondents who indicated that they wished to comment upon a certain topic and the number of comments submitted may differ.

7.3. Evidence Base

Evidence Base – Overall Conclusions

- The majority of respondents **chose not to comment on the evidence base**, with only 73 respondents (or 7% of all survey respondents) choosing to comment upon this section.
- Of those who did choose to comment, **the main themes raised were related to road infrastructure**, with views raising concerns over the impact of development on road infrastructure and comments suggesting that additional road / transport assessments be undertaken (and therefore be included within the evidence base).
- There were a **small number of reports of incorrect or outdated information**.

In total, 63 respondents provided comments about the evidence base used to inform the Plan.

Noting the smaller sample size, the following key themes were raised:

- Concern over the impact of development on road infrastructure – comments here provided a more general view on concerns that the proposed level of development would have a detrimental impact on the local road network, with opinions mirroring responses to other questions throughout the survey (17 responses).
- View that additional transport assessment or information is required for the Plan – following on from the previous theme, comments here stated that further testing of the local road network would be required to ensure that the impact of development was fully understood. Within these, there were explicit and implicit references to a lack of trust within existing transport assessment data. These respondents suggested that updated transport information should then form part of a revised evidence base (11 responses).
- Reported instances of incorrect or outdated information – comments here highlighted areas of the document with potential incorrect or outdated data. These instances will be reviewed as part of the development of the plan (9 responses).
- Views expressing a lack of trust or referencing previous broken promises from the council – comments here were critical of the council, citing instances where respondents felt that previous statements in relation to planning had either not come to fruition or had been disregarded. This extended to a feeling amongst a small numbers of respondents that the council was being dishonest about the ambitions set out in the Plan (8 responses).

- Reported missing documents – comments here cited documents reportedly missing from the evidence base. These instances will be reviewed as part of the development of the plan (8 responses).

7.4. The Development Strategy

The following section provides the findings for questions asked about the Development Strategy section of the Draft Plan.

7.5. Policy 2 – Defined Urban Areas

Policy 2 – Defined Urban Areas – Overall Conclusions

- Narrowly **more respondents opposed the proposed policy** for Defined Urban Areas (43%) compared to those who supported the policy (37%).
- Just **over a quarter of all respondents (27%) strongly opposed** the policy, with around a fifth (22%) stating that they somewhat supported the policy.
- For those who opposed the policy, **the main theme raised was a concern over the impact of development on road infrastructure**, with around a third (31%) of those who opposed the policy giving this view.
- Other themes raised by those who were against the policy were **a negative view on the loss of open or green spaces in the borough, concerns about the impact on infrastructure generally and views against the proposed number of homes**.
- Noting that there were fewer who supported the policy, the key themes raised were acknowledgement over **the protection of open or green spaces**, while others **expressed support for the policy and proposed boundary**.
- **Road infrastructure concerns** were also raised by those in support, showing similarity with those who opposed the policy.
- Respondents of **working age (16-64) were more likely to oppose the proposed policy** (53%) than those of retirement age (37%).
- Those respondents **living on Hayling Island were broadly in support** of the policy (70%), while **those living in Havant or Emsworth were more likely to oppose** (50% and 54% respectively).

Overall views on Policy 2 – Defined Urban Areas

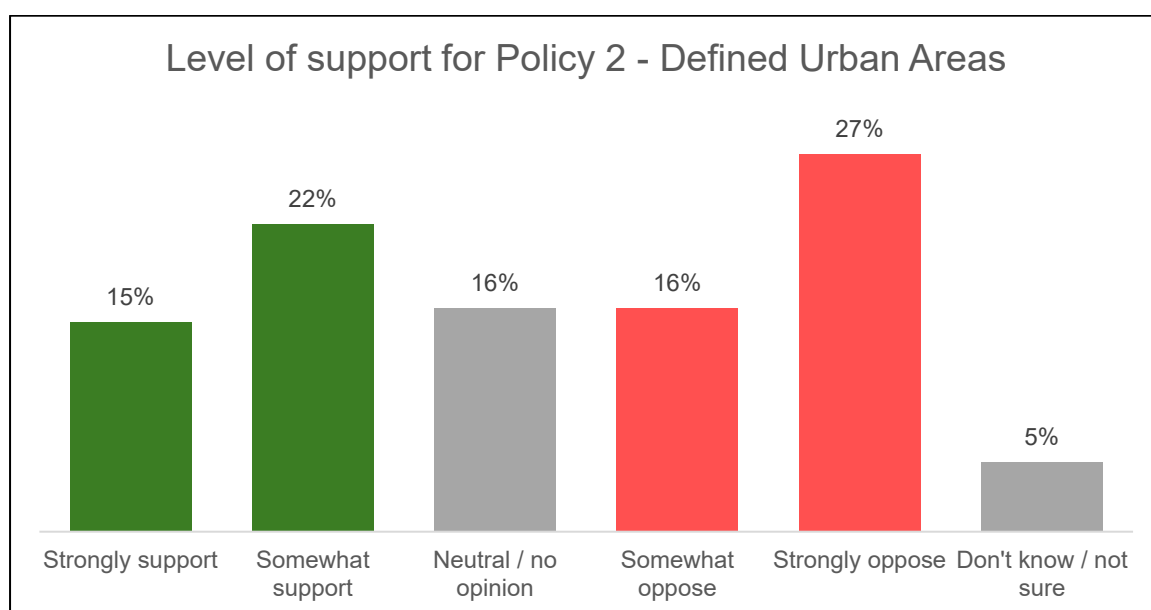


Figure 9 – Responses to Q21 – Do you support or oppose the following policies in the 'Pattern of Development' section of the Development Strategy? (Findings for 'Policy 2 – Defined Urban Areas' option)

SAMPLE: 262

Narrowly more respondents indicated that they opposed the proposed policy for Defined Urban Areas, with 43% stating that they opposed compared to 37% indicating that they supported this policy.

The most common response was to strongly opposed the policy, with just over a quarter of respondents (27%) giving this view, with the next most common response being somewhat support (22%).

Those who supported the policy – Defined Urban Areas

In total, 96 respondents indicated that they supported this policy.

The following key themes raised by these respondents were:

- Acknowledgement of the protection of open / green / designated spaces – comments here indicated support for the Plan's policies towards the protection of open spaces. Respondents used terms such as open space, green space and designated space (such as AONB, SSSI or SAC) within their comments and these have been included together as there is extensive crossover in the use of these definitions. Some comments stated a positive view that feedback from previous consultations had been used to inform this position (15 responses).
- General comments of support – respondents here provided non-specific comments that summarised their support for this policy (14 responses).
- Support dependent on resolution of road infrastructure concerns – although respondents here supported the overall policy and recognised the need for housing, some still registered concern over the impact of development on the

local road network and felt that improvements would be necessary to allow for successful development (11 responses).

- Support of proposed boundary – respondents here were explicit in their support of the proposed urban area boundary, stating that development should remain within this area. A small number of respondents referenced agreement with the exclusion of Hayling Island from the proposed urban area (10 responses).

Those who opposed the policy – Defined Urban Areas

The following chart details the key themes raised by these respondents:

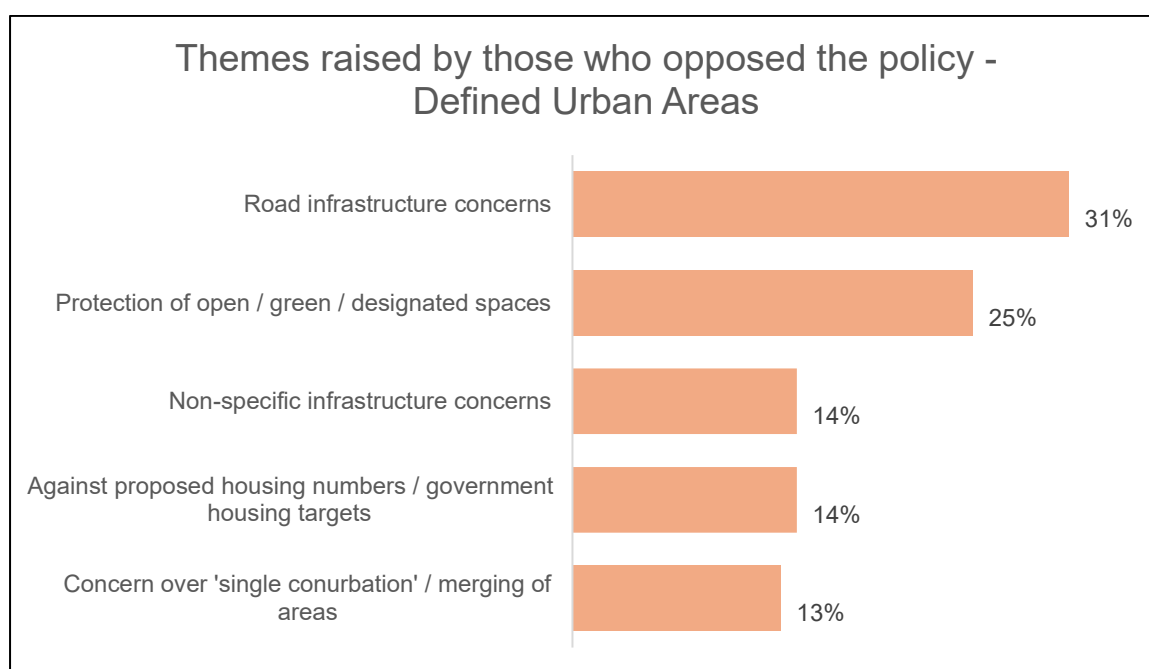


Figure 10 – Responses to Q24 – You indicated that you somewhat oppose / strongly oppose this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat oppose’ or ‘Strongly oppose’ at Q21 (Policy 2 – Defined Urban Areas).

SAMPLE: 112

The following key themes were raised by those who opposed the policy.

Road infrastructure concerns (31%)

Non-specific infrastructure concerns (14%)

“The local road infrastructure cannot cope with the number of local new build estates built within the last 15 years, with increased queues of traffic.”

The main theme raised by respondents was a concern over the impact of development on local road infrastructure. Views ranged from experiences of current road issues around congestion and suitability (i.e. narrow roads being used by excess traffic), comments highlighting the need for the road network to expand based on the proposed level of housing and particular areas that are felt to

necessitate road infrastructure improvements to enable development, most notably Southleigh and Long Copse Lane.

In addition to this, many felt that the proposed urban area would pose an issue for local infrastructure generally, namely that there are current capacity issues and additional development would exacerbate these issues. Comments included here were non-specific about which infrastructure element they were referring to and specific references are captured within other themes.

Loss of open / green / designated spaces (25%)

“If any more green areas are filled in by housing, then there will be virtually no green areas left in the Borough.”

Comments here indicated that the proposed urban area was felt to be unsuitable for many due to the inclusion of natural spaces. Many were specific in referencing Southleigh and Long Copse Lane as particular locations, while others were more general in referencing open, green, natural, wild or rural spaces in the borough and a view that these should be protected from development and not included within the urban area.

Views against proposed housing numbers / government housing targets (14%)

“While I appreciate that the Government wish to have more houses built, why here?”

A common theme amongst responses was a view that the proposed number of houses was too high, and these comments were often in conjunction with a view that the government housing targets were unachievable. While many were general in this negative view, others were more specific in identifying that the proposed urban area was designed to meet housing number quotas that they felt were too high for the area.

Concern over ‘single conurbation’ or merging of distinct areas (13%)

“There is very little gap between Emsworth and Havant. Gaps to the east of Emsworth are already being filled. We will end up with a Havant / Chichester conurbation”

Another key theme that emerged from responses was a view that the proposed urban area would lead to a merging of distinct areas within the borough, with many concerned that a ‘single conurbation’ between Havant and Emsworth. This was in specific reference to the Southleigh Gap, which many felt should be protected from development in order to retain space between these two distinct communities and therefore avoid the loss of distinct character in these locations.

Demographic Breakdown

Respondents of working age (16 – 64) were more likely to oppose the proposed policy for Defined Urban Areas (53%) than those who were aged 65 and over (37%).

Those aged 65 and over were accordingly more likely to support the urban area policy (49%) compared to those of working age (28%).

Respondents from a PO11 postcode (i.e. Hayling Island) were significantly more likely to support the proposed policy (70% support compared to 24% opposing), whereas respondents with a PO9 or PO10 postcode (i.e. Havant or Emsworth) were more likely to oppose the policy, with 50% and 54% stating they oppose the urban areas policy respectively.

Written Responses

Of the written responses received, 1 commented upon the Defined Urban Areas policy, expressing general support for the proposed boundary due to the positive impacts on local nature.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.6. Policy 3 – Regeneration

Policy 3 - Regeneration – Overall Conclusions

- **A majority of respondents stated that they supported the policy (55%),** compared to those who opposed the policy (17%).
- **Just over a quarter of respondents (27%) were neutral,** held no opinion or were unsure about their views on the policy.
- For those who supported the policy, the main themes raised were a **recognition of the need for regeneration,** as well as **support for utilising brownfield sites as a priority for development** and **for varying the uses of town centres with housing, open space or community facilities.**
- For those in opposition to the policy, **respondents raised concerns over the impact of regeneration aims on road infrastructure, open spaces and other general infrastructure elements** (alongside comments raising these themes not in relation to this policy).
- Views on the policy were **broadly similar between different age ranges and areas of the borough.**

Overall views on Policy 3 - Regeneration

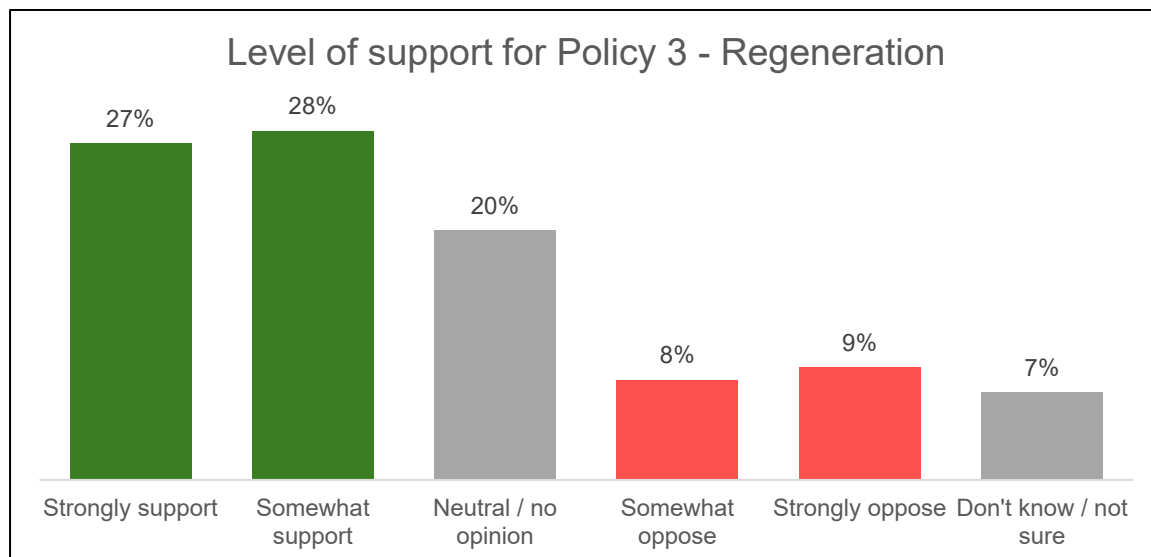


Figure 11 – Responses to Q21 – Do you support or oppose the following policies in the 'Pattern of Development' section of the Development Strategy? (Findings for 'Policy 3 – Regeneration' option)

SAMPLE: 255

A majority of respondents indicated that they support the proposed policy for Regeneration, with 55% stating this perspective compared to 17% indicating that they oppose this policy.

It should however be noted that over a quarter of respondents (27%) either gave no opinion, stated that they were neutral to the policy or were unsure on their view.

Those who supported the policy – Regeneration

The following chart details the key themes raised by these respondents:

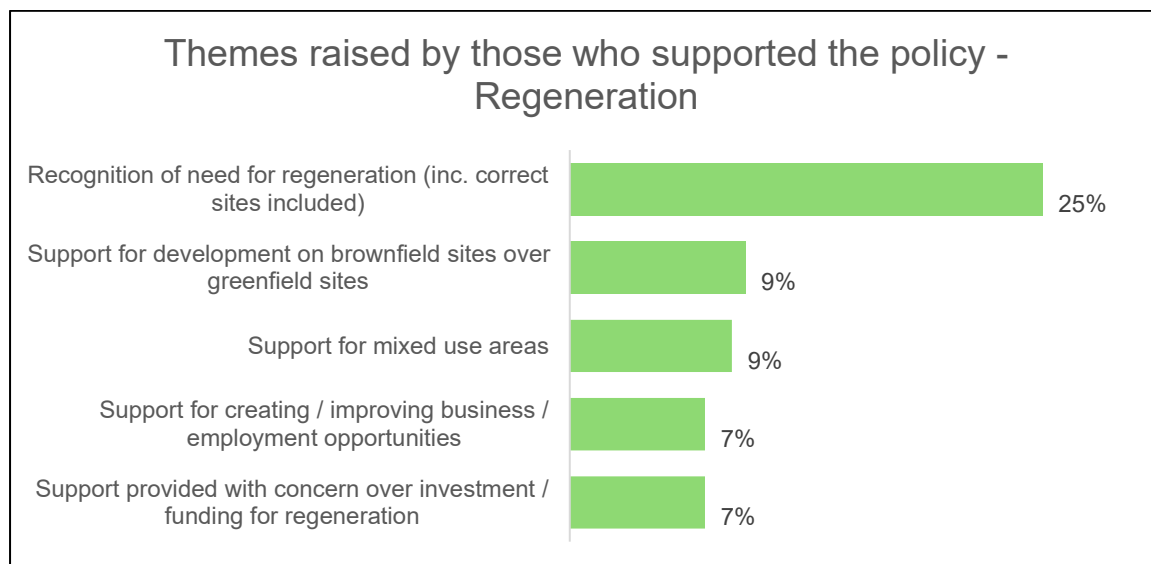


Figure 12 – Responses to Q25 – You indicated that you somewhat support / strongly support this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat support’ or ‘Strongly support’ at Q21 (Policy 3 - Regeneration).

SAMPLE: 140

The following key themes were raised by those who support this policy:

Recognition of the need for regeneration (25%)

“Havant is in desperate need of regeneration. With the right investment Havant could be a jewel as we have so much to be proud off.”

The main theme from respondents who supported the policy was a recognition of the need for and the importance of regeneration. Many commented that the policy was welcomed as it was acknowledged that the borough’s town centre locations required specific attention, and these views also showcased a broadly supportive sentiment towards the proposed policy.

Support for development on brownfield sites over greenfield sites (9%)

“It is right that we use vacant brownfields sites constructively - either for housing or commercial development”

Drawing on themes raised in response to other questions, many responded to this question with agreement to the proposal that development – both for regeneration and more widely – should prioritise the use of brownfield sites over greenfield sites. A number of comments recognised that the borough’s town centre locations identified

within the Plan were often on developed land and therefore further development in these locations would likely not lead to excessive infrastructure issues or loss of green space.

Support for mixed use areas (9%)

“Mixed use feels like the only way to revive our centres and keep them vibrant.”

Following on from the previous theme, comments here suggested support for the utilisation of the borough’s town centres as mixed use areas. In summary, this was a recognition that town centres could be used for retail as well as other more diverse uses, such as housing, open spaces, commercial spaces or community facilities.

Support for creating and improving business / employment opportunities (7%)

“Regeneration would give pride in place for residents, with necessary funding to provide retail, leisure or employment opportunities.”

Another key theme that was raised by respondents was a view that policies aimed at creating and improving business or employment opportunities were supported. Some referenced a view that the current local employment offer was lacking, while others suggested that a stronger local economy would be beneficial to the borough.

Support provided with concern over investment / funding for regeneration (7%)

“I feel that regeneration is needed so long as there is funding for it”

While supportive of the policies, some comments did indicate a level of concern over the funding or investment into the stated regeneration ambitions. Some of these views stated that while they support the aims of the policies, much of the development would depend on external funding sources that are currently not identified and this was raised as a risk that could lead to the ambitions not being fully delivered.

Those who opposed the policy – Regeneration

In total, 45 respondents indicated that they opposed the proposed policy for Regeneration.

Noting the small sample size, the following key themes were raised:

- Road infrastructure concerns (8 responses)
- General infrastructure concerns (7 responses)
- Protection of open / green / designated spaces (5 responses)
- View in opposition to any additional housing being built in the area (5 responses)

It should be noted that within these comments, respondents often referenced elements not included within the Regeneration policy section.

Demographic Breakdown

Views from respondents of working age (16 – 64) and those of retirement age (65 +) were broadly similar in their views on this policy.

Similarly, views amongst different postcode areas were broadly similar.

Written feedback

Of the written responses received, 2 commented upon the Regeneration policy.

Of these, 1 response was in support of the policy and 1 response was in opposition of the policy.

The respondent in favour indicated their support for the regeneration of Leigh Park and opportunities to introduce high density housing, while the respondent in opposition to the policy raised concerns over the funding of regeneration projects, suggesting that further work with central government to realise ambitions.

Comment card feedback

2 respondents referenced this policy within their comments.

1 respondent suggested the regeneration of Hayling Island Seafront should seek to provide fun activities for young families as well as eating and leisure offers, while balancing this alongside the need to be sympathetic to the character of the seafront and wider infrastructure concerns.

1 respondent indicated their view that local employment opportunities should be encouraged as a priority to enable a sufficient job offer alongside the proposed new development.

Go Vocal feedback

No respondents commented on this policy using this method.

7.7. Policy 4 – Infrastructure and Environmental Mitigation

Policy 4 – Infrastructure and Environmental Mitigation – Overall Conclusions

- **More respondents were opposed to the proposed policy for Infrastructure and Environmental Mitigation (46%)** when compared to those who were in support (31%).
- **Almost a third of respondents (31%) indicated that they strongly opposed** the policy.
- Amongst those who supported the policy, the main theme raised was a view **that their support was dependent on the resolution of road infrastructure concerns**. Respondents recognised the need for housing and supported the policy to a degree, but felt that reported issues with the road network needed resolution in order for the proposed level of development to be successful.
- **Infrastructure was highlighted by many who supported the policy** as an issue in need of resolution before development, with comments referencing non-specific 'infrastructure' in their responses alongside wastewater and education facilities.
- **Environmental concerns were also a caveat** for many in their support of the policy, with some stating that these remained areas where they were worried that even with the policy in place there may be negative impacts on the local environment and wildlife.
- **Those who opposed the policy referenced road infrastructure as their main concern**, with around half of respondents (49%) who opposed the policy giving this reason.
- This was due to **a perception that the current road network was at or over capacity and that additional development would exacerbate these issues**. Some respondents were clear in requesting improvements to the local road network within their responses, indicating their view that these should be included as a requirement within the policy.
- Those who opposed the policy also referenced concerns over the **impact of development on non-specific infrastructure and wastewater infrastructure**.
- Comments here also expressed **concern over the policies for the protection of the natural environment**, with a view that the current requirements were not ample to avoid a negative impact on the local area.
- Underpinning many views against the policy was feedback that **the policy should require infrastructure to be in place prior to any development**,

to ensure that any capacity issues are resolved before any increase in local population.

- Similar key themes were raised by those both in support and opposition to the policy.
- While different age ranges reported broadly similar responses, **those living in Havant or Emsworth were more likely to oppose the policy** than those living Waterlooville or Hayling Island.
- **Infrastructure was the most referenced topic throughout the survey findings** and it is clear that for many respondents, this is the key topic that informs their support or opposition to the Plan.

Overall views on Policy 4 – Infrastructure and Environmental Mitigation

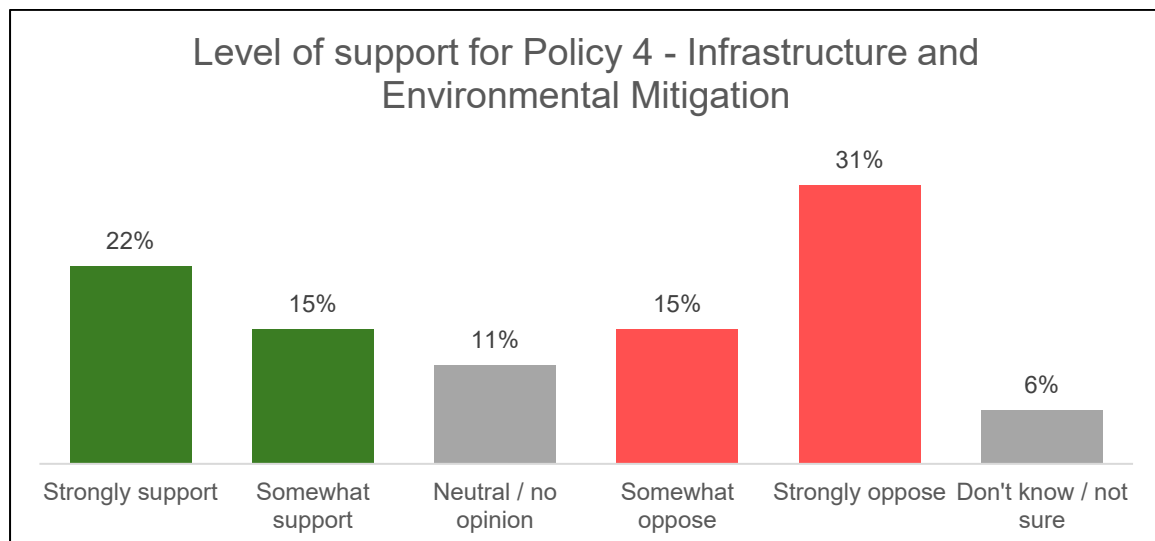


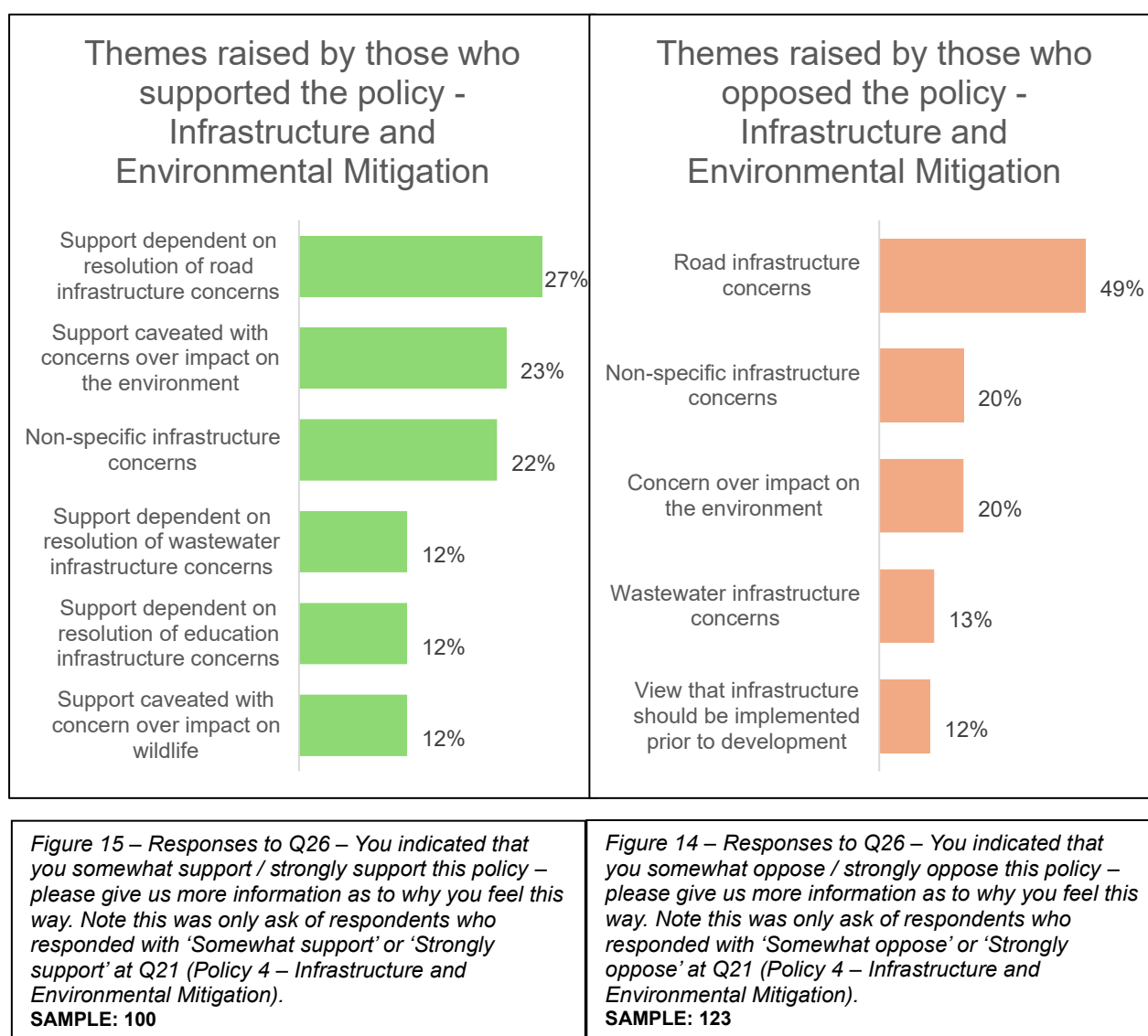
Figure 13 – Responses to Q21 – Do you support or oppose the following policies in the 'Pattern of Development' section of the Development Strategy? (Findings for 'Policy 4 – Infrastructure and Environmental Mitigation' option)

SAMPLE: 268

More respondents were opposed to the proposed policy for Infrastructure and Environmental Mitigation (46%) than those who were in support (37%).

The most common response was to strongly opposed the policy, with just under a third of respondents (31%) giving this view.

Themes raised by respondents



Findings show that the views of those in support and in opposition to the policy often raised similar themes, showing common concerns despite the differences in overall opinion.

Road infrastructure was the main topic raised by both. While similar, the key difference was a view amongst those that support the policy that comments recognise the need for housing but felt that their support was dependent on strengthening the policy by resolving reported issues with local road infrastructure before development could take place. By comparison, those who opposed the policy were more likely to feel that the policy did not go far enough in dealing with perceived deficiencies in the road network. This meant that respondents felt the proposed level of development and the vision was not achievable, and therefore should not go ahead without being revised.

This was also the case for those registering concerns regarding **non-specific infrastructure, wastewater infrastructure and the impact of development on the**

environment, which were reported by both those who supported or opposed the policy.

This suggests that even those who have differing overall views on the Spatial Strategy, the key issues and concerns were broadly consistent.

Those who supported the proposed policy – Infrastructure and Environmental Impact

Those who supported the proposed policy raised the following key themes:

Support dependent on resolution of road infrastructure concerns (27%)

Support dependent on resolution of non-specific infrastructure concerns (22%)

Support dependent on resolution of wastewater infrastructure concerns (12%)

Support dependent on resolution of education infrastructure concerns (12%)

“I strongly support the infrastructure and environmental mitigation but have strong reservations as to whether it will be forthcoming. To date the large number of housing developments have not been supported by any improvements in the infrastructure”

A common thread through responses (mirroring the wider survey findings) was a concern over the impact of infrastructure. Views given indicated that although respondents were in support of the wider policy and that they recognised the need for housing, there was certain conditions that they felt should be included or strengthened within the policy in order for them to fully support the proposals.

The most commonly referenced type of infrastructure was road infrastructure, with many giving experiences of road network issues and concerns that the proposed policy will not avoid exacerbating these issues with the proposed level of increased development. Many were more specific in referring to Southleigh and Long Copse Lane within their responses with a number of views directly suggesting the inclusion of a link road to support these proposed allocations, while others were more general in stating that their support is dependent on improvements to the overall road network.

This echoes comments received relating to general infrastructure (i.e. non-specific reference to infrastructure), wastewater (e.g. sewage) and education infrastructure, with concerns that the policies need to provide for improvements in order for new developments to be successful and without negative consequences.

Support caveated with concerns over the impact of development on the environment (23%)

Support caveated with concerns over the impact of development on wildlife (12%)

“We particularly support the transport shift to low carbon and sustainable modes. We support necessary infrastructure in place to support new developments as well as existing communities. But there should be policies to protect designated sites for

nature from development and mitigation elsewhere, which would result in the loss of precious habitats and ecology.”

Other strong themes that responses highlighted was a view that even though respondents supported the policies, there was still a concern over the impact of development on the environment and local wildlife. Comments expressed the value and importance of the natural environment to respondents and while there was a level of support for the policies, some felt that these should be strengthened as there was still the potential for a negative impact on these elements from new development.

Some views here were against mitigation, feeling that this was insufficient and inappropriate in justifying the potential loss of habitats and / or biodiversity. Similarly other views expressed concern over the loss of local wildlife by building on areas where they have been seen or are known to live.

Those who opposed the policy – Infrastructure and Environmental Mitigation

The following key themes were raised by those who opposed the policy:

Road infrastructure concerns (49%)

Non-specific infrastructure concerns (20%)

Wastewater infrastructure concerns (13%)

“The wording is too weak to ensure that Havant gets the infrastructure it needs for its community. Particularly the roadworks and traffic. It needs another junction to the A27 to enable extra traffic to flow smoothly and clearly and not clog up other roads.”

Mirroring wider results, concerns over the impact of development on infrastructure was the main theme raised, with respondents indicating that they felt the policies did not go far enough to protect or enhance local infrastructure.

Almost half of those opposing these policies referenced road infrastructure within their response, and for many they expressed opposition to the policies due to the lack of referenced road improvements. Comments stated experiences of current traffic issues and concerns that the proposed level of development would exacerbate these issues without enhancements to the local road network. Many comments were specific in referencing improvements in the strategic road network near the proposed Southleigh site.

Other comments were more general about the potential for negative impacts on local infrastructure, while a number referenced concerns about the local wastewater infrastructure. Respondents here gave a view that the current sewage system has experienced difficulties (with some referencing instances of sewage outflow into local waterways) and concern that additional housing would put pressure on this system, causing more issues.

Concern over the impact of development on the environment (20%)

“Not enough consideration has been given to environmental mitigation especially where proposals are for development in large greenfield sites between Emsworth and Havant”

Many felt that the current policies and the wider Plan would lead to a negative impact on the environment and that these should be reconsidered to reduce this risk. Views here referenced the potential for building on greenfield sites and the loss of natural spaces that were seen as important and valuable to local residents as well as having a positive impact on how the borough supports wider environmental ambitions.

Some were specific in referencing the loss of the ‘Southleigh Gap’ as evidence that the policies were not strong and should be strengthened to exclude sites with environmental value from development.

View that infrastructure should be implemented prior to development (12%)

“No consideration for massive increase in traffic especially the Southleigh development- an A27 link road needs to be built BEFORE any development starts”

Another common theme referenced by many was a view that infrastructure should be implemented prior to development. Comments here cited instances from previous developments where supporting infrastructure had not been delivered, and this strengthened a wider view that any required infrastructure as part of any new development should be delivered before that development is finished or, in some comments, started. This would have the benefit of being operational in time to deal with any increases in local populations.

Further analysis of road infrastructure responses

A number of comments from those in support and those in opposition to the policy were specific in referencing the link for Southleigh.

74% of respondents who opposed the policy were specific in referencing the link road for Southleigh, while 26% of those who supported the policy mentioned this.

It was felt – from both those in support or opposition – that the policy should be updated or strengthened to feature a stronger requirement for improvements to the road network at Southleigh. Specifically, respondents expressed the need for a strategic link or spine road to the A27, as this was seen as the desired solution for many to alleviate current traffic congestion and provide capacity for the proposed level of development.

The remainder of respondents (38%) were more generalised in their reference to the road network within their comments, either mentioning other locations within the borough or the borough’s road network as a consideration.

Demographic Breakdown

Views from respondents of working age (16 – 64) and those of retirement age (65 +) were broadly similar in their views on this policy.

Respondents with PO9 or PO10 postcode (i.e. Havant and Emsworth) were broadly in opposition to the proposed policy, with 57% and 50% of respondents from these areas respectively stating this view.

Other areas were more supportive, with around half of respondents supporting the policy in other areas (PO7 – Waterloooville – 43% / PO8 – Cowplain – 50%), with only 19% of PO11 respondents (Hayling Island) opposing the policy.

Written feedback

Of the written responses received, 2 commented upon the Infrastructure and Environmental Mitigation policy.

Of these, 1 response was in support and 1 response was in opposition to the policy.

The respondent in support expressed general agreement with the proposal as well as suggesting inclusion of measures to protect water resources, while the respondent in opposition stated that while some sections were agreeable, further protections of the local environment were required.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.8. Policy 5 – Amount of Housing

Policy 5 –Amount of Housing – Overall Conclusions

- **A majority of respondents (68%) opposed the policy**, compared to 22% of respondents who supported the policy.
- **Almost half of respondents (46%) indicated that they strongly opposed the policy**, giving an indication of the strength of feeling.
- For those in support of the policy, **there was a recognition of the housing need and a level of support for the proposed housing numbers being put forward by the Plan** were sensible in light of local constraints, even though these were less than the government housing targets for the borough.
- Even those who supported the policy **however did raise concerns over the impact of the level of development on local open space and the wider environment**, stating that these were caveats on their support.
- Those in opposition to the policy gave a number of views **against the proposed level of housing within the Plan**, with many stating that even with the proposed deficit to the government housing targets, they remained too high and should be reduced due to the borough's constraints.
- Others were more direct in expressing **disagreement with the government housing targets** and suggested that these should be pushed back on further.
- **Infrastructure was again a key theme raised by many in opposition to the policy**, with a feeling that local infrastructure systems – most notably roads but also health and other non-specific references – could be overwhelmed by the proposed number of new homes and the subsequent increase in the local population.
- Those who opposed the policy also gave **concerns over the impact of the proposed level of development on the local environment with a concern over the loss of open and green spaces in the borough**, with a view that the housing numbers could reduce the availability of these areas across the borough to an unacceptable level.
- While views between age ranges were broadly similar, respondents from **Havant and Emsworth largely registered opposition to the policy**, while respondents from Hayling Island were more likely to support the policy.

Overall views on Policy 5 – Amount of Housing

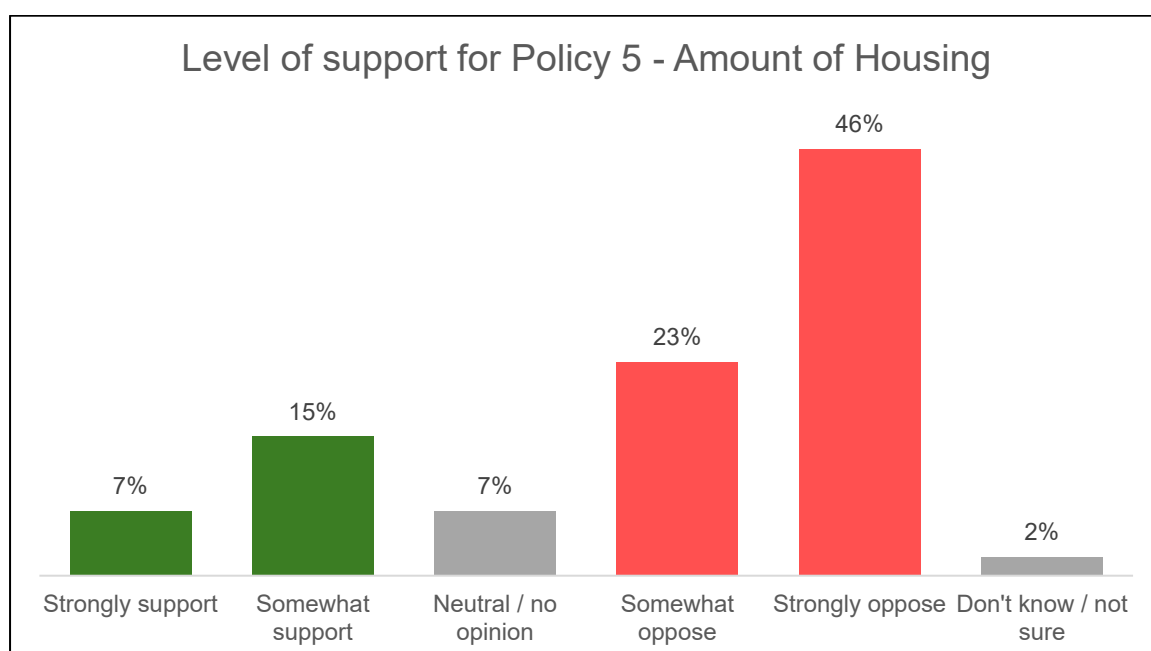


Figure 16 – Responses to Q22 – Do you support or oppose the following policies in the 'How Much Development' section of the Development Strategy? (Findings for 'Policy 5 – Amount of Housing' option)

SAMPLE: 269

A majority of respondents (69%) opposed the Amount of Housing policies, compared to 22% of respondents who supported the policy.

Almost half of respondents (46%) indicated that they strongly opposed the policy, giving an indication of the strength of feeling.

Those who supported the policy – Amount of Housing

In total, 60 respondents indicated that they supported this policy.

Noting the smaller sample size, the following key themes were raised:

- Views against the proposed housing numbers and / or support for reporting deficit to government housing targets – even though they provided a positive view on the policy and recognised the need for housing, comments here expressed an opposition to the number of homes being proposed as well as the targets for housing being set by central government. In many cases, these comments included recognition that the council would not be able to meet these targets (due to the characteristics of the borough such as its coastal location or perceived lack of land availability) and support for the proposed deficit in housing numbers (21 responses).
- Views recognising the need for housing – respondents here acknowledged that there is a need for housing, both at a local and national level. Many remained negative towards the numbers involved but accepted that housing development is needed, with some views referencing the housing crisis and local waiting lists for housing (13 responses).

- Support dependent on protection of open / green / designated spaces – comments here indicated a support for the protection of open spaces within the borough, with respondents using a variety of terms to define these spaces including open, green or designated as well as rural, countryside or undeveloped. Comments indicated that their support was dependent on the protection of these spaces, while understanding the need for new developments (8 responses).
- Support caveated with concerns over the impact of development on the environment – these views expressed a less specific concern over how development could impact the local environment or natural area, even when taken alongside their overall support for the policy. Comments here suggested that although the need for housing is understood, their support was dependent on protective measures for the local environment. This theme does not include more specific reference to open space, wildlife or trees, which are captured within separate themes (7 responses).
- Support caveated with concerns over the perceived lack of available land – comments from those who were supportive of the policy still registered a concern that there is a perceived lack of available land within the borough to develop on, with related support to the stated deficit in proposed housing numbers due to this restriction (7 responses).

Those who opposed the policy – Amount of Housing

The following chart details the key themes raised by these respondents:

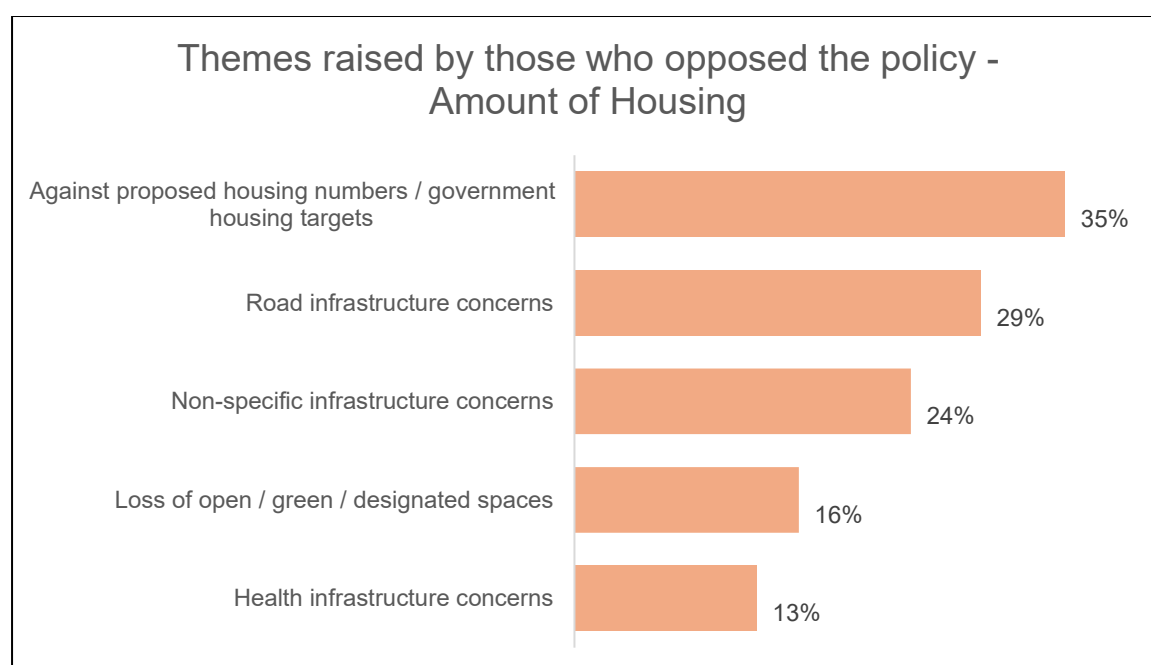


Figure 17 – Responses to Q27 – You indicated that you somewhat oppose / strongly oppose this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat oppose’ or ‘Strongly oppose’ at Q21 (Policy 5 – Amount of Housing).

SAMPLE: 185

Those who oppose the proposed policy raised the following key themes:

Against proposed housing numbers / government housing targets (35%)

“The proposed amount of housing, whilst still below the objectively assessed housing need, feels too large for the area.”

The main theme raised by those in opposition to the policy was a direct disagreement with the proposed number of houses. Many respondents felt that the number of houses proposed for the area was too high, even when recognising that this was below the government housing target for Havant. A number of comments additionally commented on their view that the target set by government was too high for the borough, and that it hadn't considered elements that make the borough unsuitable for that level of development, such as Havant's coastal location or the urban nature of the area.

Road infrastructure concerns (29%)

Non-specific infrastructure concerns (24%)

Health infrastructure concerns (13%)

“The amount of houses currently being constructed and proposed fails to recognise the lack of road structure and provision of essential amenities required to support the increase in population.”

Infrastructure concerns were also commonly referenced by those in opposition to the policy, as it was felt that the proposed amount of housing could lead to an unacceptable impact on local infrastructure. Alongside wider survey findings, road infrastructure was one of the key concerns raised, as respondents indicated that they currently experience traffic issues and feel that the proposed housing numbers would exacerbate problems with the local road network.

As well as more general comments about impact on infrastructure, health infrastructure was also referenced by a number of respondents, with views stating that the proposed amount of housing could lead to instances where local GP surgeries, hospitals and dentists being overwhelmed.

Loss of open / green / designated spaces (16%)

“I am of the opinion that the borough should be able to retain what little open space it has left.”

Another key theme raised by those who opposed the policy was a view that the proposed amount of housing would lead to the loss of local natural spaces that are valued by respondents. Comments highlighted that the proposed housing numbers would necessitate building on greenfield sites and views stated an opposition to this, as these natural spaces were seen as important to respondents.

Demographic Breakdown

Views from respondents of working age (16 – 64) and those of retirement age (65 +) were broadly similar in their views on this policy.

Respondents with a PO9 or PO10 postcode (i.e. Havant and Emsworth) were broadly stronger in their opposition, with 76% of respondents from both these areas respectively stating this view.

By comparison, around half (52%) of respondents with a PO11 postcode (i.e. Hayling Island) stated that they supported the policy.

Written feedback

Of the written responses received, 4 commented upon the Amount of Housing policy.

Of these written responses, 3 registered their opposition to the vision, with 1 indicating that they were in support of the policy.

Those in opposition expressed a disagreement with the proposed housing targets put forward by central government, with some questioning the methodology taken to reach the proposed figure.

This sentiment was mirrored by the respondent in support of the policy, who also referenced the potential impact of devolution on local government decision making.

Comment card feedback

2 respondents referenced this policy within their response.

1 respondent raised concern that the proposed shortfall may mean that the Plan cannot effectively protect areas from speculative applications, while another respondent questioned the overall housing need.

Go Vocal feedback

No respondents commented on this policy using this method.

7.9. Policy 6 – Amount of Employment

Policy 6 – Amount of Employment – Overall Conclusions

- **Around a third of respondents (35%) were either neutral or held no opinion** of the proposed policy.
- For those who gave an indication of their view, **more respondents were in favour of the policy** (39%) compared to those who were in opposition to the policy (13%).
- For those in support of the policy, the main themes raised by respondents was a **general agreement with the measures proposed** and a recognition of the support required for employment space in the borough.
- Many here felt that this **could lead to wider benefits for the area**, while others suggested that the policy would and / or should provide employment for any increased population as a result of increased development, as well as for local residents.
- Though small in number, **those in opposition raised concerns over the impact of the policy and the wider Plan on local infrastructure**, namely road infrastructure.
- Others also registered a **concern that the measures would not provide benefits for local people** and should be redesigned in order to prioritise those who already live in the borough over those moving to the area.
- There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Overall views on Policy 6 – Amount of Employment

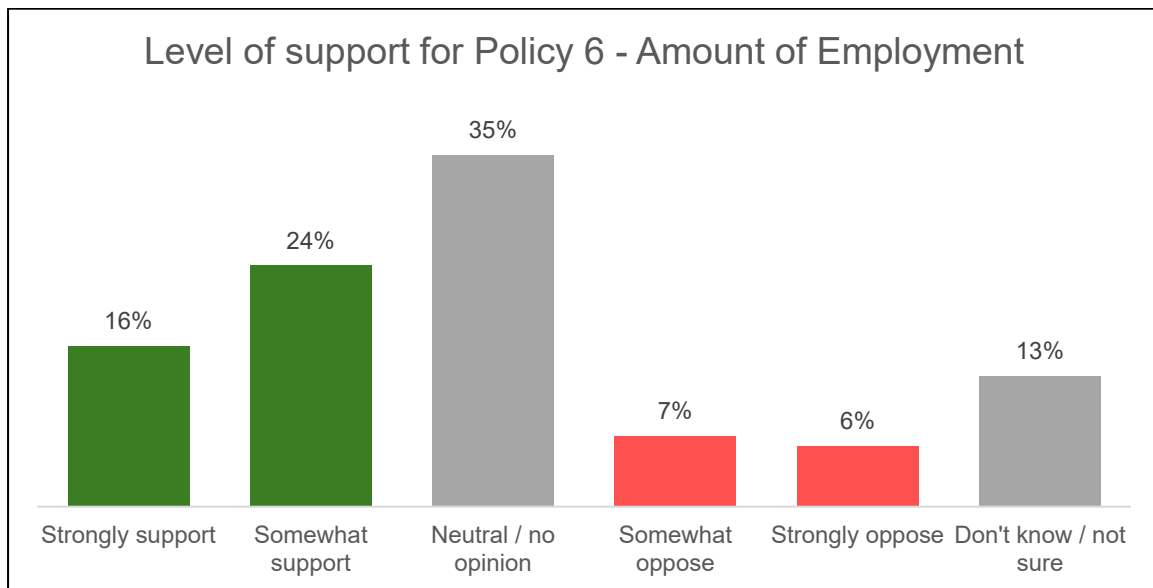


Figure 18 – Responses to Q22 – Do you support or oppose the following policies in the 'How Much Development' section of the Development Strategy? (Findings for 'Policy 6 – Amount of Employment' option)

SAMPLE: 262

Just over a third of respondents (35%) gave a neutral position or had no opinion on the proposed policy for the Amount of Employment, with an additional 13% stating that they were unsure.

For those who gave an indication of their view, more respondents were in favour of the policy (40%) compared to those who were in opposition to the policy (13%).

Those who supported the policy – Amount of Employment

The following chart details the key themes raised by these respondents:

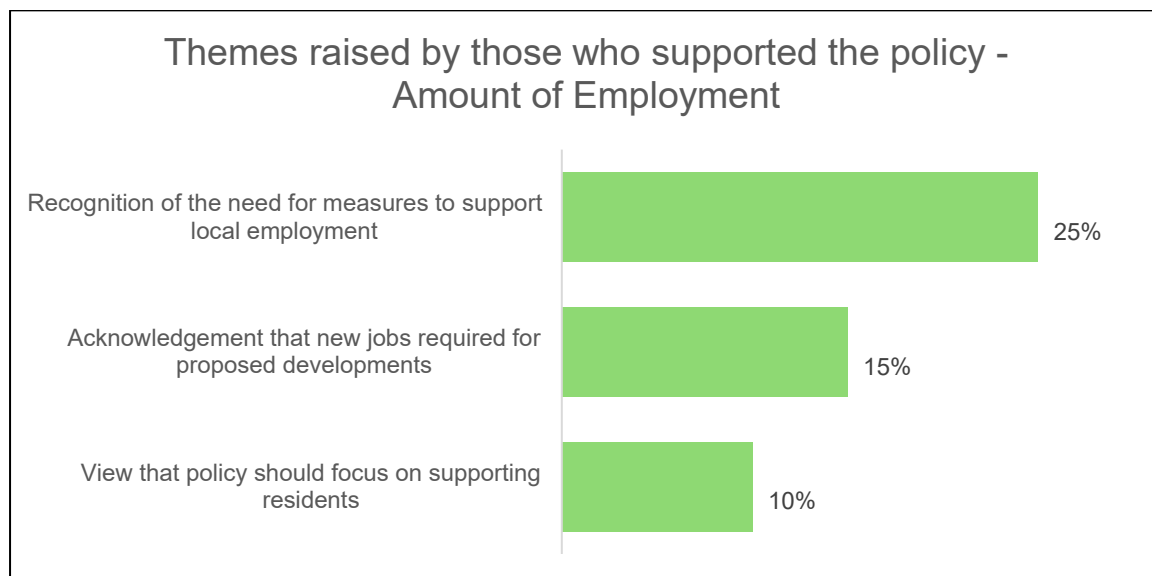


Figure 19 – Responses to Q28 – You indicated that you somewhat support / strongly support this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat support’ or ‘Strongly support’ at Q21 (Policy 8 – Amount of Employment).

SAMPLE: 103

Those who supported the proposed policy raised the following key themes:

Recognition of the need for measures to support local employment (25%)

“Employment for the area is very good and good for local community.”

The main theme raised by respondents who were supportive of the policy and recognised the importance of providing employment in the local area. While some were specific in suggesting that the jobs provided would be a benefit to local residents (covered further below), others were more general in stating that increased employment would generally be positive for the area.

View that new jobs are required to meet increased population as a result of proposed development (15%)

“Jobs will be required locally if thousands more homes are to be built. This would reduce the need for excessive travel.”

Comments here indicated that focus on providing employment was necessary due to the proposed level of development, as the resulting increase in population would mean more people in the area would be in need of work. Some went further in suggesting that the increased provision of local employment would make living in the borough more appealing and encourage new residents to the area.

View that the policy should focus on supporting residents (10%)

“Transport accounts for well over a third of Hampshire's emissions, and commuting a significant proportion of that. Local employment is key to bringing that down.”

A number of comments were more specific in their support of the policy, suggesting that focus should be given on providing more employment for local residents. Respondents referenced issues with employment locally and felt that any opportunities to increase the availability of jobs should prioritise providing for those who currently live in the borough.

Those who opposed the policy – Amount of Employment

In total, 34 respondents indicated that they opposed this policy.

Noting the small sample size, the following key themes were raised:

- Concern over the impact of development on road infrastructure (7 responses – note that some comments here were made in reference to housing rather than employment development)
- Concern that measures would not provide benefits for the local area and should focus on local needs (6 responses)
- Health infrastructure concerns (3 responses)

Demographic Breakdown

There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Written feedback

Of the written responses received, 1 commented upon the Amount of Employment policy and stated that they opposed the policy.

The respondent felt that the policy should focus on providing employment for those living in the borough.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.10. Policy 7 – Five Year Housing Land Supply

Policy 7 – Five Year Housing Land Supply – Overall Conclusions

- **Around half of respondents (49%) indicated that they opposed the proposed policy**, with around a third of all respondents (35%) stating that they strongly opposed.
- This compares to **just under a quarter (23%) stating that they supported the policy**.
- Those who supported the policy **gave general comments in support of the approach, though some did register a disagreement with the proposed housing numbers** and / or the government housing targets despite their overall support and agreed with the proposed deficit to this target.
- Others indicated that **their support was dependent on the ongoing protection of local open and green spaces**.
- For those who opposed the policy, **road infrastructure concerns were the key reason given as many felt that the current network was at or over capacity** and the proposed level of housing would only exacerbate these issues.
- It was felt amongst these respondents **that the local road network was in need of enhancement** in order for the proposed housing numbers to be successful for both existing and new residents.
- Respondents here also **expressed a concern over the loss of open or green spaces as well as a more general disagreement with the targets being set by central government**. Some went further by stating their view that the proposed numbers being put forward as part of the policy remained too high and should be reduced.
- Views between age ranges and different areas of the borough were broadly consistent.

Overall views on Policy 7 – Five Year Housing Land Supply

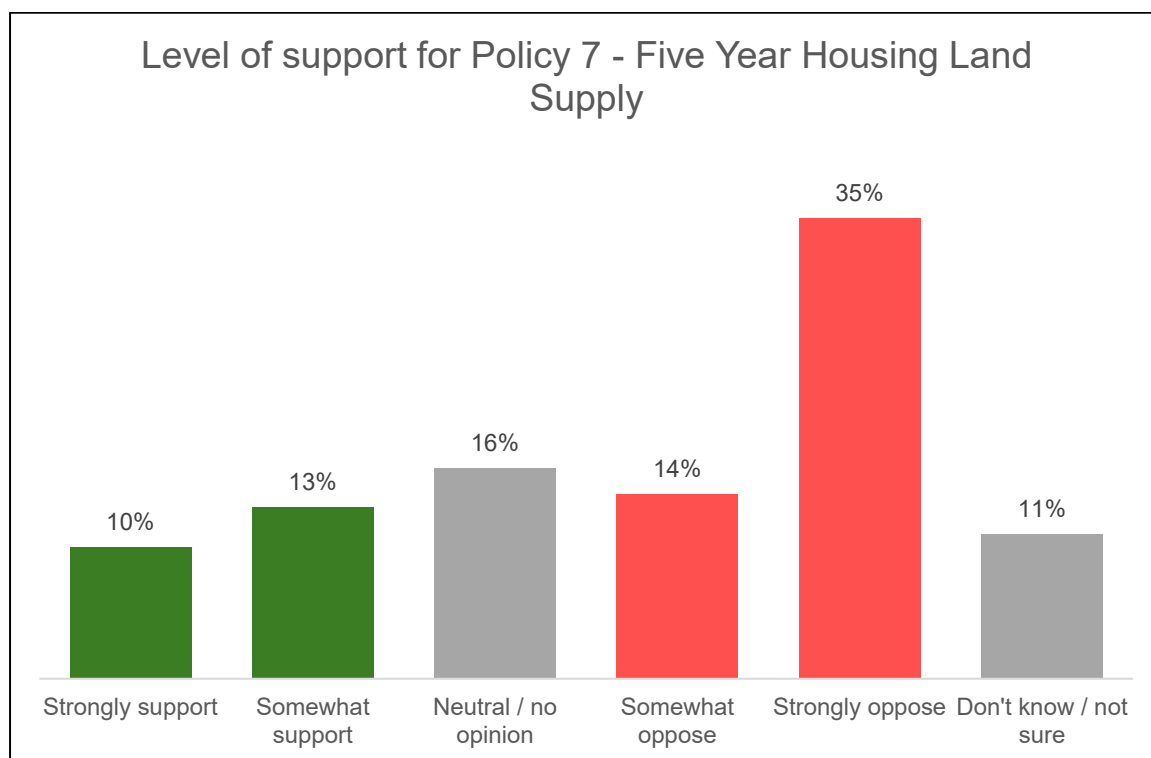


Figure 20 – Responses to Q22 – Do you support or oppose the following policies in the ‘How Much Development’ section of the Development Strategy? (Findings for ‘Policy 7 – Five Year Housing Land Supply’ option)
SAMPLE: 263

Around half of all respondents indicated that they opposed the proposed policy for Five Year Housing Land Supply (49%) – it should be noted that over a third of all those who gave their view (35%) stated that they strongly oppose, providing an indication of the strong sentiment.

This compares to just under a quarter (23%) stating that they support the policy.

Those who supported the policy – Five Year Housing Land Supply

In total, 60 respondents indicated that they supported this policy.

Noting the smaller sample size, the following key themes were raised:

- Comments citing agreement with the proposed policy, with reference to both the general policy and for specific sites within the Plan (7 responses).
- Views against the proposed housing numbers and / or support for reporting deficit to government housing targets – even amongst those who were in support of the policy, comments indicated that they were against the number of housing proposed for the borough and support for the council not meeting the government target (6 responses).
- Support dependent on protection of open / green / designated spaces – comments here expressed a support for how the policy seeks to protect

certain open spaces in the borough, as there were seen as valuable and important to these respondents (4 responses).

Those who opposed the policy – Five Year Housing Land Supply

The following chart details the key themes raised by these respondents:

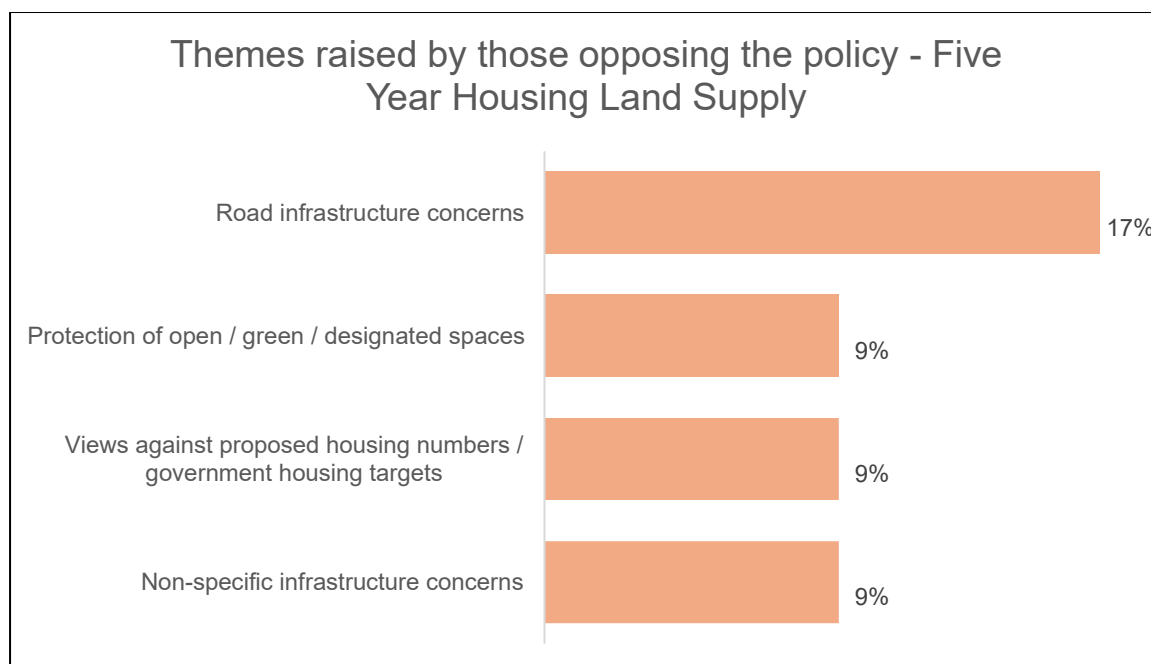


Figure 21 – Responses to Q29 – You indicated that you somewhat oppose / strongly oppose this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat oppose’ or ‘Strongly oppose’ at Q21 (Policy 7 – Five Year Housing Land Supply).
SAMPLE: 130

Those who opposed the proposed policy raised the following key themes:

Road infrastructure concerns (17%)

Non-specific infrastructure concerns (9%)

“Once again infrastructure and a LINK ROAD is needed”

For those in opposition to the policy, infrastructure was again noted as the major concern, particularly in relation to road infrastructure. Respondents felt that the proposed amount of housing put forward by the Plan and the Five Year Supply policy would lead to capacity issues for the road network, with comments detailing current traffic congestion and a concern that the additional development would exacerbate these issues.

These views were reflected when referencing non-specific infrastructure elements in the borough.

Loss of open / green / designated spaces (9%)

“This plan significantly reduces the green space around the area.”

Another key theme raised by respondents was a view that the policy could lead to an unacceptable loss of open or green spaces in the borough. Many interpreted the policy as allowing development on open space outside of the defined urban area, which was viewed negatively by these respondents. Others felt that the policy would lead to the loss of other open spaces within the urban area that were seen as valuable and important to residents.

Views against proposed housing numbers / government housing targets (9%)

“It seems that our hands are tied and we have to 'suggest' areas for development knowing that higher authorities can overrule local decisions. Yes - we need more housing, particularly 'affordable' housing but it invariably means a worsening of the quality of life of those of us who already live here”

Respondents here disagreed with the proposed housing numbers and / or the government housing targets for the borough. While many appreciated the duty set by government to build housing, comments suggested a view amongst these respondents that the numbers were too high and did not take into account the characteristics of the borough, including the coastal nature of the area and lack of available land.

Demographic Breakdown

Views were broadly similar between those aged between 16 and 64, and those of retirement age (65+).

Responses were also broadly similar across different areas of the borough.

Written feedback

Of the written responses received, 1 response commented upon the Five Year Land Supply policy.

The respondent raised concern that the council's position of not being able to meet their requirement meant there was a remaining possibility of negative impacts on the local natural environment.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.11. Policy 8 – Health and Climate Change

Policy 8 – Health and Climate Change – Overall Conclusions

- **Around half of respondents (46%) indicated that they supported the proposed policy for Health and Climate Change**, compared to just over a quarter (27%) saying that they opposed the policy.
- 1 in 5 respondents (20%) had a neutral position or no opinion.
- For those in support, **it was clear that the topics were of notable importance and value** to those respondents and comments indicated a support for the policy aiming to support measures aimed at making a positive impact on these topics.
- For some however, **their support was dependent on concerns relating to road and health infrastructure being resolved**, with many stating that they felt the pressures on these systems were in need of resolution in order for the policy to be successful.
- **For those who opposed the policy, road infrastructure concerns were the main reason for this perspective**, with many feeling that the proposed level of development would negatively impact the deliverability of the policies, most notably through increased traffic congestion and pollution.
- Others also reported **concern over the impact of development on local health infrastructure**, with some also referencing a concern over how development could impact upon the local environment and lead to a negative effect on meeting the measures set out in the policy.
- There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Overall views on Policy 8 – Health and Climate Change

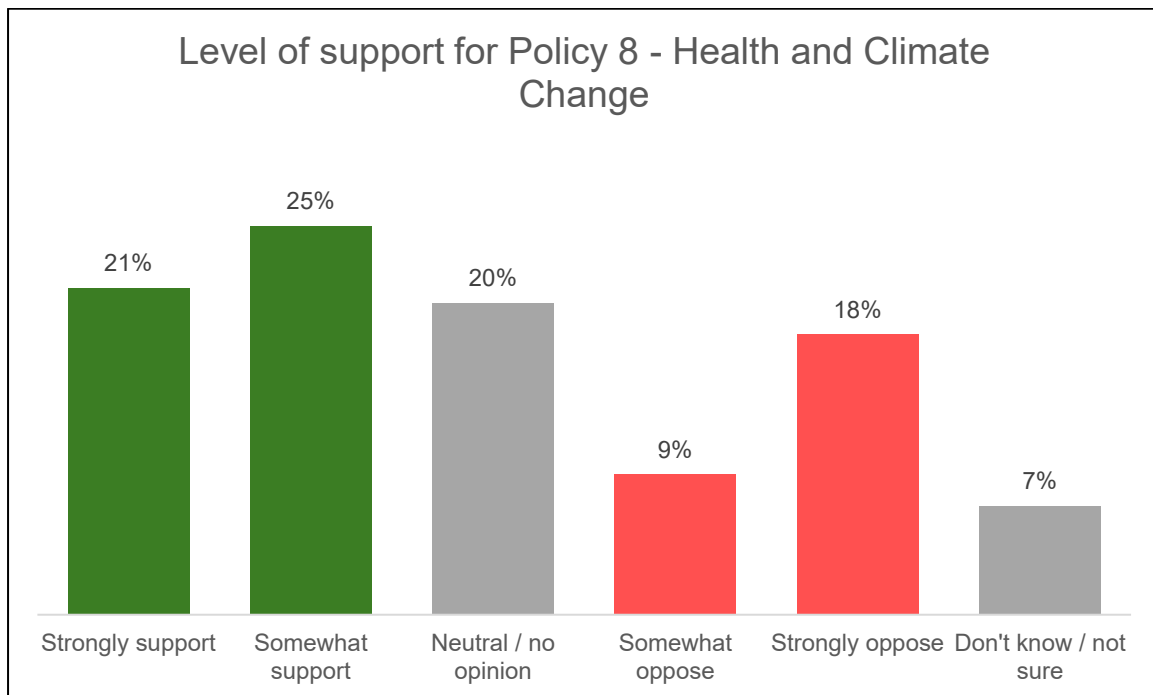


Figure 22 – Responses to Q23 – Do you support or oppose the following policies in the 'Quality of Development' section of the Development Strategy? (Findings for 'Policy 8 – Health and Climate Change' option)
SAMPLE: 253

Around half of respondents (46%) indicated that they supported the proposed policy for Health and Climate Change, compared to just over a quarter (27%) saying that they opposed the policy.

1 in 5 respondents (20%) had a neutral position or no opinion.

Those who supported the policy – Health and Climate Change

The following chart details the key themes raised by these respondents:

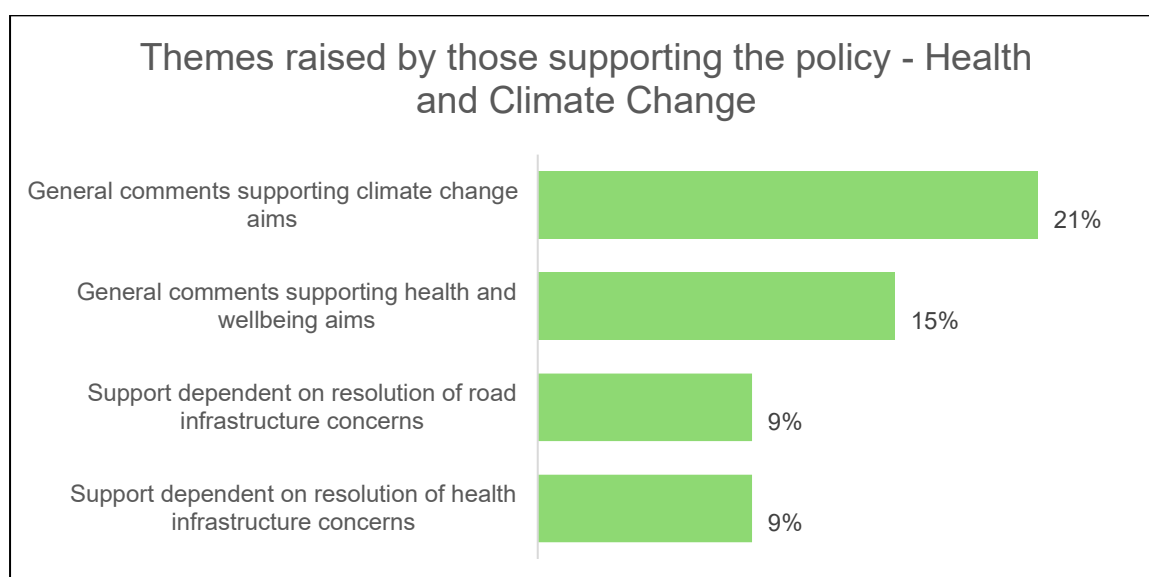


Figure 23 – Responses to Q30 – You indicated that you somewhat support / strongly support this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat support’ or ‘Strongly support’ at Q21 (Policy 8 – Health and Climate Change).

SAMPLE: 117

Those who supported this proposed policy raised the following key themes:

General comments supporting climate change aims (21%)

General comments supporting health and wellbeing aims (15%)

“The policies seem to be doing all they can to improve the health of the people of the borough and to mitigate the effects of climate change as much as possible.”

Many of the comments received in response to this policy gave general support to the aims identified within. Respondents here expressed the importance of the aims to meet the challenges of climate change and for improving local health and wellbeing.

Support dependent on resolution of road infrastructure concerns (9%)

Support dependent on resolution of health infrastructure concerns (9%)

“We support the new homes being built however strongly advise we need a link to the A27, a doctors surgery”

Comments here made clear that their support relied on improvements being made to local infrastructure, namely road and health infrastructure. It was felt that the proposed levels of development could lead to increased traffic congestion, and that this could in turn lead to detrimental effects on the local environment, that would counteract the positive aims of the climate change ambitions.

Similarly, many felt that the increased pressure on the capacity of local health infrastructure such as doctor surgeries, dentists and hospitals would have a negative impact on the success of the health and wellbeing policies.

Those who opposed the policy – Health and Climate Change

In total, 69 respondents indicated that they opposed this policy.

Noting the smaller sample size, the following key themes were raised:

- Concern over the impact of development on road infrastructure – respondents here indicated a view that the proposed level of development would lead to increased traffic congestion and that this would have a negative impact on the deliverability of the policies (15 responses).
- General concerns over pollution levels, most often connected to increased traffic and, to a lesser extent, sewage releases into the sea, as caused by the proposed level of development (14 responses).
- Concern that the policy does not do enough to positively impact on resident health and wellbeing – this was mainly perceived due to the potential loss of open spaces, overcrowding of areas in the borough and the impacts of increased traffic congestion (8 responses).
- General concerns over the impact of development on the environment, with some referencing specific allocations such as Southleigh and Long Copse Lane (8 responses).
- Concern over the impact of development on health infrastructure, including doctor surgeries, hospitals and dentists – comments here detailed current experiences of capacity issues and a concern that the additional population as a result of development would exacerbate these challenges (8 responses).

Demographic Breakdown

There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Written feedback

Of the written responses received, 3 commented upon the Health and Climate Change policy, of which all were in support of the proposed policy.

Written responses expressed a strong support for the high profile reference of the climate change crisis and its predicted impact on the local area.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.12. Policy 9 – New Homes for Sustainable Communities

Policy 9 – New Homes for Sustainable Communities – Overall Conclusions

- **Views on the proposed policy for New Homes for Sustainable Communities were broadly split**, with 41% of respondents in support compared to 37% of respondents who opposed the policy.
- Those in support of the policy highlighted the importance of key factors identified within the policy, namely in **providing affordable housing in the local area, providing a variety of units sizes and tenures, and in providing housing of a high quality**.
- Those who were in opposition to the policy indicated **that they felt that the proposed housing numbers** – in many cases both those set by central government and those proposed within the Plan – **were not conducive with a sustainable community** and would need to be reduced in order to be sustainable.
- Others highlighted **concerns over the impact of the proposed level of development on local road infrastructure**, with others more generally referencing non-specific infrastructure elements.
- There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Overall views on Policy 9 – New Homes for Sustainable Communities

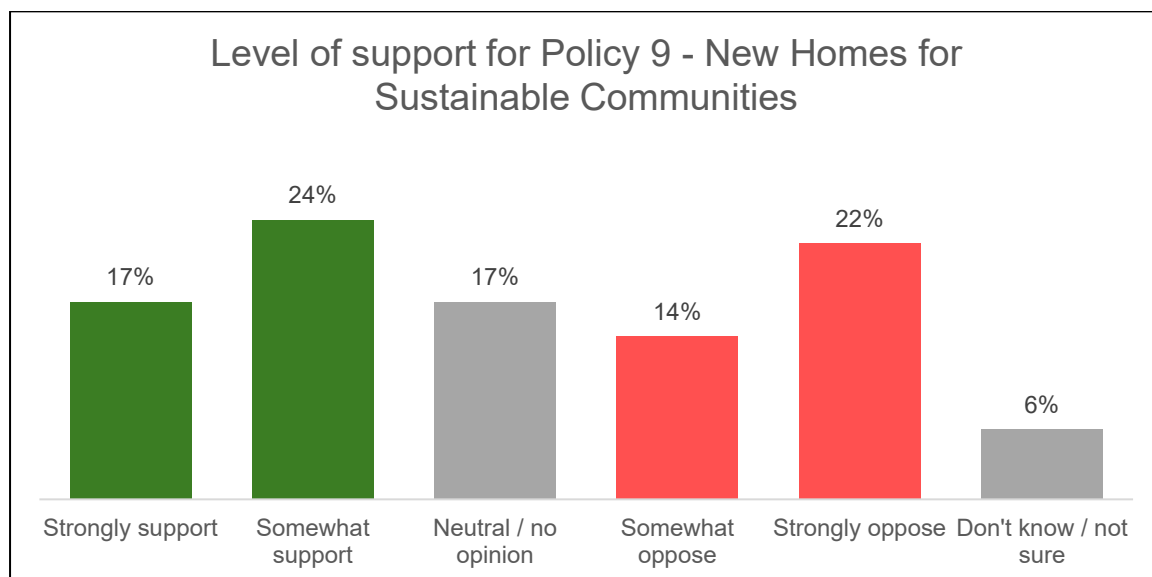


Figure 24 – Responses to Q23 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 9 – New Homes for Sustainable Communities’ option)
SAMPLE: 254

Views on the proposed policy for New Homes for Sustainable Communities were broadly split, with 41% of respondents in support compared to 36% of respondents who opposed the policy.

Those who supported the policy – New Homes for Sustainable Communities

The following chart details the key themes raised by these respondents:

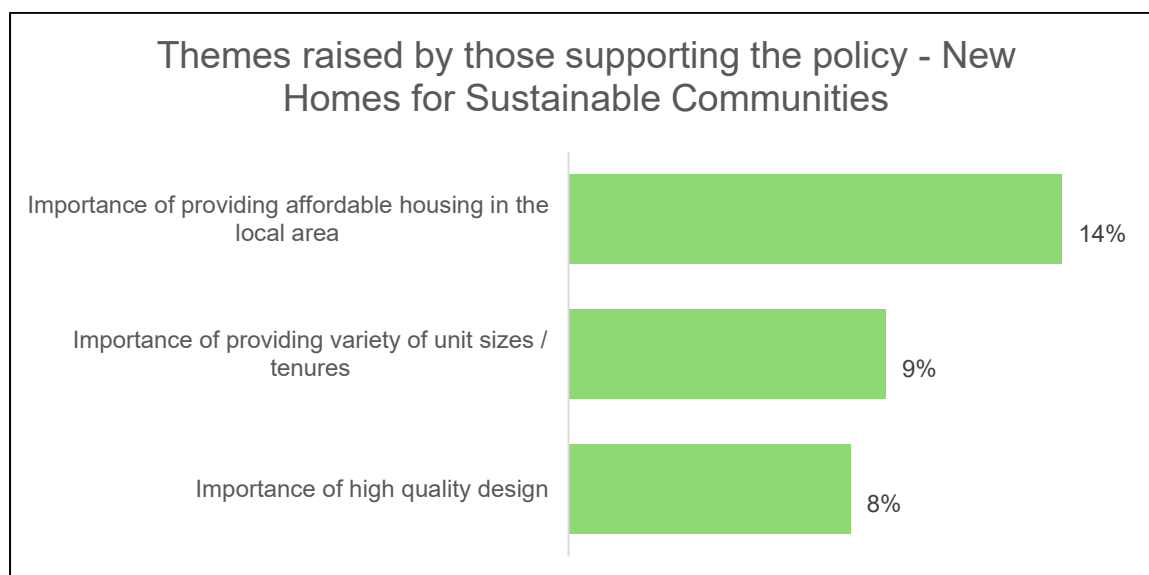


Figure 25 – Responses to Q30 – You indicated that you somewhat support / strongly support this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat support’ or ‘Strongly support’ at Q21 (Policy 9 – New Homes for Sustainable Communities).
SAMPLE: 104

Those who supported this proposed policy raised the following key themes:

Views expressing the importance of providing affordable housing in the local area (14%)

“It is a huge problem that housing is becoming unaffordable for younger people and anything that seeks to address this is positive.”

The main theme raised by those in support of the policy was recognition of the importance of providing affordable housing within the borough. Many felt that this was an important part of the overall Plan, with the opportunity to create homes for those who currently may not be able to afford to live in the area. Some comments referenced the importance of making housing affordable for young or first-time buyers, as well as wider references to the challenges in local housing affordability.

Views expressing the importance of providing a variety of different sized units and tenures (e.g. rent, social, part of housing schemes) with any new developments (9%)

“The housing mix in any development must recognise the needs of the population with regard to age distribution and affordability of homes. Sustainable communities

will need a wide range of types of housing, as well as approaches to tenancy or home ownership to meet the needs of the whole community.”

A common theme amongst respondents was a view that new developments should provide a variety of units so that a wide range of people can secure a home. Comments indicated that this was both in terms of the size of units (e.g. new developments should provide 1, 2, 3 and 4+ bedroom housing and flats so that there are units available to small and big families) and tenures (e.g. to buy, rent, social / affordable housing, part of housing schemes) so that those with differing circumstances can find a suitable home.

Views expressing the importance of a high standard / quality of design for new developments (8%)

“Too many developments are "cookie cutter", badly designed and serve only the developers' profits. We need well designed developments”

Another key theme was a view that new developments should seek to be of a high quality and standard of design. Some comments referenced previous developments that were seen to be of poor quality or boring design, and felt that the Plan was an opportunity to implement higher design standards to make local housing better and more appealing to prospective buyers.

Those who opposed the policy – New Homes for Sustainable Communities

In total, 92 respondents indicated that they opposed this policy.

Noting the smaller sample size, the following key themes were raised:

- Views against the proposed housing numbers and / or government housing targets – a particular point raised by these comments was a view that the proposed numbers would not enable a sustainable community and would need to be reduced in order to be more sustainable (14 responses).
- Concern over the impact of development on road infrastructure, with particular reference to a view that the increased traffic congestion would not be seen as sustainable (11 responses).
- Non-specific concerns raised over the impact of development on infrastructure (9 responses).

Demographic Breakdown

There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Written feedback

Of the written responses received, 1 commented upon the New Homes for Sustainable Community policy and expressed general support for the proposals.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.13. Policy 10 – Supporting a Strong and Prosperous Economy

Policy 10 – Supporting a Strong and Prosperous Economy – Overall Conclusions

- **A majority of respondents (60%) indicated that they supported the proposed policy** for Supporting a Strong and Prosperous Economy, compared to 12% indicating that they opposed the approach.
- Around a quarter of respondents (28%) had a neutral view, no opinion or were unsure.
- For those in support of the policy, **comments expressed agreement with measures to strengthen the local economy and with the policy itself**, while others highlighted a wider importance of attracting businesses to the area to help generate a stronger local economy.
- Though small in number, **those who opposed the policy expressed a concern over the lack of a local employment offer** and concerns over the impacts of the policy on road infrastructure.
- There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Overall views on Policy 10 – Supporting a Strong and Prosperous Economy

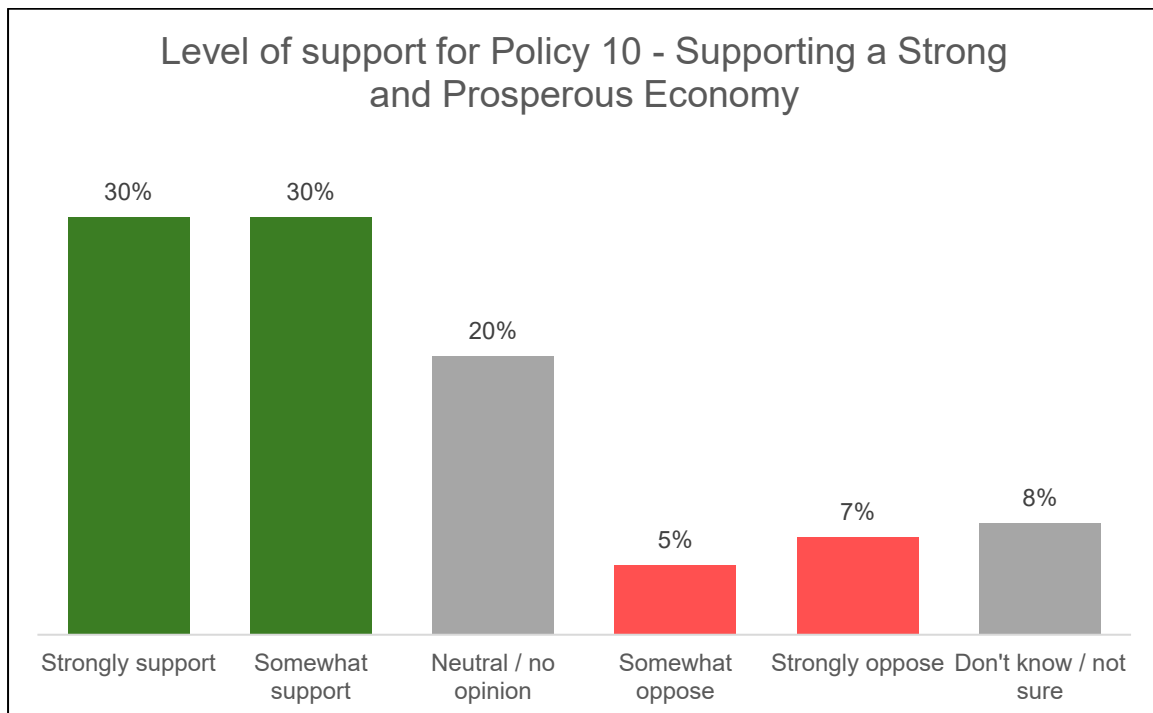


Figure 26 – Responses to Q23 – Do you support or oppose the following policies in the 'Quality of Development' section of the Development Strategy? (Findings for 'Policy 10 – Supporting a Strong and Prosperous Economy' option)

SAMPLE: 255

A majority of respondents (60%) indicated that they supported the proposed policy for Supporting a Strong and Prosperous Economy, compared to 12% indicating that they opposed the approach.

It should be noted however that 1 in 5 (20%) had a neutral position or no opinion, going up to over a quarter (28%) when those who were unsure are included.

Those who supported the policy – Supporting a Strong and Prosperous Economy

The following chart details the key themes raised by these respondents:

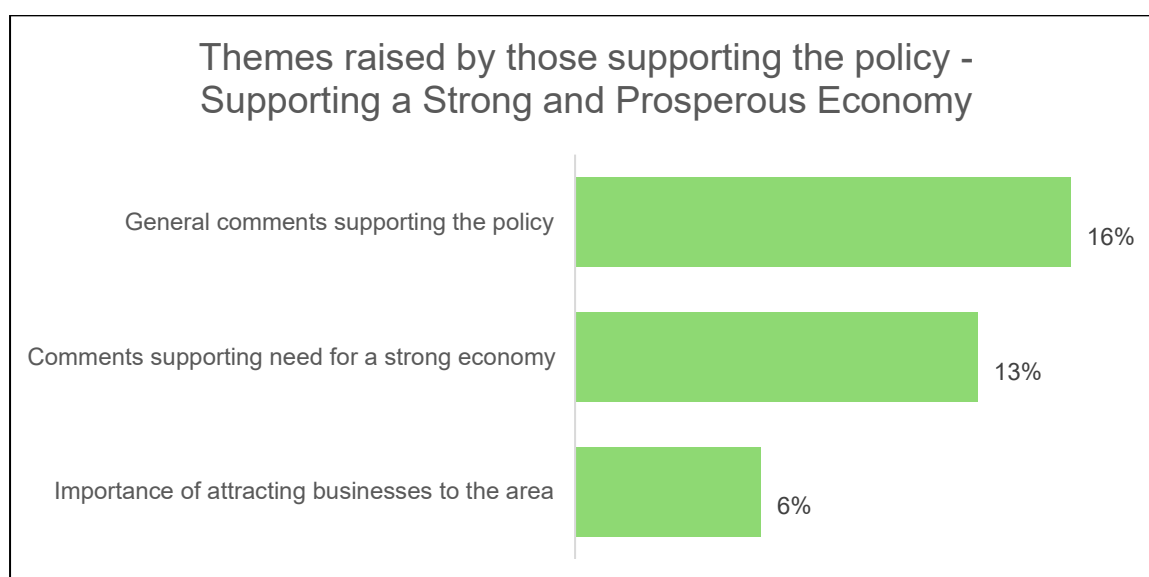


Figure 27 – Responses to Q32 – You indicated that you somewhat support / strongly support this policy – please give us more information as to why you feel this way. Note this was only ask of respondents who responded with ‘Somewhat support’ or ‘Strongly support’ at Q21 (Policy 10 – Supporting a Strong and Prosperous Economy).
SAMPLE: 152

Those who supported the proposed policy raised the following key themes:

General comments supporting the policy (16%)

Comments supported the need for a strong local economy (13%)

“Havant is a great town and deserves to be helping its community prosper.”

The main themes raised by respondents were general comments in support of the policy. Respondents here recognised the need for the policy and the benefits of working towards a strong local economy.

Views expressing the importance of attracting business to the area (6%)

“Havant has an excellent location for business. The need for adaptive floorspace and sites that meet the needs of future business is essential. Critically the training of the borough's young people for the jobs of tomorrow is essential.”

Another key theme raised by responses was a support for the policy's ambition to attract businesses into the area in seeking to realise a strong local economy. Some comments expressed a view that this had perhaps been lacking in recent years, and felt that the proposed policy was a positive step towards encouraging businesses to the borough.

Those who opposed this policy – Supporting a Strong and Prosperous Economy

In total, 32 respondents indicated that they opposed this policy.

Noting the small sample size, the following key themes were raised:

- Concern that there is a lack of local employment currently on offer (5 responses).
- Concern over the impact of development on road infrastructure, with reference to any impact caused by additional employment sites (5 responses).

Demographic Breakdown

There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Written feedback

Of the written responses received, 1 commented upon the Supporting a Strong and Prosperous Economy policy and expressed general support for the proposals.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.14. Policy 11 – The Role of Applicants and the Local Planning Authority in Delivering Development

Policy 11 – The Role of Applicants and the Local Planning Authority in Delivering Development – Overall Conclusions

- **Narrowly more respondents were in opposition** (36%) to the proposed policy than those who supported the policy (30%).
- Around a third of respondents (34%) were unsure or gave a neutral / no opinion response.
- For those in support, **respondents emphasised the importance of enforcing standards and / or ensuring developers are held accountable for development requirements**, with many suggesting that this was crucial in ensuring that the measures set out in the wider Plan were delivered.
- Others highlighted the view that **engagement would be critical to the success of this policy and the wider Plan**, referencing early dialogue with both local communities and key stakeholders as being important in successfully delivering sustainable development and fostering good community relationships.
- Those opposed to the policy **expressed a scepticism relating to the role and functions of the local planning authority and / or housing developers**, with respondents referencing previous experiences which they felt cast doubt on the deliverability of new development and concern over whether community views would be meaningfully considered.
- **Reference to the perceived negative impact on road infrastructure and views against the proposed housing numbers** were also given by those in opposition to the policy.
- There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Overall views on Policy 11 – The Role of Applicants and the Local Planning Authority in Delivering Development

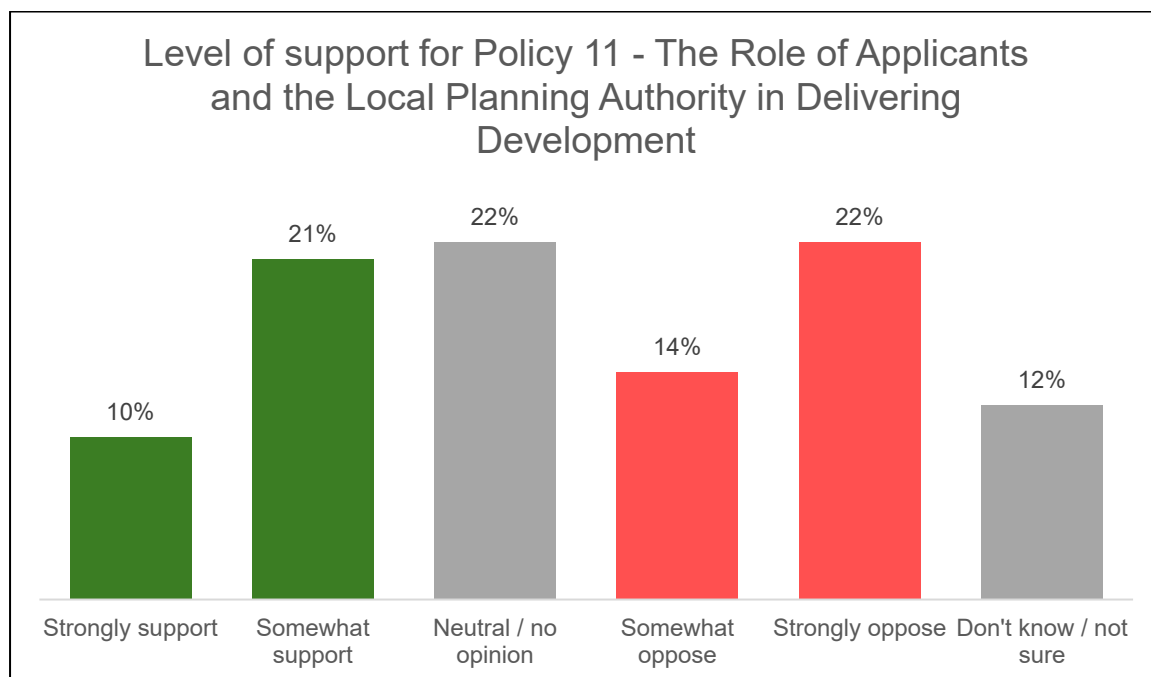


Figure 28 – Responses to Q23 – Do you support or oppose the following policies in the 'Quality of Development' section of the Development Strategy? (Findings for 'Policy 11 – The Role of Applications and the Local Planning Authority in Delivering Development' option)

SAMPLE: 257

Narrowly more respondents were in opposition (36%) to the proposed policy for The Role of Applicants and the Local Planning Authority in Delivering Development than those who supported the policy (31%).

Around a third of respondents (34%) were unsure or gave a neutral / no opinion response.

Those who supported the policy – The Role of Applicants and the Local Planning Authority in Delivering Development

In total, 79 respondents indicated that they supported this policy.

Noting the smaller sample size, the following key themes were raised:

- The importance of enforcing standards and / or ensuring developers are held accountable to the requirements set out in the Plan – this was seen as an important factor by many who stated that while they support the measures put forward by the Plan, they felt these requirements would only be delivered if requirements were enforced and developers were held accountable for any unfulfilled requirements (11 responses).
- The importance of engaging early with both the local community and key stakeholders including developers to enable more successful development – for some there was reference to instances where this may not have happened

with previous developments and there were comments suggesting that going forward, successful engagement could provide an opportunity to improve community relations (11 responses).

- General comments supporting the policy (7 responses).

Those who opposed the policy – The Role of Applicants and the Local Planning Authority in Delivering Development

In total, 91 respondents indicated that they opposed this policy.

Noting the smaller sample size, the following key themes were raised:

- Comments expressing a scepticism relating to the role and functions of the local planning authority and / or housing developers, most notably in listening to resident concerns and protecting the local area – comments here provided examples from residents where they felt disappointed or disillusioned by previous experiences of dealing with the council and a concern that their views given in the survey may not be considered or used to influence the final Plan (26 responses).
- Concern over the impact of development on road infrastructure – most notably in relation to this policy, some residents referenced instances where previously road infrastructure improvements had been promised but not delivered. Others provided more general feedback that developers / applicants should be made by the council to consider improvements to the strategic road network (17 responses).
- Views against the proposed housing numbers and / or government housing targets (11 responses).

Demographic Breakdown

There were no notable differences in views between those of working age (16-64) and those of retirement age (65+), or those living in different areas of the borough.

Written feedback

Of the written responses received, 1 commented upon the Role of Applicants policy and expressed general support for the proposals, citing the importance of early developer engagement.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.15. Proposed urban area boundary

Proposed Urban Area Boundary – Overall Conclusions

- **More respondents opposed the proposed urban area boundary (43%)** than supported the boundary (29%).
- Of all respondents, **just under a third (29%) were strongly opposed to the boundary.**
- Noting a small sample size, **the main reasons given for the opposition to the urban area boundary related to the loss of open or green spaces in the borough**, with comments indicating the view that these areas should be excluded or protected from development.
- Other key themes raised included **concern over the impact within the boundary on road infrastructure, concern over the perceived negative impact on the character of areas within the boundary and comments suggesting particular sites** – most notably Emsworth Park, Long Copse Lane and Southleigh – should be excluded from allocation for development.

Overall view on the proposed urban area boundary

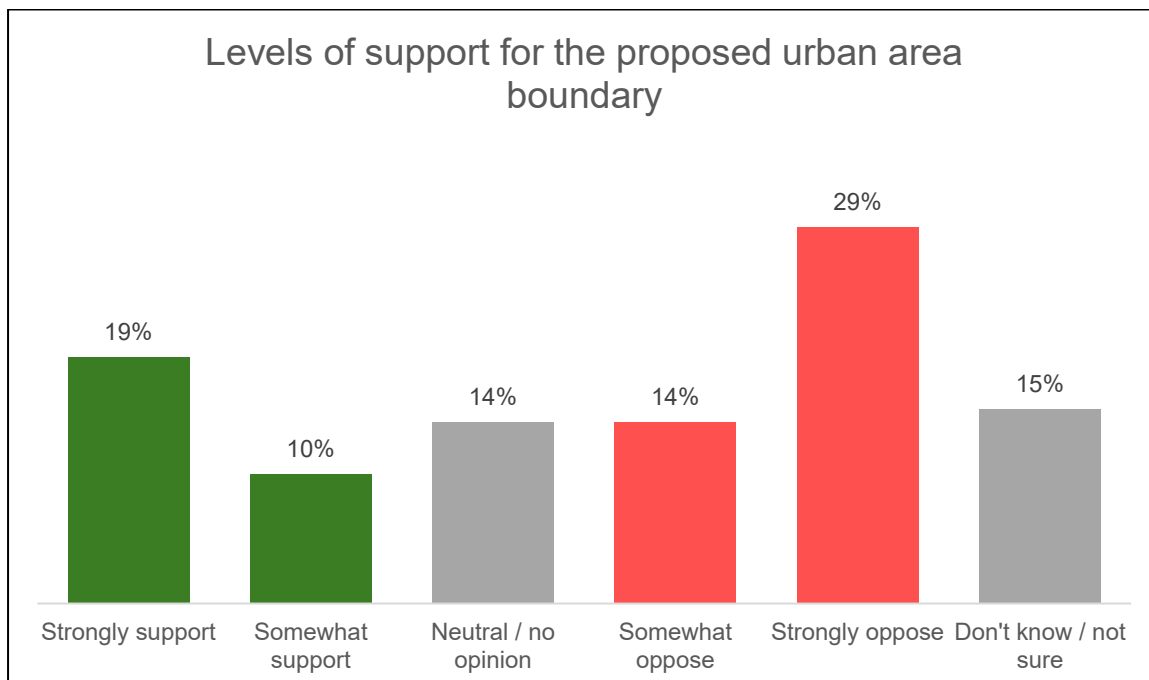


Figure 29 – Responses to Q34 – To what extent do you support or oppose the proposed urban area boundary?
SAMPLE: 125

Of those who chose to provide a response to this question, more were in opposition (43%) to the proposed urban boundary area than were supportive (29%).

Just under a third of respondents (29%) were unsure or gave a neutral / no opinion position.

Those who opposed the proposed urban area boundary

Views were only asked of those who opposed the proposed urban area boundary.

In total, 54 respondents indicated that they opposed the proposed urban area boundary.

Noting the smaller sample size, the following key themes were raised:

- Concern that the proposed urban boundary area includes a number of open, green or designated spaces that should be protected from development – while most comments were non-specific in referencing green or open spaces, the following locations were explicitly referenced (12 responses):
 - Southleigh Gap (2 references)
 - Long Copse Lane (2 references)
 - Emsworth Park (1 reference)
 - Hollybank Woods (1 reference)
 - Hampshire Farm Meadows (1 reference)
 - Staunton County Park (1 reference)
 - Leigh Park Gardens (1 reference)
- Concerns over the impact of development on road infrastructure within the proposed urban boundary area (7 responses).
- Concerns over the impact of development within the urban boundary area on the character of the local area (6 responses).
- Specific sites should be protected / excluded from the urban area and therefore be excluded from allocation for development, including Emsworth Park, Long Copse Lane and Southleigh (6 responses).

Written feedback

While some written feedback did referenced the proposed urban area boundary, this was in connection with specific site allocations and this feedback has therefore been included within the site allocation sections below.

Comment card feedback

No respondents commented on this policy using this method.

Go Vocal feedback

No respondents commented on this policy using this method.

7.16. Specific housing sites

The following table provides an overview of the number of respondents for each proposed housing allocation in the Plan:

Allocation	No. of respondents *	Those who supported the allocation** (%)	Those who opposed the allocation*** (%)
Allocation 1 – Southleigh	372	61 (16%)	287 (77%)
Allocation 2 – Long Copse Lane	140	4 (3%)	118 (94%)
Allocation 3 – Coldharbour Farm	33	2 (7%)	26 (87%)
Allocation 4 – Helmsley House	13	4 (33%)	6 (50%)
Allocation 5 – Southleigh Park House	77	6 (8%)	62 (83%)
Allocation 6 – Land East of Castle Avenue	38	6 (18%)	27 (77%)
Allocation 7 – Former Oak Park School	22	11 (55%)	3 (15%)
Allocation 8 – Palk Road	13	1 (9%)	5 (45%)
Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road	7	4 (67%)	2 (33%)
Allocation 10 – Land south of Lower Road (Phase 2)	10	0 (0%)	8 (89%)
Allocation 11 – Kingscroft Farm	11	0 (0%)	4 (44%)
Allocation 12 – Portsmouth Water Headquarters	24	4 (18%)	16 (73%)
Allocation 13 – Cabbagefield Row	13	2 (16%)	6 (50%)

Allocation 14 – Strouden Court	8	1 (14%)	2 (29%)
Allocation 15 – Land West of Hulbert Road	14	2 (16%)	8 (61%)
Allocation 16 – Dunsbury Way	8	2 (28%)	3 (43%)
Allocation 17 – Former Dairy Crest Depot, Dunsbury Way	9	4 (50%)	2 (25%)
Allocation 18 – Former Electricity Board, Bartons Road	19	8 (44%)	8 (44%)
Allocation 19 – Padnell Grange	10	0 (0%)	5 (55%)
Allocation 20 – Land at Cowplain School	7	1 (17%)	4 (67%)
Allocation 21 – Blue Star	8	0 (0%)	3 (43%)
Allocation 22 – Goodwillies Timber Yard	13	4 (36%)	5 (45%)
Allocation 23 – MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8)	9	0 (0%)	4 (50%)
Allocation 24 – South Downs College Car Park	19	3 (17%)	13 (72%)
Allocation 25 – Campdown	30	3 (11%)	21 (78%)

* Total number of respondents – these may not add to the total of those who supported and objected as those who were neutral / gave no opinion / were unsure as their answer are not included in those columns.

** Respondents who stated ‘Strongly support’ or ‘Somewhat support’ in their response. Percentages show the proportion of respondents who gave this view on the particular allocation.

*** Respondents who stated ‘Somewhat object’ or ‘Strongly object’ in their response. Percentages show the proportion of respondents who gave this view on the particular allocation.

7.17. Findings for proposed allocated housing sites

The following sections provide the findings from respondents for each of the proposed allocated housing sites.

7.18. Allocation 1 – Southleigh

Allocation 1 – Southleigh – Overall Conclusions

- Over **three quarters of respondents (77%)** were in opposition to the allocation of Southleigh in the Local Plan
- Over **half of respondents (56%)** indicated that they **strongly oppose** this allocation, which provides evidence to the strong sentiment concerning the Southleigh site.
- This allocation was **the most commented on site of all** those included with the Local Plan, with 35% of all respondents to the survey giving a view on Southleigh.
- For those who oppose the allocation, the major concern related to the **impact of the development on local road infrastructure**, particularly due to current experiences of traffic congestion and comments requested additional road networks to avoid any exacerbation of the issue.
- Other infrastructure elements, most notably **local health and education facilities**, and **the protection of green spaces** were other commonly referenced concerns amongst those who opposed the allocation.

Overall view on Allocation 1 - Southleigh

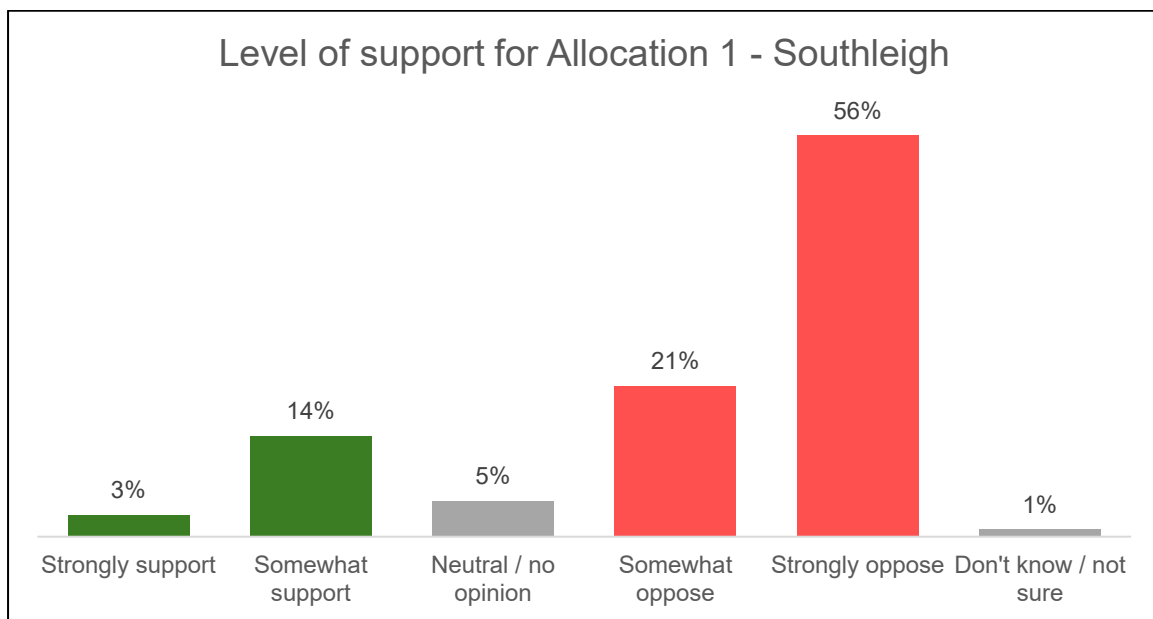


Figure 30 – Responses to Q37 – Do you support or oppose the following allocated housing sites within the Plan?
Only asked of those who responded 'Allocation 1 – Southleigh' at Q36.

SAMPLE: 371

A significant majority of respondents who answered this question were in opposition to the proposed allocation of Southleigh in the Local Plan, with over three quarters (77%) giving this opinion. The strength of feeling in opposition was evident also with over half (56%) of all respondents stating that they strongly oppose the allocation.

This compares to 17% of respondents stating that they support this allocation.

Themes raised by respondents

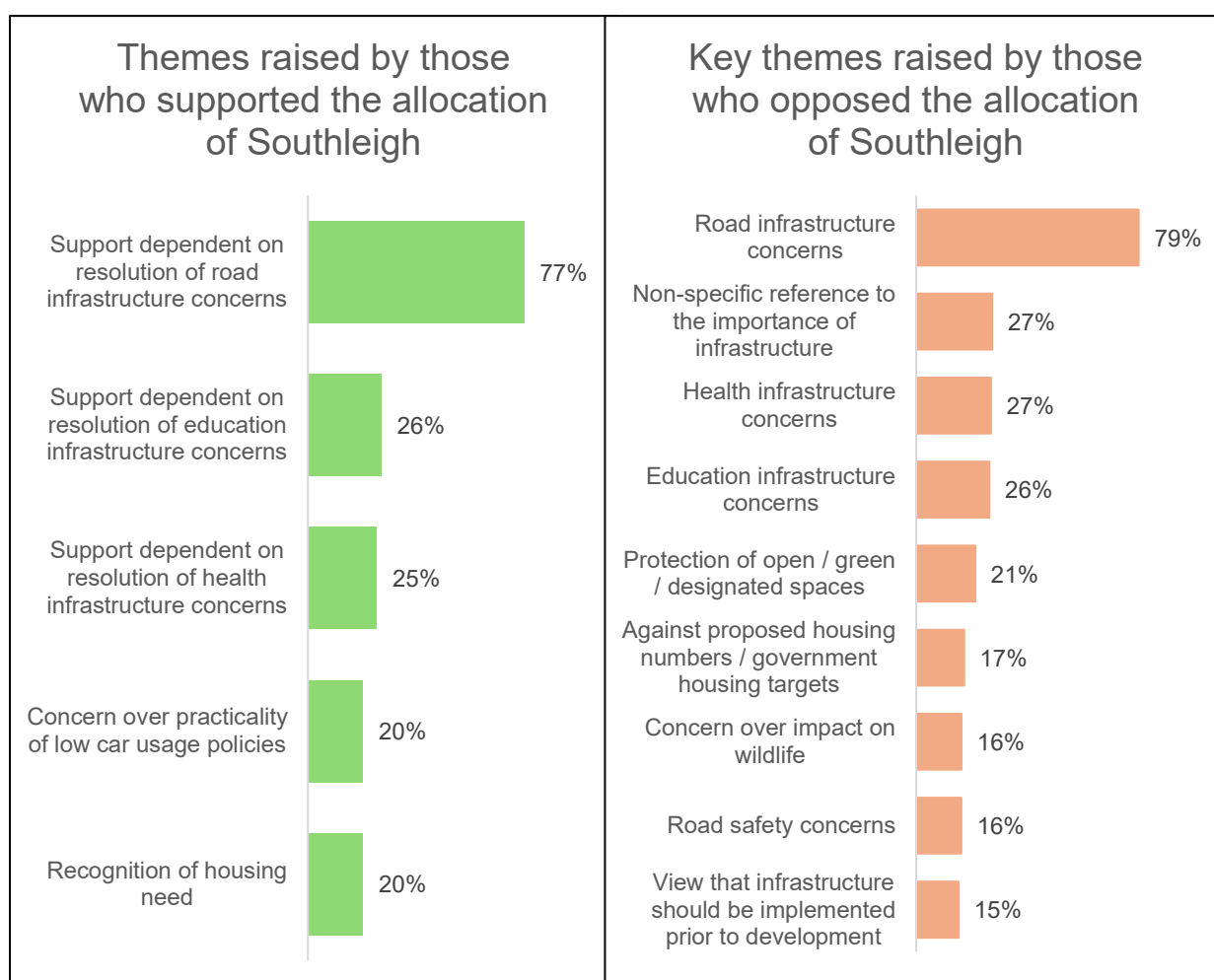


Figure 32 – Key themes raised by those who selected ‘Somewhat support’ or ‘Strongly support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Option: Allocation 1 – Southleigh). A full list of themes can be found at Appendix O.
SAMPLE: 61

Figure 31 – Key themes raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Option: Allocation 1 – Southleigh). A full list of themes can be found at Appendix O.
SAMPLE: 287

Key themes raised by those who gave a view on the proposed allocation of Southleigh were similar between those who supported or opposed the allocation, with notable differences between those positions.

Road infrastructure was the main concern reported by both those in favour and against the inclusion of this site, with the key difference between support and opposition viewpoints being whether these should be considered as a ‘blocker’ for development or a barrier to be overcome. Those in support indicated that their agreement was subject to road infrastructure improvements being implemented, with many recognising the need for housing and supporting the allocation of the site with this caveat. Those in opposition were more likely to view perceived deficiencies in the road network as important reasons why the proposed level of development on the site should not go ahead.

Similarly, other infrastructure concerns – including **health and education infrastructure** – were also reported by respondents with either opinion, with the view that either these should be resolved prior to development on the site (those in support) or were seen as potentially creating unacceptable pressure on these local facilities and should therefore inform the exclusion of this site for consideration for development (those in opposition).

Those who supported the proposed allocation – Allocation 1: Southleigh

Noting the small sample size (61 respondents), the main themes raised by those who supported the allocation of Southleigh were as follows. It should be noted that many comments indicated a support dependent on certain factors, with the key qualifications detailed below:

Support dependent on resolution of road infrastructure concerns (77%)

“In general, I recognise the need to provide more housing, and the loss of current crop fields will not result in the loss of particularly valuable countryside to wildlife. However, my main concern is the impact to the local road network, which is already struggling”

Even for those who indicated that they support this allocation, road infrastructure concerns were mentioned by over three quarters of these respondents (77%). This was summarised in many comments by indicating that their support of the allocation was dependent on their concerns for local roads being resolved (some stating also that this should be resolved prior to any development). The key difference to those opposing the allocation was the view that the site could be suitable as long as the road infrastructure improvements were implemented.

Further comments given for this mirrored the concerns raised by those who opposed this allocation, including the concern that additional traffic would overwhelm the already stretched local road network, a strong view that a link road to the A27 / strategic road network should be required, and concern that previous statements in relation to this site were not being adhered to.

Support dependent on resolution of education infrastructure concerns (26%) Support dependent on resolution of health infrastructure concerns (25%)

“This site would appear to provide an opportunity to provide a significant number of new houses with a mix of tenures. It is very important that its development is carried out such as to build a community with appropriate infrastructure, including schools, a GP Surgery,”

Again echoing the views of those who oppose the Southleigh allocation, supporters of this site being considered for development did have concerns that this could lead to additional pressures on local education and health infrastructure. This was seen as a qualifier to the support given by many respondents.

For education infrastructure, this was mainly the impact of other local schools and a view that the requirements should include reference to a senior school. For health infrastructure, there were experiences of struggling to find GP appointments and a concern that the increased population would exacerbate this issue.

Concern over the practicality of low car usage policies (20%)

“I do wish to see less car use but the northern part of Emsworth is currently very badly served by public transport, so believing the new residents will use alternatives to cars is likely wishful thinking”

1 in 5 respondents who indicated that they support this allocation did raise concern over the practicality or how realistic policies aimed at reducing car usage were, with particular reference to the Southleigh site.

These comments felt that ambitions to reduce private car journeys and encourage active travel were admirable, but were not suitable or available for many local residents. Examples given included those working out of the area, elderly residents with mobility issues or school drop-off journeys, which were felt to be difficult or impossible to do without a car.

Specifically for Southleigh, it was felt that its distance from local amenities or services meant it was not a suitable area for this policy and that any new residents would require a private car, undermining this ambition. It was also commented that current public transport links were felt to be inefficient and would need enhancements in order to enable higher usage.

Recognition of housing need (20%)

“I understand the need for the borough to provide new housing and although I don't welcome a huge new site near to my home I can see that, in terms of natural habitat loss, this site is preferable to some others”

Finally, a common reference amongst respondents who support the Southleigh site for allocation was a recognition of housing need. This was acknowledged at both a local and national level, with respondents indicating that they understood the requirement for houses to be built in the borough. Some did highlight potential concerns about this site but recognised that the need was real.

Those who opposed the proposed allocation – Allocation 1: Southleigh

For those who stated that they opposed the allocation of Southleigh in the Local Plan, the following key themes were raised:

Road infrastructure concerns (79%)

“I cannot support this proposal without a guarantee of a relief/link road to the A27 being included in the local plan.”

The main theme raised by respondents was a concern over the road infrastructure in relation to the Southleigh site. This has been a well known issue for many when considering the suitability of the location for development, with many public comments indicating that they feel the local road network would not be able to cope with the additional traffic generated by a new development.

These views were evidenced by a number of negative experiences of the current road network. Many reference that the roads in and near this site face traffic and congestion issues at present, with comments highlighting these roads were in some cases narrow, rural in nature and not equipped for higher volumes of traffic. This has impacted upon the quality of life for those who live in the area and many also highlighted what was felt to be an unacceptable increase in the risk of road safety incidents.

A number of comments are explicit in requesting that additional road infrastructure is provided either before or in conjunction with any prospective development at Southleigh. Many state that a relief road to the A27 or wider strategic road network would be vital for developments at this location, in order to allow the additional population to safely and effectively go to and from their home. Again, comments highlight that residents consider these improvements needed with the current scale of development in the area.

Another key factor that informed respondents highlighting this issue was a wider point around trust and previous statements about the site being adhered to. In particular, a number of comments reference a previous road survey that was undertaken in 2018 that recognised the high likelihood of the requirement for a new junction to the local road network in order to make this site viable for development. Many feel frustrated or angry around a perceived lack of strength within the Local Plan in requiring any major road infrastructure improvements to be implemented to make any development acceptable.

Other themes raised here included the view that any road infrastructure improvements should be implemented prior to any development, further transport assessments or studies should be conducted to fully understand the potential impact of the additional traffic, a concern over the level of partnership working with Hampshire County Council as the highways authority, and concern that the policies to encourage active travel over car usage may not be workable in this location.

Non-specific infrastructure concerns (27%)

“The local infrastructure is not there to support such a large development”

Comments here raised concern over general infrastructure for the area and strongly emphasised the importance of supporting infrastructure to any new development, which was used to evidence the view that Southleigh was not a suitable site for allocation.

These comments were non-specific or more general in referencing the infrastructure supporting the Southleigh site, but the issues raised mirrored those received for specific types of infrastructure. These included the concern that general

infrastructure would be overwhelmed or unable to cope with the additional population as a consequence of a new development, the view that new infrastructure would be required to support this potential site and emphasis on the importance of providing infrastructure prior to any development taking place.

Health infrastructure concerns (27%)

“Allocation requirements make no mention of GP / health facilities and dental facilities. Can the existing Emsworth Medical Practice take on another potential 4,000+ patients?”

The next most commonly referenced theme was a concern over the potential impact of the Southleigh site on local health infrastructure. Comments here included mentions of local doctor's surgeries, hospitals, pharmacies and dentists, referencing experiences where appointments have been difficult to secure and facilities often appear to be overwhelmed with the current demand. There was a concern that the additional population would put a further strain on these services and make it more difficult to access these in a timely fashion. This was suggested as part of wider comments around negative impacts on physical health, mental wellbeing and quality of life for residents living in and near this area.

As per other types of infrastructure, respondents indicated that they felt that a new doctor's surgery and / or dentist would be appropriate or even essential if the Southleigh site were to be allocated for development. Some state their disappointment that this is not a requirement within the current allocation in the Local Plan and call for this to be included as a requirement for any potential development. This would have the positive consequence of reducing the demand on health infrastructure in the local area, most notably Emsworth facilities.

Education infrastructure concerns (26%)

“The existing schools in the area are already at capacity. There is a suggestion that a primary school 'might' be provided in the Southleigh development, but where can those children go once they leave the primary school?”

Another commonly referenced theme was a concern over how the local educational infrastructure would cope with the additional pressures resulting from any development at Southleigh.

Much like other infrastructure types, there were reports that residents currently find it difficult to source school places for their children in the area, with some referencing not being able to secure their preferred option or struggling to find a local school. There was concern amongst comments that any additional need for school places would place undue and damaging pressures on local schools.

Whilst there was recognition that a primary school had been included as an allocation requirement within the Plan, there was many who questioned if there should also be included a requirement for a secondary school on this site. These respondents indicated that the pressures were felt at this level as well as at primary

level, and many said this would have the co-benefit of reducing pressure on other local schools, in particular those in Emsworth or Havant.

Protection of green / open / designated spaces (21%)

"I think the loss of the green sites outweighs the perceived need to bring in more people."

Several respondents referenced the rural and open characteristics of the Southleigh site as a key reason as to why it should not be allocated. Comments underlined the sentiment of many towards Southleigh, with multiple references to the natural features of this area that many value and want to see protected. Respondents included reference to physical and mental wellbeing, their quality of life and affection towards the area as reasons for this area to be excluded from development.

Within these comments, some expressed a view that some raised that any proposed environmental mitigation would not be suitable or of the same value as what was available at the site.

This theme also fed into a wider point around co-ordination and trust in the Plan, as many felt that the allocation of this site ran counter to other policies detailed within the document, notably policies within the Climate Change, Natural Environment and Heritage and Landscape sections. These views indicated a level of distrust or questioning of the power of these policies, as aims to preserve the natural environment and combat the effects of climate change were not being seen to be adhered to in the Southleigh allocation.

Against proposed housing numbers / government housing targets (17%)

"I see nothing in this allocation which "builds a better future". It appears to merely be an easy way to meet a large part of the government imposed housing target for the Havant area"

Mirroring the more general feedback, respondents indicated that they felt that the proposed housing numbers put forward by government were too high and should not be used as a target to inform the number of houses being proposed for the Southleigh site. In turn, some went further to state their opinion that even the lower number of houses put forward by the Plan as viable for the borough was too high and that this was directly forcing an unacceptable pressure on the Southleigh site to provide a high number towards this target.

Comments here disagreed or questioned whether the targets were suitable for this area, both in terms of the borough as a whole and this particular allocation. These were almost universally felt to be too high or not appropriate for the Southleigh site, suggesting that the allocation should be taken out due to this unsuitability or have a reduced number of homes proposed.

There were calls for more consideration or assessment of local needs to be undertaken to inform a locally-set target for housing to inform the Plan, while others

mentioned a concern that the development would lead to a single conurbation after the loss of the 'Southleigh Gap' between Emsworth and Havant.

Concern over impact on wildlife (16%)

"Building 2100 dwellings in this area will undoubtedly have a negative impact on wildlife and nature given that this site is noted for priority woodland, providing homes for Bechstein bats and Hazel dormice. The close proximity of such a high number of people will inevitably be detrimental to their habitat and will impinge on the few remaining "wildlife corridors" in this locality."

Linking closely to concerns relating to open spaces, another commonly referenced theme was the concern of the impact of the potential development on local wildlife. Comments here referenced a number of animals that have been seen using this location, including deer, bats, foxes, insects, mice, voles, moles, hedgehogs and a number of bird species. Many felt this site, due to this wildlife and being its natural habitat, should be protected from development.

It was perceived that development at Southleigh would directly and negatively impact this wildlife, both in terms of harming the wildlife itself and displacing it from its natural home. This was seen as have additional negative health and wellbeing impacts for residents.

Reference within the allocation requirements to green corridors was seen as insufficient or unsuitable by a number of respondents, who felt that this would not provide the desired mitigation for the loss of the wider site. Again, there was an indication of a lack of trust in these requirements being adhered to, and others felt that they should be stronger or bolder in requiring protection of local wildlife.

Others also referenced again a view that this allocation runs counter to other policies within the Plan relating to the natural environment and climate change.

Road safety concerns (16%)

"Eastleigh Road is effectively a country lane with a too high speed limit of 40mph and no pavements. The speed limit is too fast. Representation to the Hampshire Highways Authorities regarding the speed limit has been made."

Closely related to the road infrastructure concerns, respondents felt that the allocation could directly lead to an increase in road safety incidents. As previously detailed, comments gave a number of experiences of current heavy traffic and congestion in the area as well as the observation that many of the roads in this location were narrow and rural in nature. Therefore, it was perceived that the allocation of this site would lead to increased danger for drivers, pedestrians and cyclists due to the increased volume of traffic, and a lack of traffic management measures such as speed bumps, crossings or safe pathways.

View that infrastructure should be implemented prior to development (15%)

“I fully support the need for new housing to meet the needs of both current and future residents. Growth is important, but it must be done responsibly. My main concern is that this development could move forward without a firm, enforceable commitment to build the link road first—something I believe is absolutely essential.”

Finally, a common theme that underpins many of the other themes referenced in response to this question was a view that infrastructure should be implemented prior to development. This went alongside the concerns raised for many types of local infrastructure including roads, health and education, and put forward the viewpoint of many that for any development to be viable from the outset, infrastructure needs to be in place before the development is started. This was seen as crucial in avoiding adverse impacts on existing and new residents, and ensuring any local facilities are not overwhelmed.

Written feedback

Of the written responses received, 13 commented upon the Southleigh allocation.

12 of these responses were in opposition to the allocation, with 1 indicating that they supported the allocation.

For those in opposition, the key themes raised mirrored those covered in responses to the survey, namely:

- Road infrastructure at the site, with comments giving experiences of traffic congestion at the location and concern that additional development may overwhelm the local road network. Comments here also indicated support for road infrastructure improvements (11 responses).
- Concern over the risk of flooding at the site, with some suggesting additional tarmacking and/or concrete may exacerbate issues (5 responses).
- Concern over road safety at the location (5 responses).

The respondent who supported the allocation raised a number of concerns – including the loss of open space, the natural environment and impact on road infrastructure – within their comments.

Comment card feedback

3 respondents referenced this allocation within their response, expressing their view that improvements to the road network and local services including health and education infrastructure would be required for this development to be successful.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

1 respondent commented on this allocation using this method, emphasising a view of the importance of a connecting road to the wider network.

Development Industry Response

Submissions from Bloor Homes and the landowner were received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.19. Allocation 2 – Long Copse Lane

Allocation 2 – Long Copse Lane – Overall Conclusions

- **A significant majority of respondents were in strong opposition to the proposed allocation of this site**, with 83% stating that they were strongly opposed.
- This went up to 94% when included alongside respondents who somewhat opposed the site.
- This **compares to 3% of respondents who somewhat supported the allocation**, with no respondents strongly supporting.
- For those opposing the allocation, **the main theme referenced was a concern over the impact of development of this site on the road infrastructure**.
- Many referenced **the rural nature of the current local roads and experience of congestion or diverse users** (including horse riders and pedestrians) at this location, alongside a view that the proposed level of development would be unsuitable or inappropriate without improvements to the road network.
- Similarly to this, **some comments gave experiences of road safety issues at the site** and this was further expressed as a concern that the proposed allocation would exacerbate these issues.
- Others highlighted **concerns over impacts on the natural environment, with some comments specifically referring to local wildlife and open spaces**. It was felt by these respondents that the development would have a detrimental impact on these elements that were viewed as important and valued to those who live in and visit the area.
- These comments **also referred to a concern over the impact of the development on the character of the local area**, with many seeing this location as a rural, country and / or undeveloped space that may be negatively impacted by the proposed allocation.
- Further concerns over the impact on infrastructure – particular wastewater systems – were also raised by those who opposed the allocation.

Overall view on Allocation 2 – Long Copse Lane

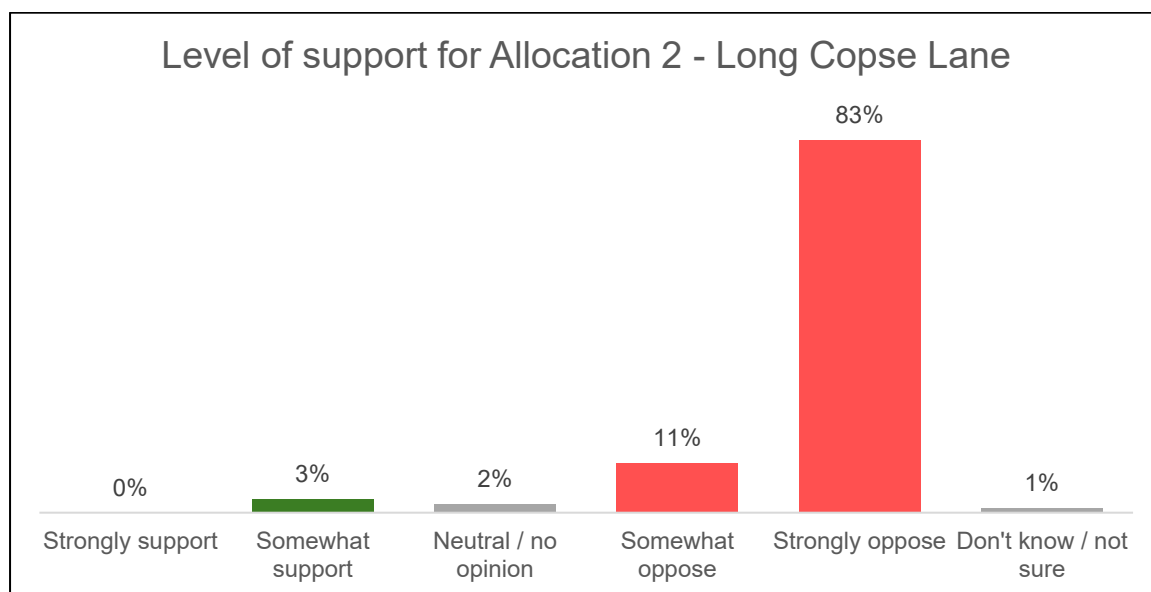


Figure 33 – Responses to Q37 – Do you support or oppose the following allocated housing sites within the Plan? Only asked of those who responded 'Allocation 2 – Long Copse Lane' at Q36.
SAMPLE: 137

A significant majority of respondents were in opposition to the proposed allocation of Long Copse Lane in the Local Plan, with 94% giving this opinion. The strength of feeling in opposition was evident also with over three quarters (83%) of all respondents stating that they strongly opposed the allocation.

This compares to just 3% of respondents stating that they supported this allocation.

Those who support the allocation – Long Copse Lane

No respondents strongly supported the allocation of this site.

Only 4 respondents provided comments on why they somewhat supported the allocation of Long Copse Lane.

Noting the very small sample size, these comments referenced the following key themes:

- Support dependent on resolution of concerns over the timely delivery of infrastructure prior to any development at this site (2 responses)
- Support dependent on resolution of specific concerns relating to the impact on road infrastructure, flooding concerns and the impact on wildlife (2 responses)

Those who opposed the allocation – Long Copse Lane

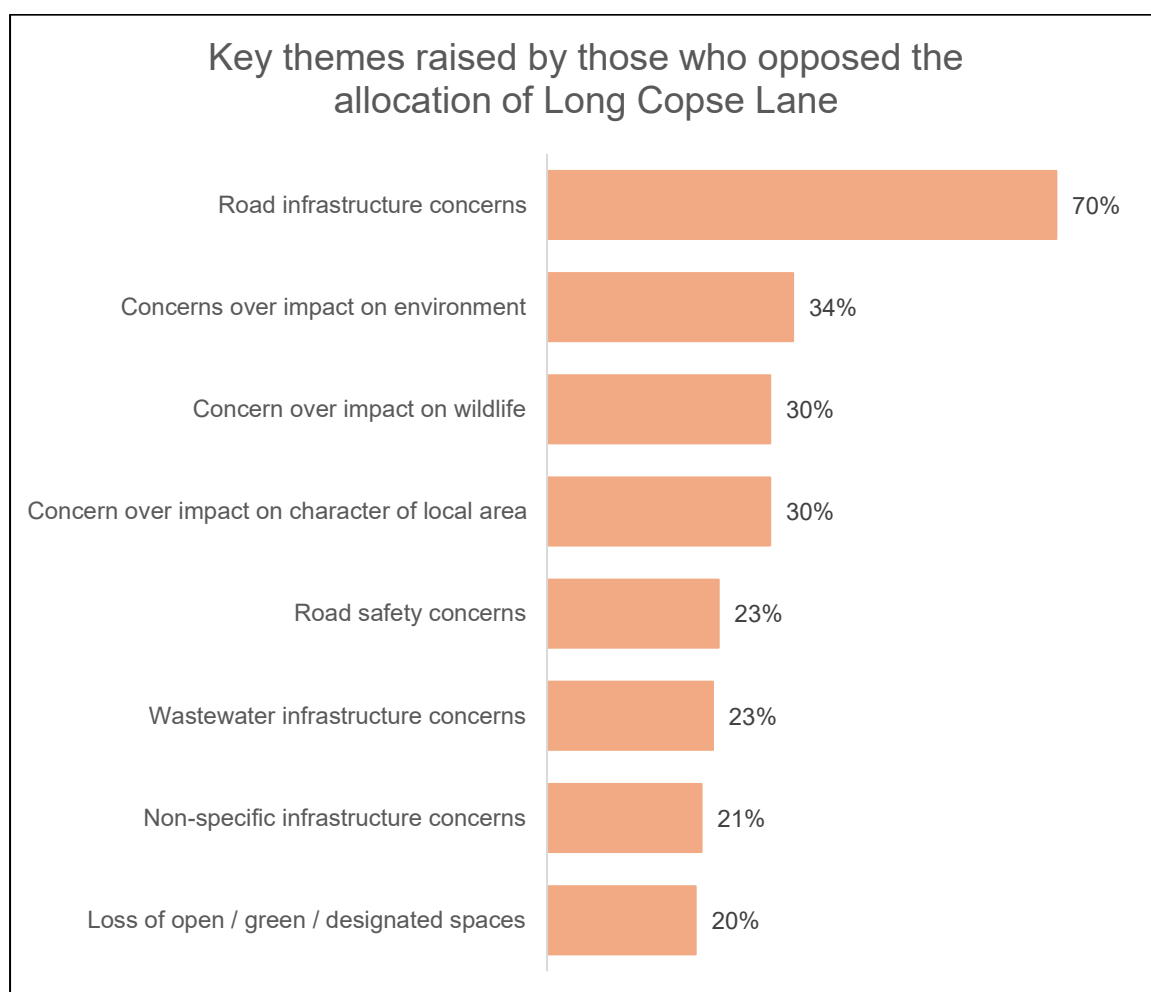


Figure 34 – Key themes raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Option: Allocation 2 – Long Copse Lane). A full list of themes can be found at Appendix O.

SAMPLE: 129

For those who stated that they opposed the allocation of Long Copse Lane in the Local Plan, the following key themes were raised:

Road infrastructure concerns (70%)

“It cannot handle the traffic it already gets, it was never designed to deal with hundreds of cars a day”

The most common theme raised by respondents was concern around the impact of the proposed allocation of Long Copse Lane on the local road infrastructure. Being situated near to Southleigh, many of the concerns raised mirrored responses received in relation to the Southleigh allocation.

Several comments gave the description of Long Copse Lane as a narrow, rural and small road that is often used by pedestrians and horse-riders due to its more natural character. Respondents therefore felt that the site was unsuitable for allocation due to the impact of an increased population on this road, which was viewed as

inappropriate and not able to cope with any additional traffic. In addition, private gardens are situated on the edge of this road and it was seen by many as unacceptable to have a busy road close to these spaces with no protection. Many speculated that due to the nature of the lane, extending or widening the road could be difficult or damaging to the local area.

As with other questions, respondents gave experiences of the local road network currently under strain and instances of heavy traffic or congestion with the current number of cars in the local area. It was felt that the proposed allocation would lead to an unacceptable rise in traffic and increase congestion in the local area. Comments referenced safety concerns and these are covered in further detail below.

Though less than for the Southleigh allocation, respondents who oppose the Long Copse Lane allocation did reference the need for additions to the road network, most notably a link to the A27, in order for the development to be workable. This was seen as critical in alleviating or reducing pressures on the current road network.

Concerns over impact on environment (34%)

Concerns over impact on wildlife (30%)

Protection of open / green / designated spaces (20%)

“I am mainly very concerned about the environmental impact and habitat loss, leading to species loss (including protected species), which this area can ill afford to lose.”

Environmental concerns, impacts on wildlife and on open space were commonly referenced themes amongst responses, with the impacts often strongly linked in the views of those who oppose the Long Copse Lane allocation.

When considering the impact of development on the environment, many felt that the allocation of Long Copse Lane would lead to unacceptable impacts on local nature and exacerbate issues relating to climate change. As the character of the Long Copse Lane site is largely rural, these concerns came in the form of developing on this greenfield sites which have an important role to play in mitigating and protecting areas from the impacts of climate change.

More specifically in reference to the impacts on wildlife, respondents highlight that there have been a number of different species seen on this site, most notably around the protected Bechstein bat. The development was seen to be harming these animals and removing habitats, potentially displacing and minimising numbers in the borough. Long Copse Lane was seen as naturally rich and diverse area, that many felt should be excluded from further development for this reason.

In addition, comments made reference to the loss of open and natural space, which was felt to be unacceptable due to the value it held for physical health and wellbeing, recreation and access to the natural environment. Some respondents felt that the allocation of this site was counter to other policies included within the Local Plan, namely those around designated landscapes and the natural environment.

Concern over impact on character of local area (30%)

“It is very upsetting to see this beautiful rural lane be included in the local plan, this development is not at all in keeping with the local area”

Many respondents highlighted a concern that the allocation of Long Copse Lane for development would have a negative and damaging impact on the character of the location. As previously referenced, many consider Long Copse Lane to be a rural and natural location, and there was concern that the scale of development would remove this entirely.

Within these comments, there was concern that the loss of this area would have a negative impact on the quality of life for residents in the area, while would also remove a valued site for other local residents or visitors to use. Some also felt that development on this site would lead to a single conurbation between Emsworth and Havant, therefore dramatically changing the character of the local area for the worse, in the view of these respondents.

Road safety concerns (23%)

“Long Copse Lane is a narrow lane used by pedestrians, cyclists and horse riders. Any increase in traffic would be dangerous”

Further to other concerns around road infrastructure, concerns over road safety if Long Copse Lane were to be developed were reported by a number of respondents. Due to the narrow and rural nature of the road at this location, respondents felt that additional traffic (caused by potential new residents) would lead to an increased risk of incidents, particularly as the site was often used by pedestrians, cyclists and horse-riders.

Some detailed experiences of the current road network leading to dangerous situations and there were concerns that the increased risk was not being considered when allocating this site. It was felt that issues with on-road parking, a lack of safe pavements and speeding that are currently being reported would only be exacerbated by development on this site.

Wastewater infrastructure concerns (23%)

“There is insufficient capacity at Thornham WwTw [Wastewater Treatment Works] for the site, so what will happen to effluent from the site?”

A number of comments expressed concern on how the local wastewater infrastructure system would cope with additional development in this area. This follows high-profile incidents with the current wastewater infrastructure systems that have led to sewage overspills in the local area, and that additional development would place more pressure on these facilities. Sewage infrastructure was viewed as critical to those living in the area being safe and able to enjoy the place they live in, so any potential exacerbation of any issues was seen as unacceptable.

Some referenced that these concerns could be reduced by investment in wastewater infrastructure, but there were many comments that expressed a lack of trust and disappointment in the local wastewater utility companies to fulfil this need.

Non-specific infrastructure concerns (21%)

“The road is tiny and the infrastructure is entirely unsuitable for a development.”

To emphasise the importance of infrastructure amongst those who opposed the allocation of Long Copse Lane for development, several comments gave a general reference to infrastructure amongst their objections.

Specific references to types of infrastructure are captured within other themes, with comments here making general reference to how they felt that infrastructure local to the Long Copse Lane site is not suitable for the proposed development and should not be allocated on these grounds.

Written feedback

Of the written responses received, 52 commented upon the Long Copse Lane allocation. All responses were in opposition to the allocation.

The key themes raised mirrored those covered in responses to the survey, namely:

- Concern over the impact of the development on the local road infrastructure, with comments mainly referencing the rural characteristics of the current road network at this location and concern that this road would be overwhelmed with the proposed development (48 respondents).
- Concern over the impact of the development on local wildlife, with many responses citing examples of local wildlife that they felt would be harmed or negatively impacted by the proposed development (45 respondents).
- Concern over road safety at the location, namely as the current lane was seen as narrow or rural and therefore would pose a safety risk for those using the network within the anticipated increase in traffic due to the proposed development (41 respondents).
- Concern over the impact of the development on local character, with many feeling that the proposed scale of development would have a detrimental impact on the location which comments described as rural, quiet or peaceful (36 respondents).
- The importance of recreational use of the site, namely for walkers, cyclists and horse-riders who currently use this location. Comments here suggested that the proposed level of development would reduce or remove the ability of recreational users to access the site in the same way (35 respondents).
- Concern over the impact of the development on open space, with many indicating that they were against losing the open space currently at the site in

making way for further development. Comments here also referenced a number of designations on the site or at nearby locations, citing a perceived negative impact from development on these protected sites (35 respondents).

- Concern over the impact of the development on local health and education infrastructure, with some respondents indicating a concern of the wider impacts of the development on the capacity of local doctors or schools in meeting the demand that would follow any additional development (32 respondents).
- Concern over the impact of the development on local trees, with some commenting on the ancient woodland at or near the site and concern that the development may harm or lead to the removal of local trees (31 respondents).
- Concern over the distance from the proposed development to local amenities, with a number of comments suggesting that important services such as shops, health or education facilities were not near to the proposed development and would necessitate private vehicle usage to access (30 respondents).

The full list of themes raised by these respondents can be found at Appendix O.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

Submissions from multiple landowners, including a Call for Sites Form, were received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.20. Allocation 3 – Coldharbour Farm

Allocation 3 – Coldharbour Farm – Overall Conclusions

- Only a small portion of all respondents chose to give a view on the proposed allocation, equating to 3% of the overall response rate.
- For those who did contribute a view and noting the small sample size, respondents were in opposition to the allocation, with over three quarters (77%) stating that they were strongly opposed.
- The main issues reported by those in opposition were a concern of the impact on road infrastructure, while others referred to non-specific infrastructure impact concerns and concern over the loss of green or open space in the location.

Noting that only a small number of respondents chose to comment upon this allocation (31 in total), a majority of respondents (87%) were in opposition to the proposed allocation of the site at Coldharbour Farm, with 77% of all respondents strongly opposed to this development.

This compares to 7% of respondents stating that they ‘somewhat support’ the allocation – no respondent indicated that they strongly supported this site being included.

Those who supported the allocation – Coldharbour Farm

Only 2 respondents provided comments, indicating that their support was dependent on resolving concerns over local road infrastructure, particularly around noise and air pollution.

Those who opposed the allocation – Coldharbour Farm

In total, 27 respondents indicated that they opposed this allocation.

Noting the small sample size, these comments mirrored the wider findings and referenced the following key themes:

- Road infrastructure concerns about the location (11 responses).
- General concerns about the impact of the allocation on local infrastructure (7 responses).
- Concern over the impact of the development on green or open space in the location (6 responses).

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.21. Allocation 4 – Helmsley House

Allocation 4 – Helmsley House – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- For those who did contribute a view and noting the small sample size, the level of support and opposition was largely equal.
- For those who supported the allocation, respondents commented positively on the inclusion of care home provision, even though there were concerns over the impact on local roads.
- The main issues reported by those in opposition were a concern of the impact on the development on non-specific local infrastructure.

Noting that only a small number of respondents chose to comment upon this allocation (13 in total), 4 respondents were in favour of the allocation compared to 7 respondents who were against the allocation.

Those who supported the allocation – Helmsley House

A total of 4 respondents gave comments in support of the allocation.

Most of these expressed a support for the inclusion of care homes or elderly accommodation being included within the site, though there were concerns about how the local road infrastructure would cope.

Those who opposed the allocation – Helmsley House

A total of 7 respondents gave comments expressing their opposition to this allocation.

Concerns raised included the impact of the development on general infrastructure in this location and views against the proposed number of houses put forward for the site.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.22. Allocation 5 – Southleigh Park House

Allocation 5 – Southleigh Park House – Overall Conclusions

- Just over three quarters of respondents (77%) indicated that they were in opposition to the proposed allocation of Southleigh Park House for housing, compared to 8% who were in support.
- Over half of all respondents (52%) were strongly opposed to the allocation.
- Those in opposition were concerned about the impact of the proposed development on local road infrastructure, mirroring closely views given in response to the Southleigh allocation.
- Other concerns included the impact on non-specific local infrastructure, education infrastructure and the natural environment of the location.
- Some comments made reference to the proposed housing numbers and felt that there were inappropriate for the allocation.

Overall views on Allocation 5 – Southleigh Park House

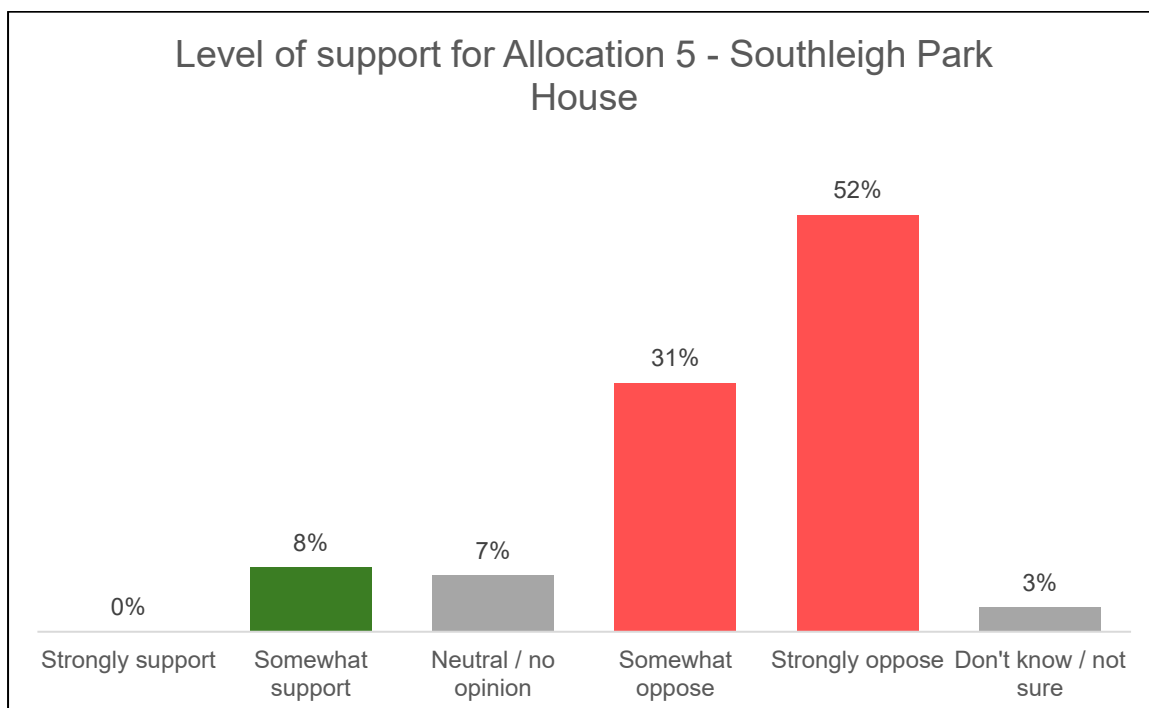


Figure 35 – Responses to Q37 – Do you support or oppose the following allocated housing sites within the Plan? Only asked of those who responded 'Allocation 5 – Southleigh Park House' at Q36.

SAMPLE: 76

Just over three quarters of respondents (77%) indicated that they were in opposition to the proposed allocation of Southleigh Park House for housing, compared to 8% who were in support.

Over half of all respondents (52%) were strongly opposed to the allocation, suggesting a strong sentiment amongst those who responded.

Those who supported the allocation – Southleigh Park House

A total of 6 respondents gave comments in support of the allocation, though the main themes expressed related to concern over how local road infrastructure would be impacted by this development.

Those who opposed the allocation – Southleigh Park House

A total of 63 respondents indicated that they were in opposition to the proposed allocation of Southleigh Park House.

Noting the smaller sample size, respondents raised the following key themes:

- Concern over the impact of the proposed development on local road infrastructure concerns – comments mirrored those given in response to the Southleigh allocation, where respondents felt that the proposed development would exacerbate existing issues on the local road network. Views here felt that improvements to the road infrastructure were required in order for the development to be successfully and sustainably delivered (40 respondents).
- Concern over the impact of the proposed development on local infrastructure generally (18 responses).
- Views against the proposed housing numbers / government housing targets (12 responses).
- Concern over the impact of the proposed development on local education infrastructure (11 responses).
- Concern over the impact of the proposed development on the local natural environment (11 responses).

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.23. Allocation 6 – Land East of Castle Avenue

Allocation 6 – Land East of Castle Avenue – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 3% of the overall response rate.
- For those who did contribute a view and noting the small sample size, more were opposed to the allocation (77%) than were in support (18%).
- For those who supported the allocation, their view was seen as dependent on consideration of the impact on local road infrastructure, with some suggesting that the development should be conducted alongside road network improvements.
- The main issues reported by those in opposition were a concern of the impact on the development on road infrastructure, with these respondents considering that this location was unsuitable for additional traffic and therefore should not be allocated on these grounds.
- Others referenced a concern over the accessibility of the site for potential residents.

Noting that only a small number of respondents chose to comment upon this allocation (36 in total - equating to 3% of the overall response rate), more respondents were in opposition (77%) to the allocation of Land East of Castle Avenue than were in support (18%).

Those who supported the allocation – Land East of Castle Avenue

In total, 6 respondents indicated that they were in support of the proposed allocation.

Even though they were in favour of the allocation, the main theme raised by these respondents was a concern over the impact of the development on the local road network.

Those who opposed the allocation – Land East of Castle Avenue

In total, 28 respondents indicated that they were in opposition to the proposed allocation.

The main theme raised within these comments was a concern over the impact of this development on the local road network, with others making more general points relating to the accessibility of the site for potential residents.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

Submissions from Barratt David Wilson and the landowner were received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.24. Allocation 7 – Former Oak Park School

Allocation 7 – Former Oak Park School – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 2% of the overall response rate.
- For those who did contribute a view and noting the small sample size, more were in support of the allocation (55%) than were in opposition (15%).
- For those who supported the allocation, comments expressed support for the provision of care homes in the borough, though some felt that the development may lead to a negative impact on local health infrastructure.
- Those against the allocation referenced a perceived negative impact on the road infrastructure in the area.

Noting that only a small number of respondents chose to comment upon this allocation (21 in total - equating to 2% of the overall response rate), more respondents were in support (55%) to the allocation of Former Oak Park School than were in opposition (15%).

Those who supported the allocation – Former Oak Park School

In total, 11 respondents indicated that they were in support of the proposed allocation.

Those in favour referenced the importance of providing care homes or accommodation for elderly residents within the local area, though did also comment on a concern of a negative impact of the development on local health infrastructure (e.g. doctor surgeries, dentists and pharmacies).

Those who opposed the allocation – Former Oak Park School

In total, 4 respondents indicated that they were in opposition to the proposed allocation.

Comments received highlighted concerns about the impact of the development on local road infrastructure, while also gave a view in opposition to the proposed numbers of houses put forward to meet government housing targets.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from the landowner (Hampshire County Council) was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.25. Allocation 8 – Palk Road

Allocation 8 – Palk Road – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- The concerns raised by the very small number who opposed the allocation were a concern over the impact of the proposed development on local road infrastructure.

Noting that only a small number of respondents chose to comment upon this allocation (12 in total), 4 respondents were in opposition to the allocation compared to 1 respondent who was in favour.

Those who supported the allocation – Palk Road

In total, 1 respondent indicated that they were in support of the proposed allocation.

Those who opposed the allocation – Palk Road

In total, 5 respondents indicated that they were in opposition to the proposed allocation, citing concerns of the impact on the local road infrastructure.

Written feedback

1 respondent referenced this allocation within their response, expressing support for high density development in this location.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from Bellway Homes was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.26. Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road

Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- Those in support referenced the positive inclusion of extending the existing care home within the allocation.
- Comments received from those in opposition were not specific to this allocation.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 7 respondents providing a view. Noting this small sample, 4 respondents were in favour and 2 were against the allocation.

Those who supported the allocation – Belmont Castle Rest Home, 18-20 Portsdown Hill Road

In total, 4 respondents indicated that they were in support of the proposed allocation, with comments mainly supporting the potential extension of the care home.

Those who opposed the allocation – Belmont Castle Rest Home, 18-20 Portsdown Hill Road

In total, 3 respondents indicated that they were in opposition to the proposed allocation, citing concerns of the impact on the local road infrastructure not relevant to the site.

Written feedback

1 respondent referenced this allocation within their response, citing potential inaccuracies within the document at this section. These have been raised with the Planning Policy Team for consideration.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.27. Allocation 10 – Land south of Lower Road (Phase 2)

Allocation 10 – Land south of Lower Road (Phase 2) – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- All respondents who gave a view were in opposition to the allocation.
- Noting the very small sample size, the main concerns raised were about the impact of the proposed development on the local road infrastructure, while some referenced concern over flooding or the perceived negative impact on the natural environment.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 10 respondents providing a view. Noting this small sample, no respondents were in favour and 8 were against the allocation.

Those who supported the allocation – Land south of Lower Road (Phase 2)

No respondents indicated support for the proposed allocation.

Those who opposed the allocation – Land south of Lower Road (Phase 2)

In total, 8 respondents indicated that they were in opposition to the proposed allocation, citing concerns of the impact on the local road infrastructure, as well as concerns over flooding or the environmental impact of the development.

Written feedback

1 respondent referenced this allocation within their response, expressing their support being dependent on the restoration of Narrow Marsh Lane to its condition prior to development and to its proper historic alignment.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.28. Allocation 11 – Kingscroft Farm

Allocation 11 – Kingscroft Farm – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- All respondents who gave a view were in opposition to the allocation.
- Noting the very small sample size, the main concerns raised were about the proposed size or density of the site, which was felt to be too big or high respectively.
- Others referenced concern over the impact on non-specific local infrastructure.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 10 respondents providing a view. Noting this small sample, no respondents were in favour and 4 were against the allocation.

Those who supported the allocation – Kingscroft Farm

No respondents indicated support for the proposed allocation.

Those who opposed the allocation – Kingscroft Farm

In total, 5 respondents indicated that they were in opposition to the proposed allocation, citing concerns of the proposed size or density of the development, as well as concerns over the impact on local infrastructure.

Written feedback

1 respondent referenced this allocation within their response, expressing support for the allocation but adding that active travel routes (i.e. footpaths, cycle lanes) should be enhanced for practical use.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.29. Allocation 12 – Portsmouth Water Headquarters

Allocation 12 – Portsmouth Water Headquarters – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 2% of the overall response rate.
- Noting the very small sample size, more were in opposition (73%) to the allocation than were in support (18%).
- The few respondents in support were positive about the allocation's proximity to the local town centre, but did raise concerns over a negative impact on local road infrastructure.
- Those who opposed raised concerns over the impact on local road infrastructure, with some comments giving examples of current issues in this location.
- Others stated a concern over the impact on local health infrastructure and on the local natural environment.

Noting the small sample size (23 responses - equating to 2% of the overall response rate), more respondents were in opposition (73%) to the allocation of Former Oak Park School than were in support (18%).

Those who supported the allocation – Portsmouth Water Headquarters

In total, 4 respondents indicated support for the proposed allocation, with comments referring to the proximity of the site to the local town centre, though concerns about the local road network were also reported.

Those who opposed the allocation – Portsmouth Water Headquarters

In total, 16 respondents indicated that they were in opposition to the proposed allocation.

The main theme raised by these respondents was a concern over the impact of the proposed development on the local road infrastructure (with experience highlighting existing issues), while others referenced a potential negative impact on other infrastructure elements including health and concerns of the impact of the development on the local natural environment.

Written feedback

1 respondent referenced this allocation within their response, suggesting additional connecting infrastructure to Solent Road and potential housing on nearby sites.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.30. Allocation 13 – Cabbagefield Row

Allocation 13 – Cabbagefield Row – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- The small number of respondents who supported this allocation caveated their support with reference to increased density or stronger environmental impact mitigation.
- The small number who opposed this allocation were against the usage of a greenfield site for development, while others raised environmental or wildlife concerns.

It is notable that very few respondents (1% of the overall response rate) indicated that they wished to comment on this allocation, with only 13 respondents providing a view. Noting this small sample, 3 respondents were in favour and 6 were against the allocation.

Those who supported the allocation – Cabbagefield Row

In total, 3 respondents indicated support for the proposed allocation, citing agreement with the site allocation subject to increased density or stronger environmental impact mitigation.

Those who opposed the allocation – Cabbagefield Row

In total, 6 respondents indicated that they were in opposition to the proposed allocation, citing disagreement with the loss of a greenfield site, while others raised environmental concerns and concerns that the development would have a negative impact on local wildlife.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from the landowner (Portsmouth City Council) was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.31. Allocation 14 – Strouden Court

Allocation 14 – Strouden Court – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- Most respondents were either neutral or held no opinion, meaning minimal numbers provided firmer views.
- Those in support emphasised the importance of working with Portsmouth City Council as an important local landlord, while those in opposition raised concerns not related to the specific allocation.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 8 respondents providing a view. Noting this small sample, 1 respondent was in favour and 2 were against the allocation.

Those who supported the allocation – Strouden Court

In total, 1 respondent indicated support for the proposed allocation, commenting that it was important to work with Portsmouth City Council (as an important local landlord) in order to progress the proposed development.

Those who opposed the allocation – Strouden Court

In total, 2 respondents indicated that they were in opposition to the proposed allocation, with comments referring to general themes around road infrastructure rather than any factors relating to the proposed site.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from the landowner (Portsmouth City Council) was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.32. Allocation 15 – Land West of Hulbert Road

Allocation 15 – Land West of Hulbert Road – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 1% of the overall response rate.
- The very small number of respondents who supported the allocation gave general positive comments about the use of the site, with one suggesting consideration of a higher density development at the location.
- Those who opposed raised concerns over the impact of the development on road infrastructure, while others felt that - for this site and in the wider Plan – the proposed numbers of housing were too high.

It is notable that very few respondents (1% of the overall response rate) indicated that they wished to comment on this allocation, with only 14 respondents providing a view. Noting this small sample, 2 respondents were in favour and 9 were against the allocation.

Those who supported the allocation – Land West of Hulbert Road

In total, 2 respondents indicated support for the proposed allocation, with one commenting that they felt there was an opportunity for a higher density development on this site.

Those who opposed the allocation – Land West of Hulbert Road

In total, 9 respondents indicated that they were in opposition to the proposed allocation, with comments referring to concerns over the impact of the development on the local road network and views against the proposed housing numbers put forward in the Plan.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.33. Allocation 16 – Dunsbury Way

Allocation 16 – Dunsbury Way – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small sample sizes, those in support were in favour of extending care home facilities and felt that the size of the proposed site would not lead to a detrimental impact on the local area.
- Similarly small number opposed the allocation and these respondents raised concerns over the impact of the development on road infrastructure.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 8 respondents providing a view. Noting this small sample, 2 respondents were in favour and 3 were against the allocation.

Those who supported the allocation – Dunsbury Way

In total, 2 respondents indicated support for the proposed allocation, with one commenting in favour of extending care home facilities and another suggesting that the size of the site would not lead to a detrimental impact on the local area.

Those who opposed the allocation – Dunsbury Way

In total, 3 respondents indicated that they were in opposition to the proposed allocation, with concerns raised on the impact of the development on local infrastructure, particularly road infrastructure.

Written feedback

1 respondent referenced this allocation within their response, expressing support though caveating this with concern over the impact of the proposal on cycle paths at the location and citing a potential inaccuracy in the document.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from the landowner (Hampshire County Council) was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.34. Allocation 17 – Former Dairy Crest Depot, Dunsbury Way

Allocation 17 – Former Dairy Crest Depot, Dunsbury Way – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small sample sizes, those in support felt the site was suitable to be used to contribute towards meet local housing needs, while in opposition raised infrastructure concerns not specific to this site.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 9 respondents providing a view. Noting this small sample, 4 respondents were in favour and 2 were against the allocation.

Those who supported the allocation – Former Dairy Crest Depot, Dunsbury Way

In total, 5 respondents indicated support for the proposed allocation, with comments agreeing with this site being suitable to meet local housing need.

Those who opposed the allocation – Former Dairy Crest Depot, Dunsbury Way

In total, 2 respondents indicated that they were in opposition to the proposed allocation, with comments referring to more general concerns over the impact of development on local infrastructure not in relation to this specific site.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.35. Allocation 18 – Former Electricity Board, Bartons Road

Allocation 18 – Former Electricity Board, Bartons Road – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 2% of the overall response rate.
- Noting the small sample size, views were split between those in support and in opposition to this allocation.
- For those in support, comments referenced that the site had been empty for some time and was therefore due to be developed, while others mentioned there was an opportunity to provide affordable housing on the site.
- Those who opposed the allocation raised concerns over the impact on the local road infrastructure.

It is notable that very few respondents (2% of the overall response rate) indicated that they wished to comment on this allocation, with only 19 respondents providing a view. Noting this small sample, 8 respondents were in favour and 8 were against the allocation.

Those who supported the allocation – Former Electricity Board, Bartons Road

In total, 9 respondents indicated support for the proposed allocation, with comments referencing support for including a site that has been previously developed but has now been empty for some time. Others also referenced the opportunity to provide affordable housing at the site.

Those who opposed the allocation – Former Electricity Board, Bartons Road

In total, 8 respondents indicated that they were in opposition to the proposed allocation, mainly due to concerns over the impact of the proposed development on local infrastructure, most notably road infrastructure.

Written feedback

1 respondent referenced this allocation within their response, giving an overview of a previous planning refusal on this site and suggesting external funding be sought to enable higher density development at this location.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission on behalf of Stonebond Properties was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.36. Allocation 19 – Padnell Grange

Allocation 19 – Padnell Grange – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the small sample size, all respondents who gave a view on the allocation indicated
- Those who opposed the allocation felt that the site was not suitable for the proposed number of houses, while also raised concerns over the impact of the development on the local road network.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 10 respondents providing a view. Noting this small sample, 1 respondent was in favour and 5 were against the allocation.

Those who supported the allocation – Padnell Grange

In total, 1 respondent stated that they were in support of the allocation and provided no further comments.

Those who opposed the allocation – Padnell Grange

In total, 5 respondents indicated that they were in opposition to the proposed allocation, with views stating that the site was not felt to be suitable for the proposed number of houses, and that any development would have a negative impact on the local road infrastructure.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

Submissions on behalf of the landowner and Stonebond Properties were received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.37. Allocation 20 – Land at Cowplain School

Allocation 20 – Land at Cowplain School – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the small sample size, those in support agreed with the use of the site for the provision of a care home, while those in opposition felt that the site would have a negative impact on local road infrastructure.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 7 respondents providing a view. Noting this small sample, 2 respondents were in favour and 4 were against the allocation.

Those who supported the allocation – Land at Cowplain School

In total, 2 respondents indicated support for the proposed allocation, expressing agreement with the provision of a care home on this site.

Those who opposed the allocation – Land at Cowplain School

In total, 4 respondents indicated that they were in opposition to the proposed allocation, with comments mainly referring to concern of the impact of the development on the local road network.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.38. Allocation 21 – Blue Star

Allocation 21 – Blue Star – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, all respondents who gave a firm view were in opposition to the allocation.
- These comments raised concern over the use of a greenfield site for development.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 8 respondents providing a view. Noting this small sample, no respondents were in favour and 3 were against the allocation.

Those who supported the allocation – Blue Star

No respondents indicated support for the proposed allocation.

Those who opposed the allocation – Blue Star

In total, 3 respondents indicated that they were in opposition to the proposed allocation, citing a view against the development of greenfield land.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission on behalf of Grainger Plc was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.39. Allocation 22 – Goodwillies Timber Yard

Allocation 22 – Goodwillies Timber Yard – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Those in support of the allocation felt that the site was suitable for use for the proposed level of development, while those who opposed the site raised concerns over the number of houses being proposed and highlighted reports of contamination at the location.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 12 respondents providing a view. Noting this small sample, 5 respondents were in favour and 5 were against the allocation.

Those who supported the allocation – Goodwillies Timber Yard

In total, 5 respondents indicated support for the proposed allocation, with views expressing an agreement with the suitability of this site for development.

Those who opposed the allocation – Goodwillies Timber Yard

In total, 5 respondents indicated that they were in opposition to the proposed allocation, with comments referring to concerns over the proposed housing numbers put forward for the site and concerns of this location being contaminated.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from Foreman Homes was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.40. Allocation 23 – MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8)

Allocation 23 – MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8) – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, all respondents who gave a firm view were in opposition to the allocation.
- Those who opposed referenced a negative view on the use of a greenfield site for development.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 9 respondents providing a view. Noting this small sample, 1 respondent was in favour and 4 were against the allocation.

Those who supported the allocation – MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8)

In total, 1 respondent indicated that they supported the allocation and provided no further comments.

Those who opposed the allocation – MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8)

In total, 4 respondents indicated that they were in opposition to the proposed allocation, with the main concern being over the potential development of a greenfield site.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission on behalf of Grainger Plc was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.41. Allocation 24 – South Downs College Car Park

Allocation 24 – South Downs College Car Park – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 2% of the overall response rate.
- Noting the very small numbers, more respondents were in opposition to the allocation (72%) than those who supported the use of the site (39%).
- Those who supported the allocation referenced that the site was brownfield in nature and would therefore reduce the pressure on using greenfield sites for development.
- Those who opposed the allocation expressed concerns in relation to car parking capacity for Havant and South Downs College, while others felt there would be a negative impact on local wildlife.

Noting the small sample size (19 responses to this question), 72% of respondents opposed the allocation of the South Downs College Car Park, with 39% of all respondents strongly opposing this site.

This compares to 17% of respondents supporting this allocation.

Those who supported the allocation – South Downs College Car Park

In total, 3 respondents indicated support for the proposed allocation, citing the use of a brownfield or already developed site as a positive for this location.

Those who opposed the allocation – South Downs College Car Park

In total, 13 respondents indicated that they opposed the allocation.

Noting the small sample size, the key themes raised were as follows:

- Concern over ongoing requirement for parking at South Downs College and subsequent impact on neighbouring roads (6 responses).
- Concern over the impact on wildlife, particularly due to links with the nearby Campdown site (4 responses).
- Concern over impact on local road infrastructure, particularly in reference to traffic congestion (3 responses).

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.42. Allocation 25 – Campdown

Allocation 25 - Campdown – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to 3% of the overall response rate.
- Noting the very small numbers, those who did provide a response were more likely to be in opposition to the site (78%) than in support (11%).
- Those who supported the allocation indicated a support for higher density development taking place at this location.
- Those who opposed expressed concerns in relation to car parking capacity for Havant and South Downs College and the wider local road infrastructure, while others felt there would be a negative impact on local wildlife.

Noting the small sample size (28 respondents to this question), 78% of respondents opposed the allocation of Campdown, with almost half of all respondents (48%) strongly opposing this site.

This compares to 11% of respondents supporting this allocation.

Those who supported the allocation - Campdown

In total, 3 respondents indicated support for the proposed allocation. These views included support for higher density development on this site, while other comments related to separate sites.

Those who opposed to the allocation – Campdown

In total, 22 respondents indicated that they opposed the allocation.

Noting the small sample size, the key themes raised were as follows:

- Concern over the impact on wildlife, particularly due to links with the nearby South Downs College Car Park site (10 responses).
- Concern over impact on local road infrastructure, particularly in reference to traffic congestion (10 responses).
- Concern over the loss of open / green space in the local area (8 responses).
- Concern over negative impact of development on the natural environment (7 responses).

Written feedback

1 respondent referenced this allocation within their response, citing concerns over the impact of the development on the local environment including wildlife, the loss of open space and the impact on the local road network.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.43. Specific employment sites

The following table provides an overview of the number of respondents for each proposed employment allocation in the Plan:

Allocation	No. of respondents *	Those who supported the allocation** (%)	Those who opposed the allocation*** (%)
Allocation 26 – Waterloo Park	6	3 (60%)	0 (0%)
Allocation 27 – Dunsbury Park strategic site	10	6 (66%)	2 (22%)
Allocation 28 – Former Colt Site	6	3 (60%)	1 (20%)
Allocation 29 – Gas Holder Site, Downley Road, New Lane	4	1 (33%)	0 (0%)
Allocation 30 – Langstone Park	9	5 (56%)	2 (33%)
Allocation 31 – Interbridges West	12	1 (8%)	7 (58%)
Allocation 32 – Interbridges East	11	1 (9%)	9 (82%)
Allocation 33 – Gas Site, Palmers Road, Emsworth	7	2 (28%)	2 (28%)

* Total number of respondents – these may not add to the total of those who supported and objected as those who were neutral / gave no opinion / were unsure as their answer are not included in those columns.

** Respondents who stated ‘Strongly support’ or ‘Somewhat support’ in their response. Percentages show the proportion of respondents who gave this view on the particular allocation.

*** Respondents who stated ‘Somewhat object’ or ‘Strongly object’ in their response. Percentages show the proportion of respondents who gave this view on the particular allocation.

7.44. Allocation 26 – Waterloo Park

Allocation 26 – Waterloo Park – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, all respondents who gave a firm view were in support of the allocation.
- Those who supported the allocation referenced caveating their support with concerns over deliverability and desirability.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 6 respondents providing a view. Noting this small sample, 3 respondents were in favour and no respondents were against the allocation.

Those who supported the allocation – Waterloo Park

In total, 3 respondents indicated support for the proposed allocation, with comments caveating their support with concerns over the attractiveness of the site to prospective businesses and over the deliverability of the wider Plan.

Those who opposed the allocation – Waterloo Park

No respondents indicated that they were in opposition to the proposed allocation.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from Hargreaves Management Ltd was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.45. Allocation 27 – Dunsbury Park strategic site

Allocation 27 – Dunsbury Park strategic site – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, two thirds (66%) were in support of the allocation.
- Those who were in support stated that their views were dependent on improvements to public transport and active travel routes.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 10 respondents providing a view. Noting this small sample, 7 respondents were in favour and 2 were against the allocation.

Those who supported the allocation – Dunsbury Park strategic site

In total, 7 respondents indicated support for the proposed allocation. One comment provided strong support from a strategic partner, while others caveated their support with concerns over links to public transport and active travel routes.

Those who opposed the allocation – Dunsbury Park strategic site

In total, 2 respondents indicated that they were in opposition to the proposed allocation due to environmental concerns, relating to the impact of the development on ancient woodland nearby.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission from the landowner (Portsmouth City Council) was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.46. Allocation 28 – Former Colt Site

Allocation 28 – Former Colt Site – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, more respondents were in support of the allocation (60%) than were against this allocation.
- Those who supported the allocation did suggest potentially using the site for mixed use (i.e. including housing within any potential development).

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 6 respondents providing a view. Noting this small sample, 3 respondents were in favour and 1 was against the allocation.

Those who supported the allocation – Former Colt Site

In total, 3 respondents indicated support for the proposed allocation. Comments here caveated their views however, with the key theme referenced the potential for using the site for mixed use (i.e. including housing within any potential development).

Those who opposed the allocation – Former Colt Site

In total, 1 respondent indicated that they were in opposition to the proposed allocation, with the main concern being over a preference for the site to be used for housing.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.47. Allocation 29 – Gas Holder Site, Downley Road, New Lane

Allocation 29 – Gas Holder Site, Downley Road, New Lane – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the small sample size, most respondents gave a neutral or no opinion view on the allocation.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 4 respondents providing a view. Noting this small sample, 1 respondent was in favour and no respondents were against the allocation.

Those who supported the allocation – Gas Holder Site, Downley Road, New Lane

In total, 1 respondent indicated support for the proposed allocation, which raised concern over the deliverability of the wider Plan.

Those who opposed the allocation – Gas Holder Site, Downley Road, New Lane

No respondents indicated that they were in opposition to the proposed allocation.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.48. Allocation 30 – Langstone Park

Allocation 30 – Langstone Park – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, more respondents were in favour of the allocation (63%).
- Those in support referenced their positive view on the proposal and links to the current usage of the site for employment purposes.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 9 respondents providing a view. Noting this small sample, 5 respondents were in favour and 2 were against the allocation.

Those who supported the allocation – Langstone Park

5 respondents indicated support for the proposed allocation, referencing the current use of the site for employment purposes and support for the proposed extension.

Those who opposed the allocation – Langstone Park

In total, 2 respondents indicated that they were in opposition to the proposed allocation, with the main concern being over the impact on the local road network, namely access to and from Hayling Island.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

A submission on behalf of XLB Property was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.49. Allocation 31 – Interbridges West

Allocation 31 – Interbridges West – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, more respondents were in opposition to the allocation (54%).
- Those against the allocation of the site referenced the potential negative impact of the allocation on the local road infrastructure.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 12 respondents providing a view. Noting this small sample, 1 respondent was in favour and 7 were against the allocation.

Those who supported the allocation – Interbridges West

In total, 1 respondent indicated support for the proposed allocation, with their comments referring to the wider deliverability of the Plan.

Those who opposed the allocation – Interbridges West

In total, 7 respondents indicated that they were in opposition to the proposed allocation, with the main concern being over the impact of the development on the local road network.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

Development Industry Response

A submission on behalf of Harebell 100 Ltd was received in relation to this allocation.

An overview of the response from the development industry can be found at Section 8.

7.50. Allocation 32 – Interbridges East

Allocation 32 – Interbridges East – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, more respondents were against the allocation (80%).
- Those who opposed the allocation referenced flooding concerns and the potential negative impact on local road infrastructure.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 11 respondents providing a view. Noting this small sample, 1 respondent was in favour and 9 were against the allocation.

Those who supported the allocation – Interbridges East

In total, 1 respondent indicated support for the proposed allocation, with their comments referring to the wider deliverability of the Plan.

Those who opposed the allocation – Interbridges East

In total, 9 respondents indicated that they were in opposition to the proposed allocation, with comments referring to flooding concerns and concerns over the negative impact of the development on road infrastructure.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.51. Allocation 33 – Gas Site, Palmers Road, Emsworth

Allocation 33 – Gas Site, Palmers Road, Emsworth – Overall Conclusions

- Only a very small portion of all respondents chose to give a view on the proposed allocation, equating to under 1% of the overall response rate.
- Noting the very small numbers, views were balanced between those who supported (34%) and those who opposed (34%) the allocation.

It is notable that very few respondents (under 1% of the overall response rate) indicated that they wished to comment on this allocation, with only 7 respondents providing a view. Noting this small sample, 2 respondents were in favour and 2 were against the allocation.

Those who supported the allocation – Gas Site, Palmers Road, Emsworth

In total, 2 respondents indicated support for the proposed allocation, with their comments referring to concerns over the proposed development on the local road network.

Those who opposed the allocation – Gas Site, Palmers Road, Emsworth

In total, 2 respondents indicated that they were in opposition to the proposed allocation, but no comment raised any particular themes.

Written feedback

No respondents referenced this allocation within their response.

Comment card feedback

No respondents commented on this allocation using this method.

Go Vocal feedback

No respondents commented on this allocation using this method.

Development Industry Response

No response from the development industry was received in relation to this allocation.

7.52. Additional Sites for Allocation

In total, 21 responses provided suggestions for additional sites for allocation within the Plan.

The following table details the additional sites suggested by respondents:

Suggested locations	No. of responses
Hayling Island	2
Brownfield sites (general)	2
Anywhere but Southleigh	2
Scratchface Lane	2
Crookhorn	2
Sites outside of borough (general)	1
Harts Farm Way	1
Harts Farm Road roundabout (floating village suggestion)	1
Land at Saltmarsh Lane	1
Land north of the Oysters	1
Town centres (general)	1
Shoreline (general)	1
Land by B&Q / Asda in Waterlooville	1
Old Waitrose in Waterlooville	1
Colt site	1
Opposite New Lane cemetery / Havant station	1
Prioritise annexes / extensions to existing properties (general)	1
SHELAA site HY30, Avenue Road, Hayling Island	1
Land at Portsdown Hill Road	1
HSDC site, Havant	1
Aston Road / Aysgarth Road (suggested as employment site)	1
Hayling Island employment sites (general)	1
Broadmarsh	1
Twittens Way	1

In addition to the above, 10 respondents indicated via written submissions that they support the exclusion of a previously allocated site situated on the south of the A259 / Havant Road from the Plan.

7.53. Topic-based policies

The following sections provide a breakdown of the findings for each topic-based policy sections in the Plan.

7.54. High quality development (and included policies)

High quality development (and included policies) – Overall Conclusions

- **A majority of respondents (69%) were in favour of the proposed policies for High Quality Development**, compared to those who were against (14%).
- Those in support of these policies indicated that **they felt that high quality design was crucial to successful development**, though some did raise concerns over deliverability and the provision of affordable housing.
- Though much smaller in number, those who opposed these policies expressed views against the proposed housing numbers and concerns over deliverability.
- Of the policies included within this section, respondents were broadly supportive of these – however, a higher portion (just over third of respondents) opposed the Housing Density policy, noting a small sample size

Overall views on High Quality Development policies

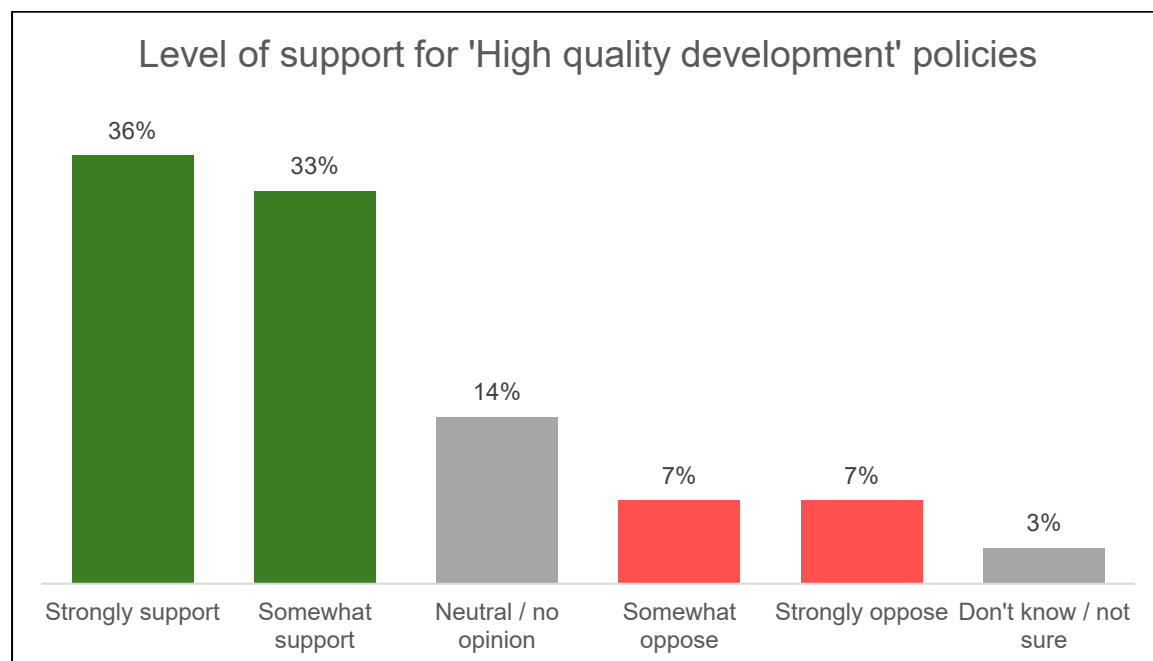


Figure 36 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'High quality development' option.

SAMPLE: 135

A majority of respondents (69%) were in support of the High Quality Development policies, compared to 14% who opposed the policies.

Those who supported the policies – High Quality Development

In total, 93 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments highlighting the importance of high quality design in new developments amongst respondents – these comments were broadly supportive of the proposed policy and agreed that this was a key consideration for the Plan (21 responses).
- Comments caveating their support with a perceived lack of trust in the council delivering these policies – comments here were supportive of the policy but expressed doubt that they would be fully implemented, with some referencing previous developments that were seen to be of a poorer quality (10 responses).
- Comments highlighting the importance of providing affordable housing in the local area (8 responses).

Those who opposed the policies – High Quality Development

In total, 19 respondents indicated that they opposed the policies. The main themes raised by these comments were views against the proposed numbers of housing within the Plan, and a perceived lack of trust in the council delivering on high quality policies.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 12 – High quality design	53	83%	16%
Policy 13 – Housing density	42	52%	38%

Policy 14 – High quality new homes	50	78%	18%
High quality development section as a whole	60	71%	18%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them.

It should be noted however that Policy 13 – Housing Density received a higher rate of opposition than the other policies, with just over a third of respondents (38%) of respondents indicating that they were opposed to this policy (though the small sample size should be noted).

Written feedback

1 respondent referenced these policies within their response, expressing support for the policies with particular reference to supporting climate initiatives and measures to support local biodiversity.

Comment card feedback

3 respondents referenced these policies within their response, raising the following key themes:

- The importance of high-quality design in ensuring that new developments are sympathetic to their local area (alongside views that recent developments have not been designed to a high standard)
- Concerns over infrastructure in supporting the proposed level of development.
- A view that housing design should be standardised and prefabricated to allow for efficient and quick developments to be implemented.

Comment card feedback

No respondents commented on these policies using this method.

Go Vocal feedback

No respondents commented on these policies using this method.

7.55. Climate change (and included policies)

Climate change (and included policies) – Overall Conclusions

- **A majority of respondents (64%) were in support of the Climate Change policies**, compared to 16% who were opposed.
- Those in support of the policies **were in favour of measures that aim to have a positive impact on the local environment, water efficiency and low carbon homes**.
- Those who indicated that they opposed the proposed policies, though smaller in number, **expressed views against the proposed housing numbers**, the impacts of development on local infrastructure and views that development should be prioritised over climate protection policies.
- Support for the individual policies within this section was broadly consistent.

Overall views on Climate Change policies

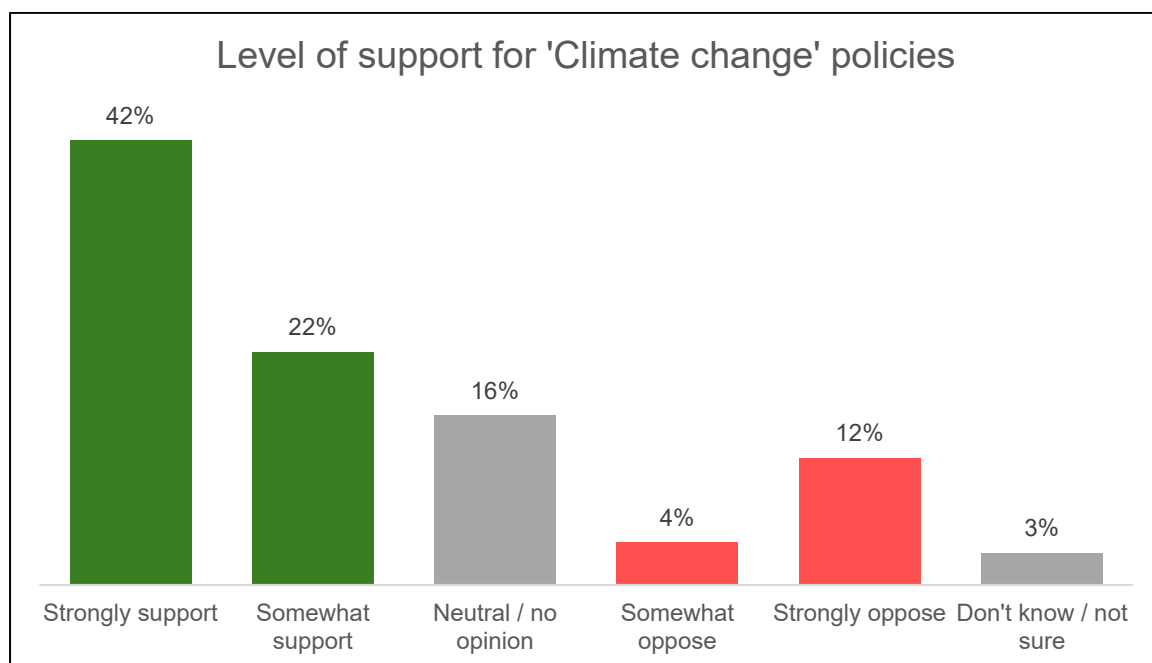


Figure 37 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'Climate change' option.

SAMPLE: 130

A majority of respondents (64%) were in support of the Climate Change policies, compared to 16% who opposed the policies.

Those who supported the policies – Climate Change

In total, 84 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments expressing a general support for measures to support the local environment (16 responses).
- Comments expressing the importance of and support of stronger measures for water efficiency (11 responses).
- Comments expressing the importance of low carbon homes (7 responses).

Those who opposed the policies – Climate Change

In total, 21 respondents indicated that they opposed the policies. The main themes raised by these comments were views against the proposed numbers of housing within the Plan, while others felt that development should be prioritised over climate policies, concerns over the impact of development on road infrastructure and a view that climate policies should be provided by central government rather than be led by local government policies.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 15 – Low carbon development	42	71%	19%
Policy 16 – Preventing overheating	33	73%	15%
Policy 17 – Sustainable construction methods, materials and waste	45	78%	13%
Policy 18 – Water efficiency	52	69%	17%
Climate change section as a whole	67	70%	20%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them by roughly the same rate.

Written feedback

1 respondent referenced these policies within their response, expressing strong support for climate-based policies and suggesting a wider public support for such measures.

Comment card feedback

No respondents commented on these policies using this method.

Go Vocal feedback

No respondents commented on these policies using this method.

7.56. The natural environment (and included policies)

The natural environment (and included policies) – Overall Conclusions

- **A majority of respondents (70%) were in support of the Natural Environment policies**, compared to 16% who opposed the policies.
- Those in support referenced how **they were in favour of policies to support local wildlife and the local environment**, while others highlighted **the importance of the natural environment in supporting health and wellbeing** of those living in the borough.
- Though smaller in number, those who opposed the proposed policies expressed a view **that the policies were not strong enough to adequately protect the natural environment**, while others also expressed concern for the impact of development on local open spaces and wildlife.
- Support for the individual policies within this section was broadly consistent.

Overall views on The Natural Environment policies

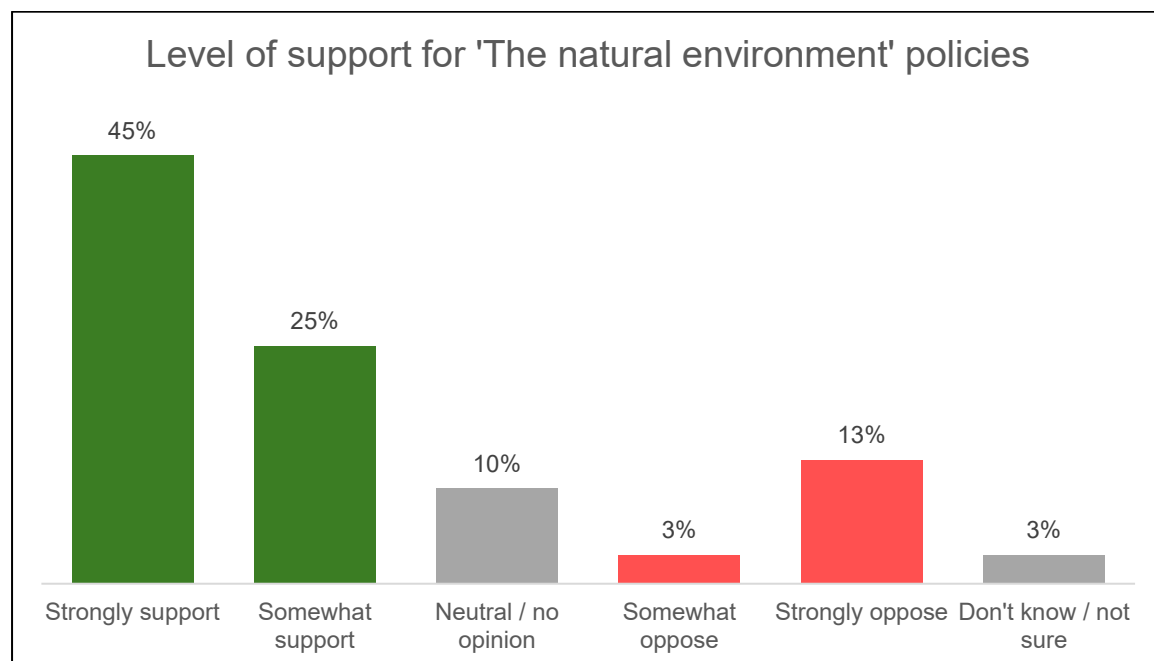


Figure 38 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'The natural environment' option.

SAMPLE: 128

A majority of respondents (70%) were in support of the Natural Environment policies, compared to 16% who opposed the policies.

Those who supported the policies – The Natural Environment

In total, 90 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments expressing support for the measures to protect wildlife, with Bernstein bats and birds (particularly Brent Geese) referenced within responses (20 responses).
- Comments expressing a general support for measures to support the local environment (16 responses).
- Comments highlighting the importance of the natural environment on resident's physical and mental health and wellbeing (17 responses).

Those who opposed the policies – The Natural Environment

In total, 21 respondents indicated that they opposed the policies. The main themes raised by these comments were views that the policies were not strong enough in providing protection for local wildlife, while others suggested similar views in relation to the natural environment and open spaces in the borough. Some respondents felt that mitigation and Biodiversity Net Gain policies were not a suitable reason to allow for development.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 19 – Biodiversity Net Gain	32	75%	16%
Policy 20 – International and National Nature Conservation Sites	40	73%	20%
Policy 21 – The Local Ecological Network	49	76%	18%
Policy 22 – Recreation disturbance on international sites	31	77%	13%

Policy 23 – Water quality effects on international sites	39	82%	10%
Policy 24 – Protected and notable species	42	76%	16%
Policy 25 – Solent Wader and Brent Goose Strategy	34	74%	18%
The natural environment as a whole	59	76%	16%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them by roughly the same rate.

Comment card feedback

1 respondent commented on these policies in their response, expressing support for the protection of existing designated sites.

Written feedback

1 respondent referenced these policies within their response, giving feedback on the individual policies within this section as follows:

- Biodiversity Net Gain – comments referenced the importance of maintaining the proposed target and suggested exceeding the percentage for sites with rare species.
- International and National Conservation Status – though supportive of the policy, the respondent stated that in their view any development impacting on these areas was unacceptable.
- The Local Ecological Network – though supportive of the policy, the respondent stated that in their view any development impacting on these areas was unacceptable.
- Recreation Disturbance on International Sites – comment expressed general support.
- Water Quality Effects on International Sites – though supportive of the policy, comments here emphasised the continuing importance of achieving nutrient neutrality and suggested ongoing public available water testing data.
- Protected and Notable Species – comment expressed support as this forms a material consideration in planning applications.
- Solent Wader and Brent Goose Strategy Sites – though supportive of the policy, the respondent raised concern that habitat area for this purpose had been lost previously and further development in this area should be stopped.

Comment card feedback

No respondents commented on these policies using this method.

Go Vocal feedback

No respondents commented on these policies using this method.

7.57. Flood risk and the coast (and included policies)

Flood risk and the coast (and included policies) – Overall Conclusions

- **A majority of respondents (69%) were in support of the Flood Risk and the Coast policies**, compared to 18% who opposed the policies.
- For those who supported the policies, comments indicated **agreement with the principle of avoiding development in areas at risk of flooding**, with some specifically referencing their support for the proposed restriction of development on Hayling Island.
- Though lower in number, those who opposed the policies **raised concern over the principle of allowing development in areas at risk of flooding in any circumstances**, while others highlighted potential negative impacts on the borough's wastewater and water infrastructure.
- Support for the individual policies within this section was broadly consistent.

Overall view on Flood Risk and the Coast policies

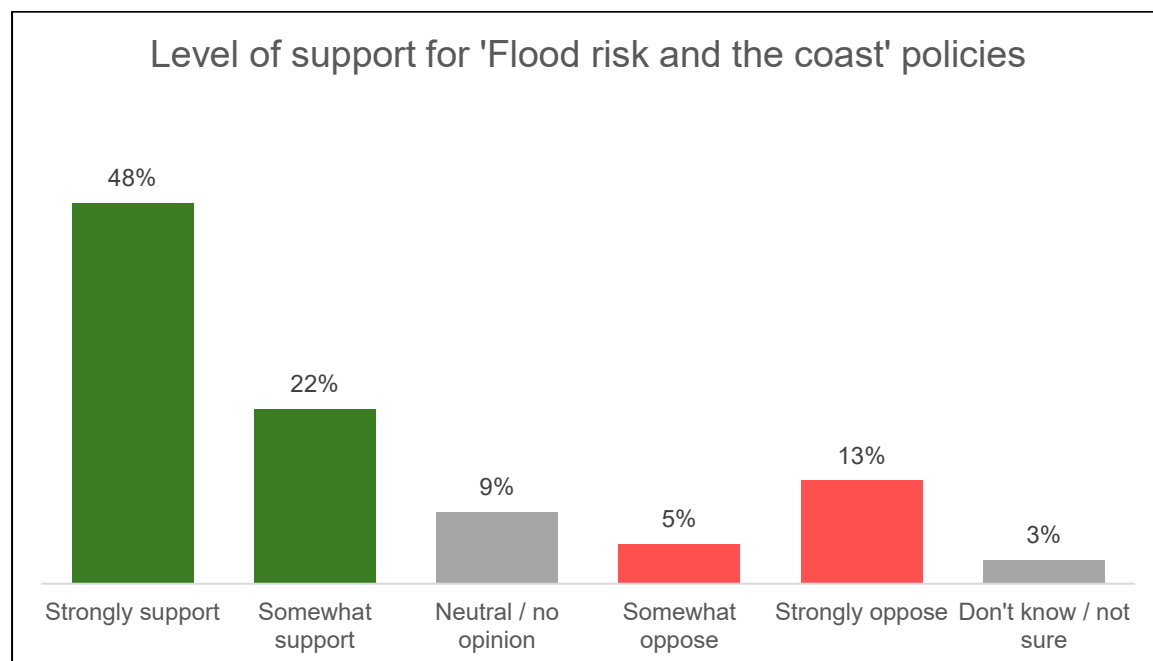


Figure 39 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'Flood risk and the coast' option.
SAMPLE: 130

A majority of respondents (70%) were in support of the Flood Risk and the Coast policies, compared to 18% who opposed the policies.

Those who supported the policies – Flood Risk and the Coast

In total, 91 respondents indicated that they were in support of these policies.

The following key themes were raised:

- Support for avoiding development on areas at risk of flooding (though some caveat their support with ongoing concern about development on sites with any level of risk of flooding) (16 responses).
- Support dependent on resolution of concerns over the risk of flooding and / or the impact of rising sea levels on the borough, mainly through the strengthening of these policies (14 responses).
- Comments expressing support for the Plan's approach to restricting development on Hayling Island (13 responses).
- General comments of support for flood policies (11 responses).

Those who opposed the policies – Flood Risk and the Coast

In total, 23 respondents indicated that they opposed the policies. Views here were mainly concerned about the impact of development on areas at risk of flooding, while others referenced potential negative impacts on the borough's water (e.g. drainage, water supply) and wastewater (e.g. sewage) infrastructure.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 26 – Flood Risk	63	66%	24%
Policy 27 – Drainage	50	72%	20%
Policy 28 – Development on the coast	44	79%	12%
The flood risk and the coast section as a whole	70	74%	17%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them by roughly equivalent rates.

Comment card feedback

1 respondent referenced their policies within their response, raising concern over the capacity of the existing drainage infrastructure network and emphasising the importance of understanding future flood risk for the borough's coastal locations.

Written feedback

2 respondents referenced these policies within their response.

1 respondent was supportive of the policies, though did raise concern over whether safeguards could protect the area from intermediaries providing utilities and therefore potentially avoiding scrutiny as non-mandatory consultees.

1 respondent was in opposition to the proposed policies, giving experiences of flooding in the borough in recent years and stating that a new policy was required to plan for future (including beyond the current Plan lifespan) flooding and a strategy for flood risk management / adaptation.

Though they did not reference the Flood Risk policies specifically, 14 additional respondents indicated support for the proposed approach for restricting development on Hayling Island, with some of these referencing flood risk issues as the key reason for their support.

Comment card feedback

No respondents commented on these policies using this method.

Go Vocal feedback

No respondents commented on these policies using this method.

7.58. Heritage and landscape (and included policies)

Heritage and landscape (and included policies) – Overall Conclusions

- **A majority of respondents (66%) were in support of the Heritage and Landscape policies**, compared to 11% who opposed the policies.
- For those who supported the policies, **comments expressed the value amongst respondents of local historic sites** and the view that these support resident health and wellbeing.
- Others were supportive of measures to **protect the natural environment and wildlife** in the area.
- Though lower in number, those who opposed the policies felt that the **policies should be strengthened to provide greater protection of local historic sites**.
- Support for the individual policies within this section was broadly consistent.

Overall views on Heritage and Landscape policies

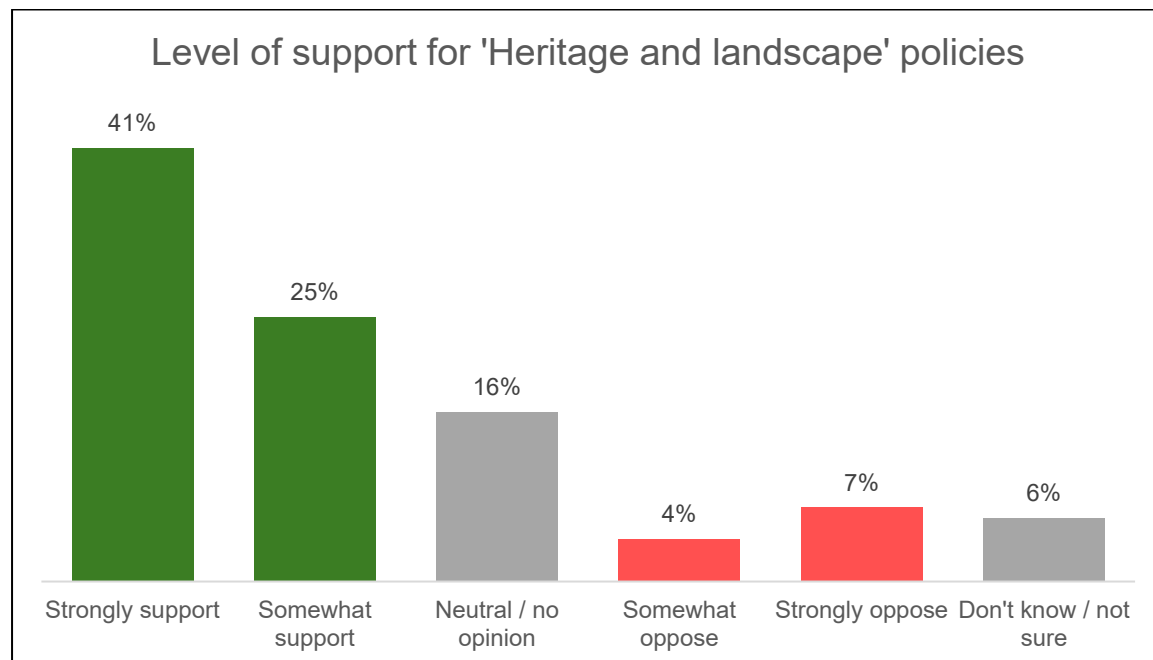


Figure 40 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'Heritage and landscape' option.

SAMPLE: 123

A majority of respondents (66%) were in support of the Heritage and Landscape policies, compared to 11% who opposed the policies.

Those who supported the policies – Heritage and Landscape

In total, 82 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments expressing the value of local historical sites and agreement with the protection of these locations. Specific historical sites referenced included the centre of Emsworth, Havant Town Centre and Langstone Millpond (10 responses).
- Views detailing the positive health and wellbeing impacts of the sites protected by these policies (7 responses).
- Comments expressing support for the protection of the natural environment within these policies (7 responses).
- Comments expressing support for the protection of local wildlife within these policies (7 responses).

Those who opposed the policies – Heritage and Landscape

In total, 14 respondents indicated that they opposed the policies. Comments here expressed a view that the policies needed to be strengthened in order to protect valuable local historical sites, while others felt there was a potential ongoing negative impact of development on hedgerows, particularly with reference to the Long Copse Lane and Southleigh allocations.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 29 – Designated landscapes	31	71%	16%
Policy 30 – Heritage and the historic environment	36	74%	14%
Policy 31 – Trees, hedgerows and woodland	40	74%	13%
The heritage and landscape section as a whole	60	73%	15%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them by roughly equivalent rates.

Written feedback

2 respondents referenced these policies within their response.

1 respondent was in support of these policies, indicating a view that further non-designated heritage assets (none were suggested within the response) should also be included and suggesting further community engagement should take place to understand the importance of assets amongst residents and visitors.

1 respondent was in opposition to these policies as although they indicated that they agree with the principles put forward, they felt that the South Downs National Park should be given more protection from development.

Comment card feedback

No respondents commented on these policies using this method.

Go Vocal feedback

No respondents commented on these policies using this method.

7.59. Homes for all (and included policies)

Homes for all (and included policies) – Overall Conclusions

- **More respondents (54%) were in support of the Homes for All policies**, compared to 21% who opposed the policies.
- For those who supported the policies, comments indicated **an agreement with the proposed principle of providing affordable housing locally**, while others expressed **a desire for developments with different unit sizes and measures to support those who are renting**.
- Though lower in number, those who **opposed the policies felt the policy may not deliver affordable housing** for local residents.
- Support for the individual policies within this section was broadly consistent, except for the policy towards Gypsies, Travellers and Travelling Showpeople which more respondents opposed (42%) than supported (38%).

Overall views on Homes for All policies

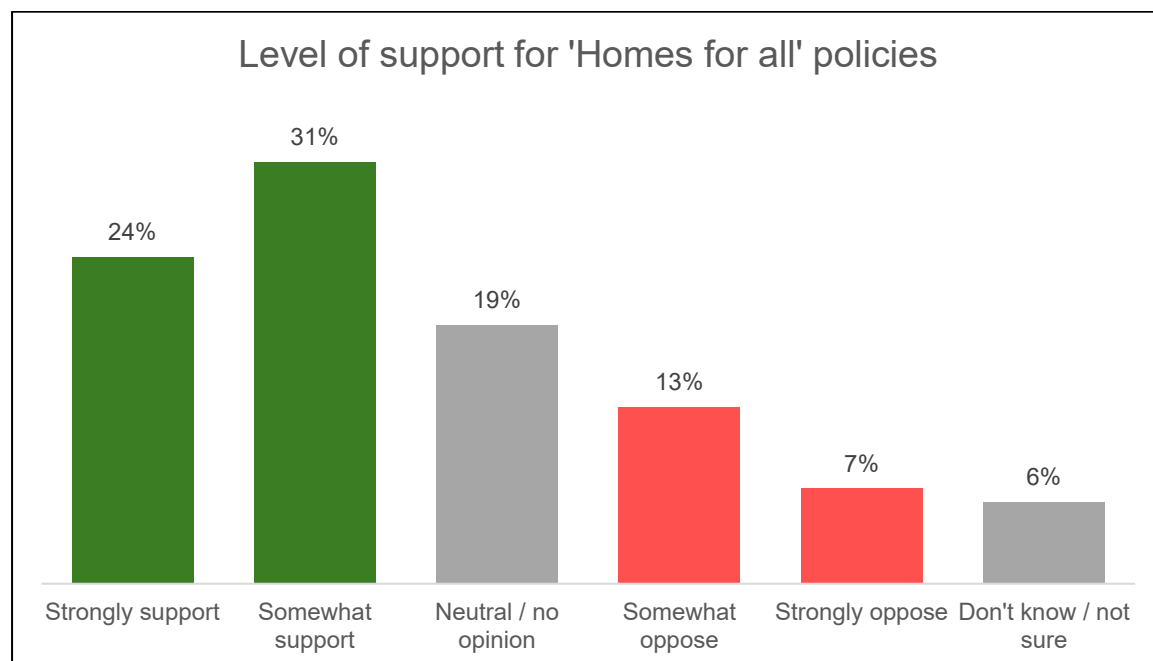


Figure 41 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'Homes for all' option.
SAMPLE: 126

More respondents (55%) were in support of the Homes for All policies, compared to 20% who opposed the policies.

Those who supported the policies – Homes for All

In total, 69 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments expressing agreement and / or support with the focus on providing affordable housing in the local area (17 responses).
- Comments expressing the view that the policies should seek to deliver a variety of different housing sizes (e.g. 1/2/3/4 bedroom houses and flats) aimed at different audiences (8 responses).
- Comments expressing the need to consider those who are renting and how these residents could be supported (6 responses).

Those who opposed the policies – Homes for All

In total, 26 respondents indicated that they opposed the policies. The main theme raised expressed the importance of affordable housing alongside a concern that the policies would not deliver this for local residents.

Individual policies

Respondents were also asked to indicate which policies within this section that they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 32 – Affordable housing	50	65%	22%
Policy 33 – Housing mix	40	62%	28%
Policy 34 – Retirement and Specialist Housing	38	63%	24%
Policy 35 – Residential annexes	26	65%	23%
Policy 36 – Self and custom build housing	22	57%	33%
Policy 37 – Gypsies, Travellers and Travelling Showpeople	27	38%	42%

The homes for all section as a whole	46	51%	27%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them by roughly the same rate.

Policy 37 (Gypsies, Travellers and Travelling Showpeople) did receive slightly more respondents opposing it (42%) than supporting it (38%), but the low sample size should be noted.

Written feedback

2 respondents referenced these policies within their response.

1 respondent was in support of the proposed policies, citing the importance of affordable housing but also suggesting that the Plan should provide for a higher percentage of social rent homes within new developments.

1 respondent was in opposition to the proposed policies, suggesting that the Plan should be much more ambitious in seeking to provide affordable and social rent housing within new developments.

Comment card feedback

1 respondent referenced these policies within their response, raising concern over the definition of 'affordable housing' and instead suggesting the policies should focus on providing social housing to enable residents to 'get on the housing ladder'.

Go Vocal feedback

No respondents commented on these policies using this method.

7.60. The borough's economy and town centres (and included policies)

The borough's economy and town centres (and included policies) – Overall Conclusions

- **More respondents (64%) were in support of The Borough's Economy and Town Centres policies**, compared to 12% who opposed the policies.
- For those who supported the policies, comments **recognised the value of regenerating local town centres** and others put forward views on the potential wider positive impacts of regenerated town centres on these localities.
- Though lower in number, those who opposed the policies raised the main **concern that the impact of regeneration on local road infrastructure, particularly on the road networks** near the borough's town centres.
- Support for the individual policies within this section was broadly consistent.

Overall views on The Borough's Economy and Town Centres policies

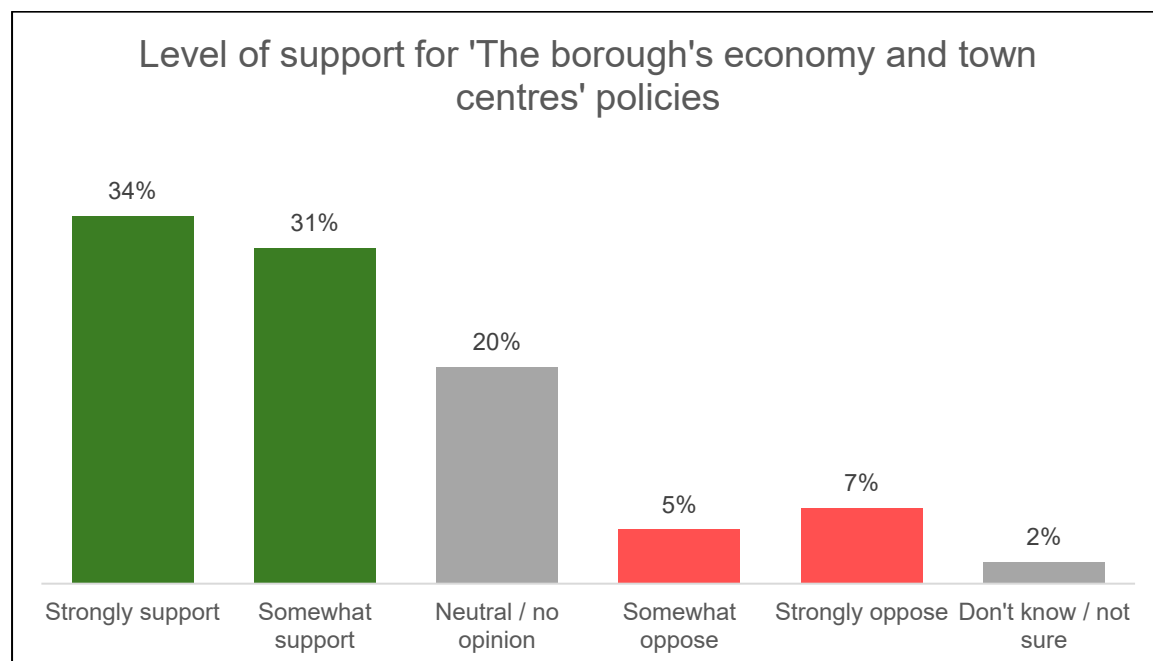


Figure 42 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'The borough's economy and town centres' option.

SAMPLE: 122

A majority of respondents (65%) were in support of The Borough's Economy and Town Centres policies, compared to 12% who opposed the policies.

Those who supported the policies – The Borough's Economy and Town Centres

In total, 79 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments agreeing with the importance of regeneration, including support for the key regeneration sites put forward by the Plan (11 responses).
- Comments expressing the view that the regeneration of these locations would be positive for the local community and for the wider locality (7 responses).
- Comments stating that their support for these policies would be dependent on improvements being made to the local road infrastructure that provided access to the regeneration sites (6 responses).

Those who opposed the policies – The Borough's Economy and Town Centres

In total, 15 respondents indicated that they opposed the policies. The main concern related to the impact of regeneration on local road infrastructure, particularly on the road networks near the borough's town centres.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 38 – Protecting employment uses	26	69%	12%
Policy 39 – Town, District and Local Centres	34	68%	18%
Policy 40 – Local shops outside of designated centres	27	63%	15%
Policy 41 – Food, drink and entertainment uses	25	60%	24%
Policy 42 – Protecting existing community facilities	34	74%	12%

The borough's economy and town centres section as a whole	58	67%	17%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them by roughly equivalent rates.

Comment card feedback

1 respondent referenced these policies within their response, expressing support for the regeneration of town centres to support a 'revitalised' local economy.

Written feedback

1 respondent referenced these policies within their response, expressing general support for the proposals.

Go Vocal feedback

No respondents commented on these policies using this method.

7.61. Amenity and pollution (and included policies)

Amenity and pollution (and included policies) – Overall Conclusions

- **More respondents (62%) were in support of the Amenity and Pollution policies**, compared to 17% who opposed the policies.
- For those who supported the policies, comments provided **experiences of pollution in and around the local area and support for measures to deal with similar instances**, though others also reported concerns over local air and water quality.
- Though lower in number, those who opposed the policies raised the main concern that **the impact of local road infrastructure on local air quality**, with the view that the proposed amount of development may lead to increased air pollution.
- Support for the individual policies within this section was broadly consistent.

Overall views on Amenity and Pollution policies

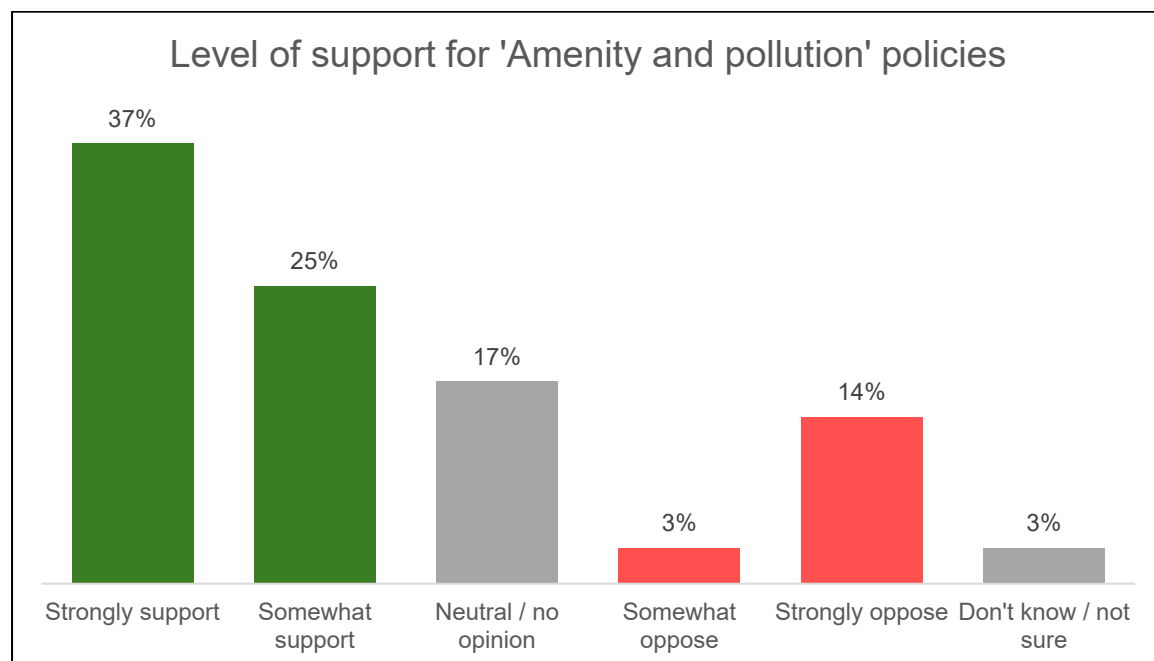


Figure 43 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan?
Findings for 'Amenity and pollution' option.
SAMPLE: 126

A majority of respondents (62%) were in support of the Amenity and Pollution policies, compared to 17% who opposed the policies.

Those who supported the policies – Amenity and Pollution

In total, 78 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments providing experience of pollution locally and indicating a support for policies dedicated to dealing with pollution (12 responses).
- Comments providing views on the poor state of local water quality (7 responses).
- Comments providing views on the poor state of local air quality (6 responses).
- Comments stating that support was dependent on resolution of concern about how local road infrastructure may produce more pollution if the proposed level of development were to go ahead (6 responses).

Those who opposed the policies – Amenity and Pollution

In total, 22 respondents indicated that they opposed the policies. The main concern related to the impact of development on the local road infrastructure, specifically a concern that increased traffic would exacerbate issues with air quality. Other comments felt the policies did not go far enough to deal with pollution issues, mainly as it was felt that the level of development would inevitably lead to increased pollution.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 43 – Amenity and pollution	35	71%	21%
Policy 44 – Air quality	36	71%	17%
Policy 45 – Aquifer Source Protection Zones	28	75%	22%
Policy 46 – Contaminated Land	23	70%	22%
The amenity and pollution section as a whole	47	70%	19%

The levels of support for the proposed policies broadly followed the overall findings, with all policies being supported by more respondents than those who opposed them by roughly the same rate

Written feedback

1 respondent referenced these policies within their response, expressing support though also suggesting that the Plan should provide for greater monitoring and enforcement of industrial pollution, more weight to air quality within traffic assessments and requirements for developers to set out how they intend to protect water aquifers from contamination.

Comment card feedback

No respondents commented on these policies using this method.

Go Vocal feedback

No respondents commented on these policies using this method.

7.62. Infrastructure (and included policies)

Infrastructure (and included policies) – Overall Conclusions

- **More respondents (56%) were in support of the Infrastructure policies**, compared to 35% who opposed the policies.
- **It should be noted that views were fairly polarised for many**, with just over a third (36%) strongly supporting the policies compared to just over a quarter (26%) strongly opposing, showing the strength of feeling from both perspectives.
- For those who supported the policies, comments stated that **support of the policies was dependent on improvements to local road infrastructure**, to avoid exacerbating existing issues and to ensure it would be capable of dealing with the impact of the proposed development.
- Other expressed the view that **improved infrastructure should be provided as a priority** to enable the proposed level of development.
- **Those opposed to the policies raised concerns over the impact of development on the local road infrastructure and a view that the policies put forward would not resolve these issues**, namely the potential need to extend and enhance the borough's road network to deal with any increase in population and no guarantees on this being provided.
- Support for the individual policies was more split, with more respondents opposing the policies for 'Accessibility, Transport and Parking' and 'New accesses onto classified roads' than supporting.

Overall views on Infrastructure policies

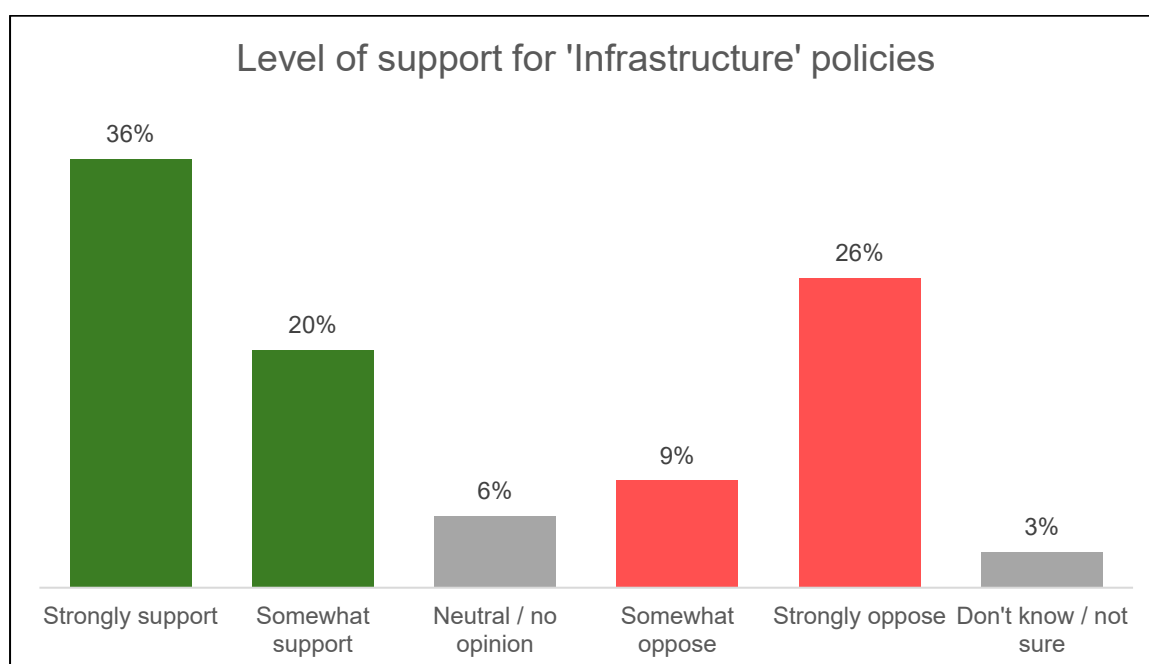


Figure 44 – Responses to Q76 – Do you support or oppose the following topic-based policies within the Plan? Findings for 'Infrastructure' option.
SAMPLE: 138

More respondents (56%) were in support of the Infrastructure policies, compared to 35% who opposed the policies.

It should be noted that views were fairly polarised for many, with just over a third (36%) strongly supporting the policies compared to just over a quarter (26%) strongly opposing, showing the strength of feeling from both perspectives.

Those who supported the policies – Infrastructure

In total, 78 respondents indicated that they were in support of these policies.

Noting the smaller sample size, the following key themes were raised:

- Comments stating that support of the policies was dependent on improvements to local road infrastructure, to avoid exacerbating existing issues and to ensure it is capable of dealing with the impact of the proposed development (22 responses).
- Comments expressing the importance of providing infrastructure as a priority, in some cases as a higher priority than development (13 responses).
- Comments highlighting the importance of protecting open / green / designated spaces from the impact of development (13 responses).
- Views that the provision of adequate infrastructure was important to the health and wellbeing of local residents (10 responses).

Those who opposed the policies – Infrastructure

In total, 48 respondents indicated that they opposed the policies. The main concern related to the impact of development on the local road infrastructure and a view that

the policies put forward would not resolve these issues, namely the potential need to extend and enhance the borough's road network to deal with any increase in population. Views here provided experiences of current issues with road infrastructure, with the view that the proposed development would exacerbate these problems. In particular, many comments referred specifically to the Southleigh allocation as the main example relating to these concerns.

Individual policies

Respondents were also asked to indicate which of the policies within this section they were referring to.

These findings are summarised in the below table, alongside the rates of support and opposition of those who indicated that they wished to comment upon any of the individual policies:

Policy Number / Name	No. of respondents	% of respondents in support	% of respondents in opposition
Policy 47 – Accessibility, transport and parking	66	46%	49%
Policy 48 – New accesses onto classified roads	50	43%	53%
Policy 49 – Protecting open space	49	65%	29%
Policy 50 – Provision of public open space in new development	43	71%	24%
Policy 51 – Sport and recreation facilities	38	74%	21%
Policy 52 – Renewable energy infrastructure	33	72%	22%
Policy 53 – Employment and Skills Plans	19	68%	26%
Policy 54 – Community New Development Officers	21	52%	38%
Policy 55 – Future Management and Management Plans	31	52%	42%

The infrastructure section as a whole	49	57%	39%

Though the small sample sizes should be noted, findings mirror those of the wider survey in that respondents were more likely to oppose policies relating to transport and road infrastructure (Policy 47 and Policy 48), whereas all other policies within this section were more supported than opposed.

Further analysis of road infrastructure responses

Within the comments that referenced road infrastructure across both those in support or opposition to these policies, 53% of these were specific in referencing the link road for Southleigh.

Mirroring the findings at other questions, these respondents were clear in referring to the strategic road linkage in relation to the Southleigh site, namely a connection to the A27. This was viewed by many to be the critical factor that would dictate whether the development should go ahead. For those in support, their view was dependent on the provision of this road connection, while those in opposition stated that the policies should be stronger in requiring a link or spine road and therefore were not seen as acceptable in their current form.

This compares to just under half (47%) who referenced road infrastructure within their response but were either non-specific about the location (e.g. commenting on the borough's road network) or referred to other locations such as Hayling Island or Leigh Park. This was again a consistent theme raised by both those in support and those in opposition to the policies.

Comment card feedback

1 respondent referenced these policies within their response, raising concern over the capacity of current road infrastructure, while also highlighting the importance of protecting open spaces in the borough.

Written feedback

1 respondent referenced these policies within their response, expressing support but providing the following feedback on individual policies in this section:

- Accessibility, Transport and Parking – supportive of all policies due to their emphasis on walking and cycling, though suggesting enhanced consideration of wider active travel networks.
- Renewable Energy Infrastructure – supportive of all policies but comments stated that the Plan should also seek to support larger scale energy solutions such as heat networks or a biodigester for the local area.
- Future Management and Management Plans – expressing general support.

The respondent also raised concern over the impact of major roads and the rail network on active travel route connectivity.

Go Vocal feedback

No respondents commented on these policies using this method.

7.63. Local Green Space Designations

In total, 109 locations were suggested for Local Green Space Designation by respondents.

The below table details the sites that were suggested. Non-specific sites are indicated by 'General' in brackets:

Suggested Location	No. of Responses
Southleigh	35
Green space (general)	15
Brook Meadow, Emsworth	6
Emsworth Recreation Ground	7
Nore Barn Woods	6
Long Copse Lane	6
Emsworth Park	4
Southleigh Rec / Park	4
Rook Farm / Fathoms Reach	3
Westbourne to Lumley tracks	3
Hollybank Wood	3
Eastleigh Road	3
Campdown	3
Coast lines (general)	3
Peter / Slipper ponds	2
Havant Park	2
Hampshire Farm Meadows	2
Southleigh Farm	2
Havant Road - north and south fields	2
Bartons Road	2
Hayling Island (general)	2
Emsworth (general)	2
Parks (general)	2
Farmland (general)	2
Queens Inclosure, Cowplain	1
Saxon Corner, Emsworth	1
Interbridges East	1
Farmers Field, Emsworth	1
Chichester Harbour foreshore, Wade Court Road	1
Tournerbury Woods	1
Southmere Field	1
Southleigh Woods	1
Horndean Rec	1
Castle Avenue	1
Area north of A259	1
Brookfield	1
Park Wood, Jubilee Park	1

Farlington Marshes	1
Hayling Billy Track	1
North Common, HI	1
Staunton Park	1
Hayling Park	1
Havant Thicket	1
Stansted	1
Hayling Island Park, West Town	1
Rowlands Castle	1
Billy's Lake, Berewood Trail	1
Field at Scratchface Lane, opposite Riverside School	1
Stream at Middle Park Way	1
Woodland at Middle Park Way	1
Purbrook Way / Stockheath Lane / Riders Lane area	1
50.843079, -0.944255 (Emsworth)	1
Saltmarsh Lane, HI	1
Cold Harbour	1
Farmland at Southleigh Road	1
Hayling Island Community Centre	1
School playing fields (general)	1
Walking paths (general)	1
New development sites (general)	1
Allotments (general)	1
Community gardens (general)	1
Waterlooville Town Centre	1
Cemeteries (general)	1

Figure 45 – Responses to Q96 – Please provide further information about any sites you feel should be designated as a Local Green Space. Please be as specific as possible in your response. Note this question was only asked of those who responded 'Yes' to Q95.

SAMPLE: 110

7.64. Additional topics and policies

In total, 45 responses were received with suggestions for additional topics and policies for inclusion within the Plan.

The below table details the sites that were suggested:

Policy Suggestion	No. of Responses
Specific policy or plan for road infrastructure improvements	22
Specific policy or plan for wastewater infrastructure improvements	5
Specific policy or plan for providing infrastructure improvements prior to development commencing	5
Specific policy or plan for water infrastructure improvements	3
Specific policy or plan for education infrastructure improvements	3
Specific policy or plan for health infrastructure improvements	3
Specific policy or plan for protection of green / open / designated spaces	3
Specific policy or plan of support for vulnerable residents	2
Improved monitoring / evaluation of Plan policies	2
Specific policy or plan to detail partnership working with key organisations (e.g. neighbouring authorities, utility providers, Hampshire County Council)	2
Specific policy or plan for provision of care homes	1
Community Facilities Policy	1
Specific policy or plan for heritage sites	1
Specific policy or plan on size of private gardens	1
Specific policy or plan on access to local open space	1
Specific policy or plan for the protection of natural areas	1
Specific policy or plan for the provision of retail in the borough	1
Specific policy or plan on carbon emissions	1
Specific policy or plan to counter the loss of biodiversity	1
Specific policy or plan for the environment (non-specific)	1
Specific policy or plan to lift restrictions on modifications to private homes	1
Specific policy or plan on car parking	1
Review of Design Standards	1
Specific policy or plan on enforcement of building regulations	1
Specific policy or plan against second homes and short-term lets (e.g. Airbnb)	1
Specific policy or plan on utilising empty or derelict properties	1
Specific policy or plan on electricity infrastructure	1
Specific policy or plan detailing transparent details on the usage of council tax monies	1
Statutory Consultee Policy	1
Specific policy or plan banning retrospective planning permissions	1

Specific policy or plan to detail use of planning-related funding	1
Specific policy or plan on the potential impact of devolution / Local Government Review	1
Specific policy or plan on sports / recreation in the borough	1

Further comments raised concerns over the quality of the Plan consultation and a scepticism of the council being able to successfully deliver such policies.

7.65. Final comments

Final Comments – Overall Conclusions

- When asked for any final comments, respondents took the opportunity to highlight themes **consistent with the findings of the overall survey**.
- Mirroring previous questions, **road infrastructure concerns was the main theme raised by respondents**, with many emphasising their view that the consideration of road infrastructure was central to their views on the Plan.
- This was again accompanied with concerns over wider infrastructure elements, including **health, education and wastewater as well as more general reference to infrastructure**.
- These views again **confirmed that both those in support of and those in opposition to the policies put forward in the Plan raised consistent themes**, as was the case across the survey findings.
- Other themes raised by respondents included **concerns over the impact of development on the natural environment**, with a number of respondents also referencing **potential negative impacts on open and green spaces in the borough**.
- A number of respondents referenced an **anticipated negative impact of development of resident health, wellbeing and quality of life**, suggesting that this could be the consequence of not addressing other concerns raised by survey findings (i.e. a lack of resolution to the reported infrastructure concerns may reduce the quality of life for residents and a loss of open spaces would reduce physical and mental health and wellbeing).
- In general, there were no additional themes raised within comments that were not also reflected elsewhere within the findings.

Overall findings

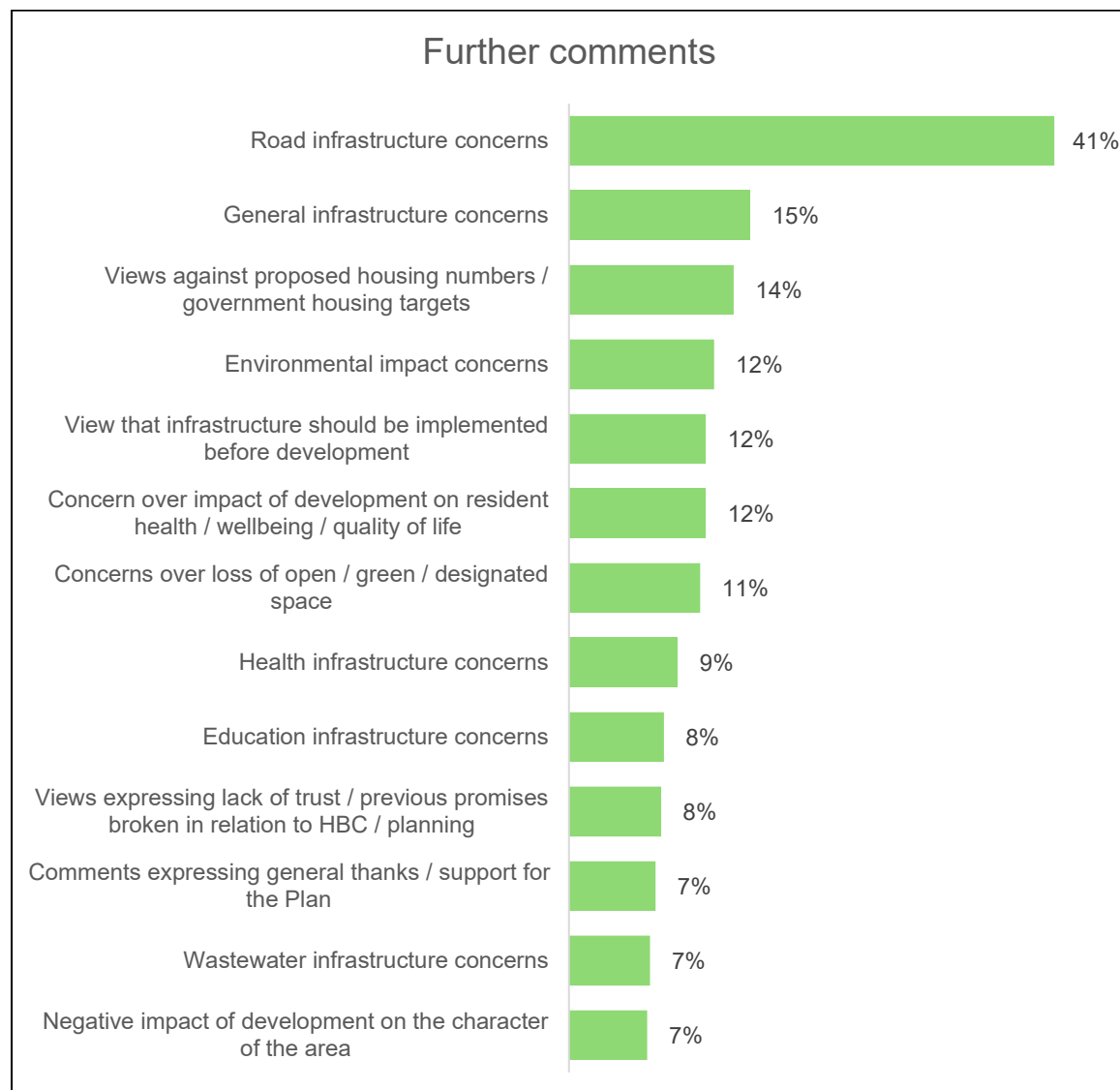


Figure 46 – Responses to Q99. And finally, in relation to the Building a Better Future Plan, do you have any further comments you would like to submit for consideration?

SAMPLE: 422

All respondents were asked for any further comments in relation to the Building a Better Future Plan as the final question before providing final details and submitting their response.

The following themes were raised in response to this question:

Road infrastructure concerns (41%)

General infrastructure concerns (15%)

View that infrastructure should be implemented before development (12%)

Health infrastructure concerns (9%)

Education infrastructure concerns (8%)

Wastewater infrastructure concerns (7%)

“It is detrimental to the community to build so many houses without considering providing extra infrastructure such as access roads, sewage and drainage, water treatment, shops, schools and other amenities”

The key themes raised by those who submitted further comments mirror the key topics referenced throughout the survey, namely the view that the proposed level of development would impact upon local infrastructure.

Chief amongst these concerns was a view that the local road infrastructure would be overwhelmed, with many detailing experiences of the road network at present being congested or over capacity. Within these comments, many respondents explicitly referenced Southleigh and surrounding roads, alongside the perceived requirement for a link road to the strategic network, with many viewing that allocation as unsustainable without this being implemented. This is further explored below.

Other comments referenced other elements of infrastructure, including health, education and wastewater, with these views again showcasing a concern that additional development would exacerbate existing issues and overwhelm these systems. Others were less specific and referenced general infrastructure concerns within their responses.

Alongside many of the infrastructure comments was a view that infrastructure should be provided alongside or before development takes place, in order for these important local systems to be in place prior to any increase in the local population and to enable both existing and new residents to access services effectively.

Echoing views expressed throughout the survey findings, comments suggested this view was shared by those who were largely in favour of the proposed Plan and those who were against the Plan. For those in support, this factor remained as a key element that their support was dependent on. In comparison, for those in opposition to the Plan gave this as a critical reason for why they did not support the current version and would not be able to until these issues were resolved.

Further analysis of road infrastructure responses

Within the comments that referenced road infrastructure, 46% of these were specific in referencing the link road for Southleigh. While many described it using different terms such as spine road, relief road or bypass, these respondents were clear in referencing the Southleigh road network and the view that a connection to the A27 at this location was required.

This compares to just over half (54%) who referenced road infrastructure within their response but were either non-specific about the location (e.g. commenting on the borough's road network) or referred to other locations such as Hayling Island or Leigh Park.

Views against proposed housing numbers / government housing targets (14%)

“I strongly support the Local Plan as drafted in respect of the position you have taken on Housing numbers. The Borough is not able to meet the Government target as we are already a highly urbanised area.”

Another key theme that was represented throughout the survey findings was a view against the proposed number of homes put forward by the Plan.

A number of responses indicated a view that respondents felt that the government targets for the borough were too high and did not take the characteristics of the borough into account, such as being a coastal community or a mainly urbanised area. Many of these responses recognised the need for housing and supported the proposed deficit to this number put forward by the Draft Plan.

In some cases though, the number was still felt to be too high by some respondents and there was a view that the council should seek to challenge government housing targets. This was stated by many in relation to the Southleigh and Long Copse Lane allocations, which were felt to be excessive and driven by a target that many felt was not appropriate for the area.

Concern over the impact of development on the natural environment (12%)
Concern over the loss of green / open / designated spaces (11%)

“I appreciate the council's commitment to the national building plan, but I find the constant loss of fields soul destroying. When we moved here, we did not choose to live in a semi urban environment which is what it has become.”

Though these were fewer than in the previous Local Plan consultation in 2022, many respondents continued to raise concerns over the impact of development on the natural environment, with particular reference to the borough's open spaces. Comments used a variety of terms when referencing this topic, where open spaces were referred to as green, rural, countryside, undeveloped, designated and protected sites across the views received. The sentiment was consistent however in expressing a preference for all (or specific) open spaces to be excluded from consideration for development. Southleigh and Long Copse Lane were the primary sites referred to explicitly within comments.

Concern over the impact of development on resident health, wellbeing and quality of life (12%)

“Finally I would add people's mental health is suffering terribly with all the proposals and what is happening around them in what should be and remain a quiet place to live and retire.”

Another theme raised in connection with many others in the findings was a concern over the impact of the proposals on the health, wellbeing and quality of life of local residents. Most notably highlighted alongside potential detrimental impacts on road infrastructure and the loss of open spaces, many comments referenced that the ability to access the road network easily and travel in an area without congestion would have a significant impact on how residents enjoy their local area and are able to access services or locations to improve their physical and mental health. These

locations were often open spaces, with the value and importance for physical activity, mental wellbeing and enjoyment of their local area made clear within these comments.

Views expressing a lack of trust / referencing previous ‘broken promises’ from the council in relation to planning (8%)

“As I have already said, the policies are great in theory, so I don’t feel able to agree or disagree but the reality is that they will not be followed.”

Many expressed the opinion that they felt that they could not trust the council in relation to planning matters, often due to reported ‘broken promises’ in relation to previous developments. For some, there was doubt amongst respondents that the policies put forward by the Plan would be adhered to and enforced, with many giving the view that developers were not held to account on development requirements and a concern that this would continue with the proposed policies.

In other cases, comments referenced particular instances from previous developments where promises or requirements have not been delivered on, and this has fuelled a distrust from those respondents for the council delivering on the requirements given.

Comments expressing general thanks / support for the proposed Plan (7%)

“Good to see some of the comments on the first local plan have been addressed here and there has clearly been a lot of good work on improving the plan”

A number of responses provided a general thanks for the work contributed by officers to the Plan and general sentiments of support for the policies put forward.

Negative impact of development on the character of the area (7%)

“By cramming houses into every space possible, [it] changes forever the character of villages and village life”

Finally, another consistent theme that was raised throughout the survey was a concern over the impact of development on the character of the area. Many comments described the borough using terms such as beautiful, quiet, rural and countryside when detailing the character of the Borough of Havant, with others referring to the separate areas of the borough as villages. In these cases, it was felt that the proposed level of development would have a negative impact on these characteristics, with respondents using terms such as messy, urban sprawl, city, faceless and concrete to describe their concerns over the potential future characteristics of the area should the proposed developments go ahead. This was a theme consistently raised by respondents who were opposed to the Long Copse Lane allocation and, to a lesser extent, the Southleigh allocation.

8. Development Industry Response

8.1. Development Industry Response Rate

Representations from the developer industry were received in respect of the following allocations included in the draft Local Plan:

Housing allocations

- Allocation 1 Southleigh - separate submissions from Bloor Homes and the landowner
- Allocation 2 Long Copse Lane - separate submissions from various landowners, including a Call for Sites form
- Allocation 3 Coldharbour Farm - none, but this site is now above slab level
- Allocation 4 Helmsley House - none
- Allocation 5 Southleigh Park House - none
- Allocation 6 Land East of Castle Avenue - separate submissions from Barratt David Wilson and the landowner
- Allocation 7 Former Oak Park School - submission from the landowner (Hampshire County Council)
- Allocation 8 Palk Road - submission from Bellway Homes
- Allocation 9 Belmont Castle Rest Home, 18-20 Portsdown Hill - none, but preparatory works underway
- Allocation 10 Land south of Lower Road - none
- Allocation 11 Kingscroft Farm - none
- Allocation 12 Portsmouth Water Headquarters - none
- Allocation 13 Cabbagefield Road - submission from the landowner (Portsmouth City Council)
- Allocation 14 Strouden Court - submission from the landowner (Portsmouth City Council)
- Allocation 15 Land west of Hulbert Road - none
- Allocation 16 Dunsbury Way - submission from the landowner (Hampshire County Council)
- Allocation 17 Former Dairy Crest Depot - none, but this site is now above slab level
- Allocation 18 Former Electricity Board, Bartons Road - submission on behalf of Stonebond Properties
- Allocation 19 Padnell Grange - submissions on behalf of the landowner and Stonebond Properties
- Allocation 21 Blue Star - submission on behalf of Grainger Plc
- Allocation 22 Goodwillies Timber Yard - submission from Foreman Homes
- Allocation 23 MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8) - submission on behalf of Grainger Plc
- Allocation 24 South Downs College Car Park - none
- Allocation 25 Campdown - none

Employment allocations

- Allocation 26 Waterloo Park - submission from Hargreaves Management Ltd
- Allocation 27 Dunsbury Park strategic site - submission from the landowner (Portsmouth City Council)
- Allocation 28 Former Colt Site - none

- Allocation 29 Gas Holder Site, Downley Road, New Lane - none
- Allocation 30 Langstone Park - submission on behalf of XLB Property
- Allocation 31 Interbridges West - submission on behalf of Harebell 100 Ltd

Representations were also received in relation to a number of 'omission sites' which are not proposed for allocation:

Housing

- BL5 Land east of Manor Farm Close - the submission and Call for Sites form seek a separate allocation from Southleigh (allocation 1)
- EM08 Land south of Havant Road, Emsworth ('the Horse's Field') - submission on behalf of the landowner
- HA16 Land at Portsdown Hill - submission on behalf of the landowner
- HI05 Land adjacent to Havant Road and Castleman's Lane - submission and Call for Sites form on behalf of the landowner
- HI06 Rook Farm - submission from the site promoter
- HI07 North of Saltmarsh Lane - submission on behalf of the landowner
- HI11 Land north of Oysters - submission on behalf of the landowner
- HI32 Land at Avenue Road - submission and Call for Sites form on behalf of the landowner
- WA2 Hazleton Road - submission on behalf of the landowner

Employment

- ED15 Bedhampton Wharf – submission on behalf of the site operator

All of these sites are currently discounted in the Council's [Strategic Housing and Economic Land Availability Assessment](#) (SHELAA) (NB the reference numbers used above relate to the SHELAA entries for each site). The reasons for their discounting can be found in Appendices 4 and 6 of that document. HI32 is currently noted as falling below the study threshold in Appendix 7 but has been proposed for 19 dwellings and will therefore be re-assessed in the update to the Council's SHELAA.

In addition, the following sites were identified from other representations and/or Call for Site forms:

Housing

- Station House, North Street, Havant - submission on behalf of the landowners
- Bulbeck Road - submission from Churchill Living and McCarthy & Stone

Both sites lie within the Havant Town Centre Broad Location (BL1) for regeneration.

Other

- Hayling Island Holiday Park - submission on behalf of the landowners for part redevelopment of existing site for up to 200 park homes (for over 55's) and larger holiday park (up to 800 units).

8.2. Development Industry Views

The response received from the Home Builders Federation (HBF) summarised the viewpoints of the development industry when responding to the Building a Better Future Plan consultation.

The following key points were raised within their response and these mirror the key issues raised by other responses from the industry:

Impact of policies on viability of development

The HBF response raised a number of concerns over how policies may negatively impact upon the viability of development. The key points raised were:

- Development costs – HBF highlighted a view that the costs of developing new homes were not fully considered within the Plan and should be revisited. Comments raised concern that the viability assessment did not include consideration of the Building Safety Levy and that this would lead to significant additional costs for developers.
- Infrastructure - requirements relating to infrastructure were felt to impact upon viability, particularly where development allocations are accompanied with explicitly referenced infrastructure, such as for the Southleigh allocation. There was concern that these requirements could make development unviable, while also felt that the policies were seeking to provide wider infrastructure improvements beyond those directly required as part of the development proposed. HBF requested amendments in language to provide greater flexibility.
- Housing Density – HBF felt that there may be circumstances where the desired density may not be achievable due to viability or local market conditions and therefore should be amended. This was accompanied by a request to remove requirements for additional studies in relation to housing density.
- High quality homes – HBF commented that the policies should be amended to accommodate instances where development is not able to provide support for those with mobility issues, and provide flexibility to only apply where practical and viable.
- Low carbon development – Strong concern was raised that standards put forward by the Plan would increase development costs and necessitate other policies within the Plan, including design codes, to be updated to reflect these requirements.
- Sustainable construction method, materials and waste – Comments raised concern that measures such as green walls / roofs, rain water harvesting and grey water recycling had not been factored into viability assessments and may not be possible for inclusion in development.
- Affordable Housing – HBF felt that the policy should allow flexibility to consider issues with unoccupied affordable housing to ensure developments are viable.

Instances where the Plan lacks evidence to support policies

The HBF identified instances where they felt that the policies put forward by the Plan were not evidenced within the document and were therefore currently not justifiable.

The areas referenced were:

- The approach to restricting development on Hayling Island – The HBF felt that the Plan lacked evidence in supporting this approach, particularly referencing a lack of transport assessment data, Sustainability Appraisal and how this overall approach was decided upon. This was of particular concern as HBF felt that this led to a significant deficit to government housing targets and therefore raised risk of the Plan being found unsound at examination.
- Housing Mix – Comments showcased a view that the stated requirements in the Plan were not evidenced and should therefore be removed.

Concern that the Plan does not explore all opportunities to maximise housing numbers

Following on from the previous themes, the HBF made clear on a number of factors that they felt the Plan may not be seen to be exploring all opportunities to maximise housing numbers and that this therefore increased the risk of the Plan being found unsound at examination.

Particular examples given within their response were:

- The approach to restricting development on Hayling Island – with this approach being seen as unevidenced (as per the above), HBF emphasised the view that the Spatial Strategy was unjustified as it contained no evidence of options tested for development on Hayling Island. HBF felt that this meant that the Sustainability Appraisal may be viewed as lacking the necessary robustness.
- Development of local green space and challenge to neighbouring authorities – HBF felt that, in line with NPPF guidance, the Plan should consider whether there were exceptional circumstances to support the development of local green spaces and that the Plan should ensure that discussions with neighbouring authorities were sufficiently robust to identify any potential sites that could be secured through the duty to co-operate. This was felt to be important in ensuring that the Plan evidenced an approach of maximising opportunities for development.

Low carbon development policies required further consideration

The HBF commented that they felt the low carbon development policies were unsound, inconsistent with national policy and unjustified. This was due to their view that local standards were not required due to existing national approaches, and that the aim to provide higher standards of low carbon housing did not meet NPPF requirements (and that this had been tested in recent court cases).

Comments also suggested that low carbon requirements should be considered across whole developments rather than on an individual home basis, and that Whole

Life Carbon Assessments (WLCA) should be required at the detailed application stage rather than at the outline application stage.

Biodiversity Net Gain approach in need of reconsideration

The HBF felt that the Plan's approach to BNG was in need of reconsideration as they felt that the costs of meeting BNG targets were underestimated within the Plan and have grown considerably in recent years, while they also felt that BNG requirements are often complex, costly and impact upon site viability so therefore should be more informed within the Plan.

There were additional views that BNG was often considered undeliverable on sites near to the original habitat impacted, and that the policy wording should be amended to reflect this.

Other points raised within their feedback included:

- Health and Climate Change – It was seen that the requirement for a Health Impact Assessment for allocated sites was unnecessary due to statutory consultation with health bodies on these applications.
- Self and Custom Build Housing – HBF requested clarification on the time period for returning unsold plots to the developer and expressed a view that the policy should make clear that the provision of self-build housing does not relate to flatted development.
- Community New Development Officers – Comments expressed a view that these are often not required and should not be provided through developer contributions.

The full response can be found at Appendix D.

9. Next Steps

The findings of the Building a Better Future Plan consultation are being used to shape and refine the plan as it moves forward.

Once these findings have been considered and the Pre-Submission Local Plan has been produced, this will be submitted for decision-making as per the council's governance arrangements. If approved,, a further round of consultation focusing on whether the Local Plan meets the test of legal compliance and soundness (otherwise known as the Regulation 19 or Pre-Submission consultation) will be undertaken prior to submission to the Secretary of State for examination.

The findings of this consultation exercise will be made public as part of this process.

The latest information on the progress of the Building a Better Future Plan can be found at www.havant.gov.uk/localplan.

10. Appendices

Appendix A – Building a Better Future Plan – Link to draft Plan

[Draft Building a Better Future Plan Web.pdf](#)

(<https://www.havant.gov.uk/sites/default/files/2025-05/Draft%20Building%20a%20Better%20Future%20Plan%20Web.pdf>)

Appendix B – Building a Better Future Plan – Link to brochure

[Havant Borough Council - Building a Better Future - Planning for the Borough's future: A summary of the draft Local Plan](#)

(<https://www.havant.gov.uk/sites/default/files/2025-05/Local%20Plan%20brochure%20FINAL%20digital.pdf>)

Appendix C – List of statutory consultees

The following list includes the statutory consultees who were invited to take part in the consultation exercise.

- The Environment Agency
- Historic England
- Marine Management Organisation
- Natural England
- Network Rail
- National Highways
- Chichester District Council
- East Hampshire District Council
- South Downs National Park Authority
- Winchester City Council
- West Sussex County Council
- Hampshire County Council
- Isle of Wight Council
- Portsmouth City Council
- Gosport Borough Council
- Fareham Borough Council
- Partnership for South Hampshire
- Hampshire Constabulary
- Rowlands Castle Parish Council
- Horndean Parish Council
- Westbourne Parish Council
- Southwick and Widley Parish Council
- Denmead Parish Council
- Newlands Parish Council
- Southbourne Parish Council
- Emsworth Neighbourhood Planning Forum
- Stoughton Parish Council
- West Thorney Parish Council
- Virgin
- BT
- Mobile UK
- Hampshire and Isle of Wight Integrated Care Board (ICB)
- Scottish and Southern Electricity Networks
- Southern Gas Networks
- Southern Water
- Portsmouth Water
- Homes England
- Sport England
- Langstone Harbour Board
- Chichester Harbour Conservancy
- Arqiva

Appendix D - Full responses from statutory consultees

Please note that not all statutory consultees provided a response to this consultation. Below are included those who did provide a response.

Response received from the Environment Agency

Building a Better Future Plan Consultation

Thank you for consulting the Environment Agency on your 'Building a Better Future Plan', we feel that issues within our remit have been well recognised within the document and are pleased that this generally translates forward into clear and robust policies to ensure that the Environment is protected as development in the Borough is forthcoming.

We have the following comments that we hope you find useful in further developing the plan.

Policy 1 - We support the approach set out in Policy 1 (i) that seeks to sustain existing communities whilst not increasing risk by avoiding new housing in areas at risk of flooding now or in the future. The extent to which the Local Plan uses the available evidence to avoid allocating development in areas at risk of flooding and coastal erosion is a particular strength in its approach to building resilience to climate change within the Borough.

Policy 4 - We welcome the safeguarding of land in Policy 4 (l) that integrates the Local Plan with Flood and Coastal Erosion Risk Management Strategies and Schemes within the Borough. This integration is also evident in the approach to development on Hayling Island – this precautionary approach considering uncertainties around funding and viable standards of protection of future schemes will build resilience into the Local Plan with respect to climate change. Any regeneration proposals on Hayling Island (and within the wider Borough) will need to meet the requirements of the relevant local and national policies on flood risk and coastal change.

We are also pleased to see the inclusion of environmental mitigation within this policy, recognising its importance in development proposals.

Policy 18 - We support the inclusion of this policy on water efficiency. Reducing water usage is a key part of recognising the challenges of climate change. It is especially significant given the challenge that water resources present in the wider area. It will help ensure that sustainable growth can be achieved throughout the Local Plan period. Reducing the amount of water entering the treatment works and receiving environments is also a key way of helping mitigate issues around the capacity of waste water treatment works and receiving environments, especially in relation to the discharge of Nitrogen into the surrounding harbours.

Policy 23 - We support the inclusion of this policy and the reference to water quality within it however we feel that consideration should be given to water quality more generally. It may not be appropriate within this policy but currently we do not feel that

the plan gives a strong enough basis for both the protection and enhancement of the water environment. We feel that more explicit reference should be made to the Water Framework Directive to prevent deterioration and gaining improvement where possible.

Policy 26 - We support Policy 26 which is essential to ensure compliance of the Local Plan with the NPPF in relation to flood risk. It could be strengthened by considering inclusion of the following:

- o A more general reference to safeguarding of land that may be required for flood and/or coastal erosion risk management infrastructure that is not yet identified on relevant investment programmes. Note that the Eastoke FCERM Scheme and Selsmore and Mengham FCERM scheme are on the Environment Agency investment programme in addition to those already listed in Policy 4 (I) and could be covered either by a specific or more general safeguarding policy.
- o Stronger links to the Partnership for South Hampshire Strategic Flood Risk Assessment (2024) in terms of directing applicants towards what is considered to constitute safe development

Policy 27 – Within the supporting text of this policy it is stated that “requirements for the provision of connections to foul water infrastructure.....is covered by policy 46”. We are not sure that this is actually the case as policy 46 covers issues around contaminated land. There is nothing in that policy related to foul water drainage infrastructure. It is important that policy text is included somewhere within the plan to ensure there is capacity both within the sewerage system and at the relevant treatment works to accommodate new development along with the timing/phasing of any required upgrades being in line with development timescales. We recognise that there is some text in policy 4 around this issue. It maybe that cross referencing is needed along with some mention of appropriate phasing for any required upgrades.

Policy 28 - Regarding the proposed Coastal Change Management Areas, we note that ‘The Primary CCMA’s reflect those areas of the coastline that are considered to be at direct risk of erosion within the next 100 years’ (paragraph 4.272). This is supported by the NPPF PPG (Flood Risk and Coastal Change Paragraph 072) which states that ‘A Coastal Change Management Area should be defined where the shoreline management plan policy is anything other than hold or advance the line at any time during its plan period’ and that ‘Other sources that may help inform decisions on the appropriate area for the coastal change management area include...shoreline/coastal strategies’. Given that the North Solent Shoreline Management Plan (2010) and Hayling Island Coastal Management Strategy (adopted by Havant Borough Council in 2025 and currently progressing through the Environment Agency assurance process) both include No Active Intervention policies in areas of the Borough’ coastline outside of the Primary and Secondary CCMA’s, would it be appropriate to consider including these areas? Areas of coastline with a strategic intention to realign in the future may also warrant consideration.

Policy 43 - We are really pleased to see the inclusion of water pollution in this policy, helping ensure that development does not have a negative impact on the water environment.

Policy 45 – We welcome the inclusion of a policy on the topic of Aquifer Source Protection Zones and it is great to see the recognition of the importance of the issue in this area. This is essential to ensure the protection not only of the water environment but also the public drinking water supply.

Policy 46 - We are pleased to see recognition of this issue within the plan. We support the proposed approach of developers submitting sufficient information to establish whether a significant negative effect is likely to result and providing a mitigation strategy where necessary to ensure no adverse impact on the environment.

Strategic Flood Risk Assessment (Local Plan Sites) February 2025

In principle we support the sequential approach to allocating land for development both across the Borough and within proposed allocations. This is a particular strength of the Plan. However, the evidence base needs updating to consider the best available data in relation to flood risk. This is acknowledged within the SFRA (p.3). Updating the evidence base is likely to result in an increase in the number of sites affected by flooding, and an increase in the extent to which those already identified as being at risk are affected. Havant Borough Council should be confident that this will not compromise the deliverability of these sites and result in development that cannot be made safe from flooding over its lifetime.

Particular focus will need to be given to Havant Town Centre. Areas in Flood Zone 3 could include functional floodplain (Flood Zone 3b), which is incompatible with most new development. New building footprints in Flood Zone 3a will need to provide floodplain compensation. If the amount of development needed to support regeneration cannot be delivered in Flood Zone 1 according to the best available data, it will need to be evidenced that functional floodplain can be avoided and that any necessary floodplain compensation can be delivered.

If you have any queries or would like to discuss our comments further please do not hesitate to contact me using the details below.

Response received from Historic England

Havant Local Plan: draft Building a Better Future Plan (Regulation 18)

Thank you for consulting us about the Havant Regulation 18 Local Plan. As the Government's adviser on the historic environment, Historic England is keen to ensure that the protection of the historic environment is fully taken into account at all stages and levels of the local planning process.

In this letter I set out a summary of our general comments below and append more detailed comments and suggestions. This response is informed by our meeting in person on 18 June; thank you again for your time.

Heritage policy

We welcome acknowledgement of the need to review and revise the plan's approach to heritage policy. Currently Policy 30 is very high level and largely reproduces the NPPF. It would be better to have a more locally tailored suite of heritage policies. We look forward to conferring further about this with the Council.

Heritage considerations in other policies

Acknowledging the cross-cutting nature of heritage, there are several policies that would benefit from a modified approach, for example:

- Policy 1: Spatial Strategy
- Policy 2: Regeneration
- Policy 52: Renewable Energy Infrastructure

Allocations

We do not object in principle to the allocations in the Regulation 18 consultation; however, we recommend changes to some of the allocation policies, to recognise more clearly the heritage issues arising and the desired response(s) from applicants.

We appreciate the engagement to date on the Campdown site, informed by the Council's heritage assessment.

St. Faith's Conservation Area Appraisal and Management Plan and Waterlooville Town Centre Masterplan

We welcome production of a new Conservation Area Appraisal and Management Plan for St. Faith's and a masterplan for Waterlooville town centre. We do not have any comments on either document.

Table of Historic England's comments on the draft Havant Building a Better Future Plan (Regulation 18)

Page	Paragraph	Support / object	Comment	Suggested wording if appropriate
21 / 22	Delivering 'Pride in Place' through the Building a Better Future Plan	Comment	The historic environment makes an integral contribution to local distinctiveness and the connection between people and place, which is helpfully introduced earlier in the plan regarding the journey of Havant borough. We recommend highlighting and interweaving heritage when considering how to deliver pride in place and suggest relevant wording for consideration.	<u>"e) Conserve the Borough's heritage and support the appreciation of its significance"</u>
32	Policy 1: Spatial Strategy	Comment	We strongly recommend editing policy 1, informed by further reflection on how the historic environment is integrated within the Council's Spatial Strategy. We suggest wording for consideration.	"The Building a Better Future Plan will deliver the Council's vision for 2043 of a borough with high quality, environmentally sensitive urban and suburban living, where the nature and location of development is shaped by the need to provide homes for all, regenerate urban centres, address climate change, <u>protect and celebrate heritage</u> and enhance the natural environment."
35	Policy 2: Defined Urban Areas	No comment		
38	Policy 3: Regeneration	Comment	There is the opportunity for regeneration to connect with local heritage, especially in Havant town centre. The SA in Appendix C notes Havant town centre is a "very sensitive historic environment". This needs to be picked up in the policy approach to regeneration, accompanied by suitable cross references to the heritage section of the plan. We would be happy to confer further how this is to be best achieved. Meanwhile, we recommend drawing from (and referring to) the new St. Faith's	

			Conservation Area Appraisal and Management Plan in the supporting text e.g. <i>“The Conservation Area retains its medieval town plan, centred around the crossing point of two Roman roads with a nucleus at the 12th-century St Faith’s Church. The tight urban grain of the medieval town is well-preserved.”</i> It would be helpful also to note that St. Faith’s church (Grade II*) is currently on the national Heritage at Risk Register. Also, we note the Council’s SA states in Appendix D that the area has strong archaeological potential and that there is potential “to mitigate harm through layout, design, building heights, separation distances, landscape buffers. Require assessment of the archaeological potential, including past impacts.” For more general advice on heritage and regeneration, refer to: https://historicengland.org.uk/advice/planning/place-making-and-regeneration/ Depending how the Council wishes to proceed in tackling the issued facing the Coastguards conservation area, the plan provides an opportunity to highlight that the Coastguards conservation area is on the national Heritage at Risk Register and guide next steps as appropriate.	
45 / 47	Policy 4: Infrastructure and Environmental Mitigation to Support Development	No comment		
59	Policy 7: Five Year Housing Land Supply	No comment		
62	Paragraph 2.107	Comment	We suggest a minor amendment to recognise the extent to which climate change can also impact on our historic environment, especially in parts of the	“Climate change has the ability to completely reshape the built, <u>historic</u> and natural environment if not addressed.”

			Borough that may be susceptible to flooding or coastal erosion. Also, this connects with paragraph 8 of the NPPF.	
64	Paragraph 2.113: supporting text on building re-use	Comment	It would be good to ensure this text recognises the link between building re-use and heritage conservation. We suggest wording for consideration.	“Consideration of climate change starts with the question of whether development is necessary or whether existing buildings and structures on the site can be adapted to an alternative use if their existing use is no longer needed or appropriate. Re-using or adapting existing buildings will always be less carbon intensive than demolition and rebuild. <u>Also, it connects with and supports the conservation of historic buildings, adapting them in a way that is sensitive to their significance. ...</u> ”
64	Paragraph 2.117: supporting text on green infrastructure	Comment	It would be good to ensure this text recognises the link between green infrastructure and heritage. We suggest wording for consideration.	“Green infrastructure can deliver multiple functions, including storing carbon, providing cooling and shading (through green walls and roofs), helping manage flood risk (including through sustainable drainage systems and rain gardens), conserving and enhancing biodiversity, <u>conserving and enhancing heritage assets</u> , and supporting opportunities for improvement to health and wellbeing...”
66	New subsection on access to heritage	Comment	We suggest inserting a new subsection on “Access to heritage” to follow the subsection on access to nature. This could refer, for example, to the fact that the nature and historic environments are integral to each other e.g. Leigh Park (Staunton Country Park) Registered Park and Garden (Grade II*). Also, it could refer to other heritage assets such as conservation areas (e.g. in Emsworth) and potentially Fort Purbrook scheduled monument (currently on the national Heritage at Risk Register).	

			For more on heritage and wellbeing, refer to: https://historicengland.org.uk/whats-new/news/research-shows-heritage-boosts-your-wellbeing/	
71	Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development	Support	We welcome reference to statutory consultees in this policy. Is “other” needed in c iii?	
80 / 82	Allocation 1: Southleigh	Comment	We recommend adding heritage as a key consideration at the outset of criterion a) and adding a sub-criterion along the lines suggested that requires heritage impact assessment and picks up on the archaeological potential of the site, as identified within the key features. Note - it may be worth checking (once again) with the archaeological adviser. The SA does not appear to identify the archaeological potential of this allocation in Appendix D (though the SA does note the potential for loss of historic parkland setting in Appendices C and D).	“Provide a site-wide high quality coherent strategy for ecology, <u>heritage</u>, landscaping, green space, drainage and lighting with a fully integrated mitigation / compensation / enhancement package. This should include, but is not limited to: <u>vii. heritage impact assessment to respond sensitively to any affected heritage assets, including or accompanied by archaeological desk-based assessment (field evaluation may also be required)”</u>
84 / 86	Allocation 2: Long Copse Lane	Comment	In the section on key features, we suggest greater clarity on the listed building(s) relative to the site. The two	“I) Take into consideration Hollybank House which ~~includes~~ <u>is a two</u> Grade II listed buildings and Hollybank Farm Cottage which is a non-designated heritage asset.”

			listed buildings are north of the <u>western</u> section of the site. But they are west of the main site. Within the policy itself, we recommend clarifying that Hollybank House includes 2 designated heritage assets. We welcome reference to Hollybank Farm Cottage as a non-designated heritage asset.	
86 / 87	Allocation 3: Coldharbour Farm	No comment		
88 / 89	Allocation 4: Helmsley House	No comment		
90 / 91	Allocation 5: Southleigh Park House	Comment	While we note planning permission has already been granted for development, if the policy is to be included in the plan it needs to include a requirement for heritage impact assessment of the proposals. This is needed to inform how the proposed development of 61 dwellings would respond to the significance of the listed buildings (including the contribution to significance made by their setting). We recommend adding a new criterion f to the initial allocation requirements.	<u>“f) Provide a heritage impact assessment”</u>

			It is surprising that the SA does not refer to this in Appendix D.	
92 / 93	Allocation 6: Land East of Castle Avenue	No comment		
94 / 95	Allocation 7: Former Oak Park School	No comment		
96 / 97	Allocation 8: Palk Road	No comment		
98 / 99	Allocation 9: Belmont Castle Rest Home, 18-20 Portsdown Hill Road	Comment	The site's key features refer to the two Scheduled Monuments nearby, but they are not referenced in the allocation requirements. To ensure proposals seek to avoid or minimise harm to the significance of those assets, the allocation requirements should be revised accordingly. We suggest wording for consideration.	"...b) Take into consideration The Towers (~~which is a~~ Grade II listed building) <u>and the two Scheduled Monuments (Bevis Grave and the Camp Down Roman villa) through the provision of a heritage impact assessment;...</u> "
101	Allocation 10: Land south of Lower Road (Phase 2)	No comment		
103	Allocation 11: Kingscroft Farm	No comment		
105	Allocation 12: Portsmouth	Comment	Key features: the current text states that the site includes listed and locally listed buildings. We believe the site	"p) Incorporates the springs and the origin of Havant into the development physically or intellectually. <u>The historic context and natural features associated with the site</u>

	Water Headquarters		does not include listed buildings, though it is adjacent to listed buildings. We suggest double-checking the text. Also, it may be worth liaising with the Council's archaeological adviser regarding the archaeological potential of the site, assuming that has yet to be done. It is good to see reference to the springs and origins of Havant in the Design and Layout requirements. That said, criterion p) is very open to interpretation. We suggest providing more clarity on what is being sought and offer revised policy wording for consideration. The supporting text would also benefit from being reviewed, including explicit acknowledgement that the Old Tannery Building at the southern end of the site has been identified in the Conservation Area Management Plan as being vulnerable.	<u>contribute to its character and heritage significance. Proposals are encouraged to retain and re-use historic buildings on the west and southern parts of the site fronting Brockhampton Road.</u>
107	Allocation 13: Cabbagefield Row	No comment		
109	Allocation 14: Strouden Court	No comment		

111	Allocation 15: Land West of Hulbert Road	No comment		
113	Allocation 16: Dunsbury Way	No comment		
115	Allocation 17: Former Dairy Crest Depot, Dunsbury Way	No comment		
117	Allocation 18: Former Electricity Board, Bartons Road	No comment		
119	Allocation 19: Padnell Grange	No comment		
121	Allocation 20: Land at Cowplain School	No comment		
123	Allocation 21: Blue Star	No comment		
125	Allocation 22: Goodwillies Timber Yard	No comment		
127	Allocation 23: MDA Newlands Phase 1	Comment	We query the reference in both the key features and policy to 3 listed buildings to the east and southeast of the site. Clarifications are needed in the key features and in the policy.	

	Hambledon Road (Phases 4 and 8)		The eastern section of the southern parcel of land intersects with St. John's conservation area. Is this intentional? What is the aim for this part of the site?	
129	Allocation 24: South Downs College Car Park	Comment	Criterion h would benefit from greater clarity in terms of design intentions. We infer this is principally linked with access, not development on top of the Roman road. We suggest making this clear.	"h) Reflect the line of the Roman road which crosses the site, <u>through suitable access measures such as a road or path;</u> "
131	Allocation 25: Campdown	Comment	In the key features, we recommend flagging that the archaeological remains are not simply a constraint on development, but an opportunity for locally distinctive place-shaping. Reflecting this, there is also the opportunity in the allocation requirements to secure enhancements to the Scheduled Monument relating to its management, interpretation and appreciation. We suggest revised wording (amending criterion f) for consideration.	Key features: "Extensive archaeological remains which constrains the amount of developable land, <u>but also provide an opportunity for locally distinctive place-shaping.</u> The Roman villa Scheduled Monument and the remains of a roman road lie within the north of the site, with the Long Barrow Scheduled Monument to the south of the site. Fort Purbrook Scheduled Monument lies in close proximity to the site." Allocation requirements: "f) Incorporate 'secure by design' measures to protect the scheduled monument(s) from accidental or deliberate damage, including any proposed new planting or postholes as part of a landscape strategy, <u>and suitable enhancements that support its appreciation and conservation,</u> informed by early engagement with Historic England;"

135	Allocation 26: Waterloo Park	No comment		
137	Allocation 27: Dunsbury Park strategic site	Comment	We note the key features identify an Iron age settlement, but the requirements provide no response to those archaeological remains. We recommend conferring with the Council's archaeological adviser as a next step to ensure the policy approach is appropriate.	
139	Allocation 28: Former Colt Site	No comment		
141	Allocation 29: Gas Holder Site, Downley Road, New Lane	No comment		
143	Allocation 30: Langstone Park	No comment		
145	Allocation 31: Interbridges West	No comment		
147	Allocation 32: Interbridges East	No comment		
149	Allocation 33: Gas Site, Palmers Road, Emsworth	No comment		
155 - 157	Policy 12: High Quality Design	Comment	Might c i and iii usefully be combined? They cover broadly the same topic. If they are not combined, they could be tailored to make them clearer.	"i. Respects and positively relates to its local character, distinctiveness and appropriately integrates with the site and its surroundings

			We suggest minor amendments to criterion c iv, looking to retain focus on “significance” and align with the NPPF e.g. paragraph 20 of the NPPF refers to conservation and enhancement of the historic environment.	ii. Considers the features of the surrounding area or the main building to which the proposal relates, including density, heights, scale, massing, landscaping, existing building lines, setbacks, plot widths, depth and proportion in addition to external design characteristics such as roofs, windows, doors, external materials and architectural detailing; iii. Conserves and/or enhances the character of the area and appearance of the street scene, through appropriate design, scale and materials, and contributes to a harmonious overall relationship with the existing built form and spaces; iv. ~~Protects,~~ Conserves and <u>where possible</u> seeks to enhances ~~the significance of~~ heritage assets on and in the vicinity of the site; ...”
160	Policy 13: Housing Density	No comment		
166	Policy 14: High Quality New Homes	No comment		
171	Paragraph 4.43	Comment	The climate also affects the historic environment and this should be acknowledged appropriately in the plan.	“Our climate is changing. The impacts of these changes can have detrimental effects on the built, <u>historic</u> and natural environment, as well as human physical health...”
172	NEW paragraph or expanding	Comment	It is important to recognise that a “fabric first” approach is not appropriate for traditionally constructed buildings. Note the potential to refer to paragraph 4.83.	

	text to add a cross-reference			
176 - 177	Policy 15: Low Carbon Development	Comment	We recommend making clear that a fabric first approach is only appropriate for new development.	"All <u>new</u> development must embed the Energy Hierarchy within the design of buildings by prioritising a fabric first approach, layout and landscaping in order to minimise energy demand for heating, lighting and cooling."
179	Paragraph 4.83	Comment	Might a footnote be added to our advice note?	https://historicengland.org.uk/images-books/publications/adapting-historic-buildings-energy-carbon-efficiency-advice-note-18/
180	Policy 16: Preventing Overheating	No comment		
181	Paragraph 4.91	Comment	Might a footnote be added to our advice note?	https://historicengland.org.uk/images-books/publications/adapting-historic-buildings-energy-carbon-efficiency-advice-note-18/
182 - 183	Policy 17: Sustainable Construction Methods, Materials and Waste	Comment	We suggest clarifying how heritage significance is taken into account for historic buildings.	"b) Reuses or adapts existing buildings where applicable as part of the development whilst <u>conserving and enhancing heritage significance</u> and maintaining and enhancing local character and distinctiveness;"
186	Policy 18: Water Efficiency	No comment		
192	Policy 19: Biodiversity Net Gain	No comment		

197	Policy 20: International and National Nature Conservation Sites	No comment		
204	NEW paragraph 4.157?	Comment	We suggest adding a new paragraph describing how the natural and historic environments are integral to each other and recommending, where possible, an integrated approach to land management, which has the potential to deliver multiple benefits, to nature, heritage and our climate.	
206	Policy 21: The Local Ecological Network	No comment		
213	Policy 22: Recreation Disturbance on International Sites	No comment		
215	Policy 23: Water Quality Effects on International Sites	No comment		
218	Policy 24: Protected and Notable Species	No comment		
221	Policy 25: Solent Wader	No comment		

	and Brent Goose Strategy Sites			
230	Policy 26: Flood Risk	No comment		
233	Policy 27: Drainage	No comment		
241	NEW paragraph 4.269	Comment	We suggest adding a new paragraph that summarises the range of heritage assets on the Havant coastline, such as Scheduled Monuments, Listed Buildings and conservation areas.	
246	Paragraph 4.277	Comment	The text needs to recognise that our understanding of the historic environment continues to evolve. We highlight the fact the potential to uncover archaeological remains, some of which may be nationally important. Currently the paragraph omits reference to non designated archaeological assets.	“The Borough has a number of heritage assets; 14 conservation areas, 246 buildings of special architectural or historic interest (listed buildings), 83 buildings of a local interest, 7 scheduled monuments, ~~and~~ 1 registered park and garden <u>and a wealth of non-designated archaeological assets (for more information refer to the Historic Environment Record). Our knowledge of the Borough’s heritage continues to evolve as we uncover new assets and understand more about our heritage.</u> The Borough is also home...”
246	Paragraph 4.280	Comment	We suggest minor edits to this paragraph.	The Building a Better Future Plan will seek to protect, conserve and enhance designated landscape and <u>the Borough’s</u> ~~sits~~ heritage assets and their settings,...
247	New paragraph 4.283	Comment	We suggest adding a new paragraph at the outset of this section that recognises that the natural and historic environments are integral to each other. This provides opportunities for integrated management and the delivery of a multiple benefits. As noted in the latest (draft) Chichester Harbour National Landscape Management Plan “National Landscapes have a distinctive sense of place and represent our shared heritage and national identity.” Purpose 1 of the National Park is “To conserve and enhance the natural beauty, wildlife and cultural heritage of the area.” It would	

			also usefully refer to the county level work done on historic landscape assessment: https://www.hants.gov.uk/landplanningandenvironment/environment/historicenvironment/landscape	
249	Title of section “Policy 30: Heritage and the Historic Environment”	Comment	We query reference to heritage and the historic environment. One infers heritage refers to heritage assets. If that is the case, then we suggest amending the title to “Heritage assets and the Historic Environment”. If that’s not the intention, then arguably a heading of “The Historic Environment” would be simpler.	
249	Table 13	Comment	To align with the NPPF’s terminology, we recommend referring to Scheduled Monuments rather than Scheduled Ancient Monuments.	
249 - 250	Policy 30: Heritage and the Historic Environment	Comment	As stated above, we query reference to heritage and the historic environment. One infers heritage refers to heritage assets. If that is the case, then we suggest amending the title to “Heritage assets and the Historic Environment”. If that’s not the intention, then arguably a heading of “The Historic Environment” would be simpler. We note the policy is high level and not locally tailored. Principally it reproduces the NPPF. We recommend a more nuanced approach and welcome the indication that this is in the Council’s plans too. Bear in mind also the need to consider heritage policy both in terms of strategic policy (see NPPF paragraph 20) and non-strategic policies (which support effective development management).	
337	Policy 52: Renewable Energy Infrastructure	Comment	Historic England is broadly supportive of renewable energy development; but such development needs to be informed by an understanding of potential heritage impacts. We are unclear the degree to which heritage considerations have informed the Council’s renewable energy capacity	“...c) The location, scale and design, avoid or mitigate any adverse effects on the built environment, biodiversity, <u>heritage</u>, landscape and neighbouring uses in terms of cumulative impacts; d) Proposals have been sensitively integrated within the whole building including where applicable in roof profiles in order to avoid an unacceptable impact on the appearance of the existing

			study. Figure A-1 refers to “Landscape and Cultural Constraints”; but related heritage considerations appear not to be integrated within the narrative of the study. This is carried forward into the local plan. Heritage should be a consideration in cumulative impacts, which affects criterion c). We welcome reference to heritage considerations in criterion e) and suggest minor editing to clarify what is being referenced – the significance of what? Also, reference should be made to the setting of assets.	development, communities, building and the surrounding landscape. e) There is no unacceptable impact on the ~~architectural, historic, archaeological~~ significance <u>of one or more heritage assets (including their setting)</u> or on the natural environment;”
337	Paragraph 4.550	Comment	We suggest reviewing the wording of paragraph 4.550. Since the policy (rightly) does not set renewable energy targets, surely a proposal can comply with the policy and meet the policy in full?	
338	Paragraph 4.551	Comment	We strongly recommend expanding the considerations covered in paragraph 4.551 and suggest wording for consideration.	“Heritage – harm to the significance of heritage assets should be avoided and minimised, informed by proportionate heritage impact assessment.”
343	Policy 55: Future Management and Management Plans	Comment	We suggest minor amendment to acknowledge the potential for heritage assets to be affected by (and benefit from!) management plans.	

Response received from Marine Management Organisation

MMO Marine Planning and Marine Licensing response to Building a Better Future Local Plan.

Thank you for giving us the opportunity to comment on your Local Plan. The comments provided within this letter refer to the document entitled Building a Better Future, draft building a better future plan.

As the marine planning authority for England, the MMO is responsible for preparing marine plans for English inshore and offshore waters. At its landward extent the Marine Plan boundaries extend up to the level of the mean high water spring tides mark (which includes the tidal extent of any rivers), there will be an overlap with terrestrial plans which generally extend to the mean low water springs mark.

Marine plans will inform and guide decision makers on development in marine and coastal areas. Planning documents for areas with a coastal influence may wish to make reference to the MMO's licensing requirements and any relevant marine plans to ensure the necessary considerations are included. In the case of the document stated above, the [South Inshore and Offshore Marine Plan](#) is of relevance. The South Marine Plan covers the area from the river Dart in Devon to Folkestone in Kent, including the tidal extent of any rivers within this area.

All public authorities taking authorisation or enforcement decisions that affect or might affect the UK marine area must do so in accordance with the Marine and Coastal Access Act 2009 and any relevant adopted Marine Plan, in this case the [South Inshore and Offshore Marine Plan](#), and the [UK Marine Policy Statement](#) (MPS) unless relevant considerations indicate otherwise. Local authorities may also wish to refer to our [Online Guidance](#), [Explore Marine Plans](#) and the [Planning Advisory Service soundness self assessment checklist](#).

Marine Licensing

The Marine and Coastal Access Act 2009 states that a marine license is required for certain activities carried out within the [UK marine area](#).

The MMO is responsible for marine licensing in English waters and for Northern Ireland offshore waters.

The marine licensing team are responsible for consenting and regulating any activity that occurs "below mean high water springs" level that would require a marine licence. These activities can range from mooring private jetties to nuclear power plants and offshore windfarms.

Summary notes

Please see below suggested policies from the South Inshore and Offshore Marine Plan that we believe are most relevant to the building a better future local plan. These suggested policies have been identified based on the activities and content within the document entitled above. They are provided only as a recommendation, and we would suggest your own interpretation of the South Marine Plan is completed:

- **Co-existence S-CO-1:** Proposals will minimise their use of space and consider opportunities for co-existence with other activities.
- **Defence S-DEF-1:** Proposals in or affecting Ministry of Defence Areas should only be authorised with agreement from the Ministry of Defence.
- **Ports and Shipping S-PS-1:** Proposals that may have a significant adverse impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts
 - d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding
- **Aggregates S-AGG-1:** Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the other development or activity is compatible with aggregate extraction.
- **Dredging and Disposal S-DD-1:** Proposals within or adjacent to licenced dredging and disposal areas should demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts on licenced dredging and disposal areas
 - d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.
- **Aquaculture S-AQ-1:** Proposals for sustainable aquaculture in identified areas of potential sustainable aquaculture production will be supported. Proposals in existing or within potential sustainable aquaculture production areas must demonstrate consideration of and compatibility with sustainable aquaculture production. Where compatibility is not possible, proposals must demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts on sustainable aquaculture
 - d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.
- **Infrastructure S-INF-1:** Appropriate land-based infrastructure which facilitates marine activity (and vice versa) should be supported.
- **Aquaculture S-AQ-2:** Proposals that enable the provision of infrastructure for sustainable fisheries and aquaculture and related industries will be supported.
- **Renewables S-REN-1:** Proposals that support the development of supply chains associated with the deployment of renewable energy will be supported.
- **Aggregates S-AGG-4:** Where proposals require marine aggregates as part of their construction, preference should be given to using marine aggregates sourced from the south marine plan areas. If this is not appropriate, proposals should state why.
- **Fishing S-FISH-1:** Proposals that support the diversification of a sustainable fishing industry and or enhance fishing industry resilience to the effects of climate change should be supported.
- **Tourism and Recreation S-TR-1:** Proposals supporting, promoting or facilitating tourism and recreation activities, particularly where this creates additional utilisation of related facilities beyond typical usage patterns, should be supported.

- **Employment S-EMP-1:** Proposals that develop skills related to marine activities, particularly in line with local skills strategies, will be supported.
- **Employment S-EMP-2:** Proposals resulting in a net increase to marine related employment will be supported, particularly where they are in line with the skills available in and adjacent to the south marine plan areas.
- **Social S-SOC-1:** Proposals that enhance or promote social benefits will be supported. Proposals must demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.
- **Tourism and Recreation S-TR-2:** Proposals that enhance or promote tourism and recreation activities will be supported. Proposals for development must demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts on tourism and recreation activities.
- **Fishing S-FISH-2:** Proposals that may have significant adverse impacts on access to, or within, sustainable fishing or aquaculture sites must demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts
 - d) if it is not possible to mitigate the significant adverse impacts, proposals should state the case for proceeding.
- **Fishing S-FISH-3:** Proposals that enhance access to, or within sustainable fishing or aquaculture sites should be supported.
- **Access S-ACC-1:** Proposals, including in relation to tourism and recreation, should demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts on public access.
- **Access S-ACC-2:** Proposals demonstrating enhanced public access to and within the marine area will be supported.
- **Climate Change S-CC-1:** Proposals must consider their contribution to greenhouse gas emissions arising from unintended consequences on other activities. Where such consequences are likely to result in increased greenhouse gas emissions, proposals should demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate unintended consequences on other activities.
- **Climate Change S-CC-2:** Proposals should demonstrate for the lifetime of the proposal that:
 - 1) they are resilient to the effects of climate change
 - 2) they will not have a significant adverse impact upon climate change adaptation measures elsewhere. In respect of 2) proposals should demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise

- c) mitigate the significant adverse impacts upon these climate change adaptation measures.
- **Climate Change S-CC-3:** Proposals in the south marine plan area and adjacent marine plan areas that are likely to have a significant adverse impact on coastal change should not be supported.
- **Climate Change S-CC-4:** Proposals that may have a significant adverse impact on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts.
- **Heritage S-HER-1:** Proposals that may compromise or harm elements contributing to the significance of heritage assets should demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate compromise or harm. If it is not possible to mitigate, the public benefits for proceeding with the proposal must outweigh the compromise or harm to the heritage asset.
- **Seascape S-SCP-1:** Proposals that may have a significant adverse impact upon the seascape of an area should only be supported if they demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate significant adverse impacts upon the seascape of an area
 - d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.
- **Marine Protected Areas S-MPA-1:** Proposals that support the objectives of marine protected areas and the ecological coherence of the marine protected area network will be supported. Proposals that may have adverse impacts on the objectives of marine protected areas and the ecological coherence of the marine protected area network must demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate adverse impacts, with due regard given to statutory advice on an ecologically coherent network.
- **Marine Protected Areas S-MPA-2:** Proposals that enhance a marine protected area's ability to adapt to climate change and so enhance the resilience of the marine protected area network will be supported. Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to the effects of climate change and so reduce the resilience of the marine protected area network, must demonstrate that they will, in order of preference:
 - a) avoid
 - b) minimise
 - c) mitigate adverse impacts.
- **Marine Protected Areas S-MPA-3:** Where statutory advice states that a marine protected area site condition is deteriorating, or that features are moving or changing due to climate change, a suitable boundary change to ensure continued protection of the site and coherence of the overall network should be considered.

• **Marine Protected Areas S-MPA-4:** Until the ecological coherence of the marine protected area network is confirmed¹³, proposals should demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate adverse impacts on features¹⁴ that may be required to complete the network
- d) if it is not possible to mitigate adverse impacts, proposals should state the case for proceeding.

• **Non-Indigenous Species S-NIS-1:** Proposals must put in place appropriate measures to avoid or minimise significant adverse impacts on the marine area that would arise through the introduction and transport of non-indigenous species, particularly when:

- 1) moving equipment, boats or livestock (for example fish and shellfish) from one water body to another
- 2) introducing structures suitable for settlement of non-indigenous species, or the spread of invasive non-indigenous species known to exist in the area.

• **Marine Litter S-ML-1:** Public authorities should ensure adequate provision for and removal of beach and marine litter on amenity beaches.

• **Marine Litter S-ML-2:** The introduction of litter as a result of proposals should be avoided or minimised where practicable and activities that help reduce marine litter will be supported.

• **Underwater Noise S-UWN-1:** Proposals generating impulsive sound, must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the UK Marine Strategy part one descriptor 11.

• **Underwater Noise S-UWN-2:** Proposals that generate impulsive sound and/or ambient noise must demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate significant adverse impacts on highly mobile species
- d) if it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.

• **Water Quality S-WQ-1:** Proposals that may have significant adverse impacts upon water environment, including upon habitats and species that can be of benefit to water quality must demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate significant adverse impacts.

• **Water Quality S-WQ-2:** Activities that can deliver an improvement to water environment, or enhance habitats and species which can be of benefit to water quality should be supported.

• **Biodiversity S-BIO-1:** Proposals that may have significant adverse impacts on natural habitat and species adaptation, migration and connectivity must demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate significant adverse impacts.

• **Biodiversity S-BIO-2:** Proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity will be supported.

• **Biodiversity S-BIO-3:** Proposals that enhance coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services will be supported. Proposals must take account of the space required for coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services and demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate for net loss of coastal habitat.

• **Biodiversity S-BIO-4:** Proposals that enhance the distribution and net extent of priority habitats should be supported. Proposals must demonstrate that they will avoid reducing the distribution and net extent of priority habitats.

• **Disturbance S-DIST-1:** Proposals, including in relation to tourism and recreational activities, within and adjacent to the south marine plan areas must demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate significant cumulative adverse physical disturbance or displacement impacts on highly mobile species.

• **Fishing S-FISH-4:** Proposals that enhance essential fish habitat, including spawning, nursery and feeding grounds, and migratory routes should be supported. Proposals must demonstrate that they will, in order of preference:

- a) avoid
- b) minimise
- c) mitigate significant adverse impact on essential fish habitat, including, spawning, nursery, feeding grounds and migration routes.

• **Dredging and Disposal S-DD-2:** Proposals must identify, where possible, alternative opportunities to minimise the use of dredged waste disposal sites by pursuing reuse opportunities through matching of spoil to suitable sites.

Further points to note

You do not currently refer to the Marine Policy Statement or the Marine and Coastal Access Act. We notice you have mentioned the marine plan, however please ensure you specify it is the [South Marine Plan](#) to which you are referring. Under the Marine and Coastal Access Act, any authorisation or enforcement decisions must be made in accordance with the marine plan. Any other decisions which may impact the marine area must have regard to the marine plan.

There are several themes within the draft plan that fall in line with our South Marine Plan policies. For example, we have policies on Biodiversity and Water Quality that you could signpost within your The Natural Environment section. Our Climate Change policies could fit within the Climate Change section, while our Employment policies are relevant to your Protecting Employment Uses section. The South Marine Plan also has a Heritage policy that would apply to your Heritage and Landscape section. These, however, are just suggestions so please make your own interpretation of the South Marine Plan and its policies.

If you believe you may have the need for Marine Licences, please ensure that the coastal concordat is mentioned here. The [Coastal Concordat](#), requires each council to be signed up by 2021. This is mentioned in the [25 Year Environment Plan](#): “The

government's 25 Year Environment Plan includes a commitment for all local authorities with a coastal interest in England to be signed up to the coastal concordat by 2021. The concordat will be periodically reviewed, as was done in 2018 and 2019 to monitor the progress of this commitment."

The [South East Inshore and Offshore Marine Plan](#), and the [South West Inshore and Offshore Marine Plan](#) were both adopted in 2021, which cover the adjacent areas. Please ensure correct reference to the South East, South, and South West marine plan areas where included.

If your council or planning team would like an implementation session or have any further queries regarding the marine plan, please let me know and we can arrange a meeting.

As previously stated, these are recommendations, and we suggest that your own interpretation of the South Marine Plans is completed. We would also recommend you consult the following references for further information: [South Inshore and Offshore Marine Plan](#) and [Explore Marine Plans](#).

Response received from Natural England

Planning Consultation: Building a Better Future Plan – Regulation 18 Local Plan

Thank you for your consultation on the above dated 06 May 2025 which was received by Natural England on the same date.

Natural England is a non-departmental public body. Our statutory purpose is to ensure that the natural environment is conserved, enhanced, and managed for the benefit of present and future generations, thereby contributing to sustainable development.

The Plan's Vision and Development Strategy

Natural England welcomes the consideration of the natural environment within the vision and strategy. We support that Havant's Borough Council's Objective 2 "Pride in Place" includes a commitment to improving open and green spaces and protecting environmental quality.

We further support that Policy 4 integrates the need to deliver environmental mitigation sites to support development proposals. We support your commitment to working with partners to secure land for environmental mitigation including for habitat loss, biodiversity net gain and nutrient neutrality. Natural England would welcome working with Havant Borough Council to discuss the design and delivery of such mitigation sites.

As outlined in paragraph 2.67 of your Local Plan, we note Havant's strong track record in delivering flood defence infrastructure. We would welcome working together to ensure the best approach for coastal management, flood prevention and the protection of marine and coastal ecology.

Natural England welcomes the plan's commitment to promoting active travel through the implementation of the Local Cycling and Walking Infrastructure Plan. We would be pleased to provide advice - within our remit of connecting people with nature - on how active travel improvements can also support access to green spaces, enhance the natural environment, and deliver wider health and wellbeing benefits.

Natural England advises that the Plan's vision and emerging development strategy should address impacts on and opportunities for the natural environment and set out the environmental ambition for the plan area. The plan should take a strategic approach to the protection and enhancement of the natural environment, including providing a net gain for biodiversity, considering opportunities to enhance and improve connectivity. Where relevant there should be linkages with Havant's Climate Change Strategy and Action Plan and Biodiversity Strategy. We welcome Policy 8 of the Local Plan which covers Health and Climate Change.

We support its commitment to minimise greenhouse gas emissions from buildings, incorporate low carbon and renewable energy, support climate resilient development, ecological networks, green infrastructure and active travel.

We further welcome Havant Borough Council's recognition of the public health benefits of protecting nature and ensuring people have access to nature. We are pleased that paragraphs 2.124, 2.125 and 2.126 outline the importance of public access to nature and outline its use for recreational opportunities, the need for it to be accessible to all users including people with wheelchairs and pushchairs. We support developments that consider access to nature at the earliest design phases, providing suitable green and blue spaces for people to enjoy, whilst minimising recreational pressure on sensitive ecological sites.

We support Policy 8's emphasis on nature based solutions in relation to green infrastructure and water management.

Havant Borough Council declared a Climate Emergency in November 2024, with the aim of achieving net-zero emissions by 2050. We advise that the Local Plan in its Vision could have greater acknowledgement of the climate and ecological emergencies currently underway and recognise the important role of the natural environment to deliver measures that reduce the effects of climate change and enable nature recovery.

Where relevant policies in the plan should reference the Solent Recreation Mitigation Partnership (SRMP), known as Bird Aware Solent, the Solent Waders and Brent Goose Strategy (SWBGS), Hampshire Ecological Network Map Biodiversity Action Plan, Local Nature Partnership, Countryside Access Plan, South Hampshire Green Infrastructure Strategy, Shoreline Management Plan and Coastal Strategies, Nature Recovery Network, and nutrient offsetting projects. We encourage working in partnership with relevant stakeholders to protect nature.

Policies within the Draft Local Plan

Natural England welcomes the inclusion of the Natural Environment section of the draft plan. This section includes specific policies on designated sites, Biodiversity Net Gain (BNG) and impacts to protected sites via recreational disturbance, amongst other policies. Please see below our comments on these policies.

Policy 20: International and National Nature Conservation Sites

Natural England supports the inclusion of Policy 20 which covers designated sites. We welcome the policy's commitment to ensure that Habitat Regulations Assessments are carried out and the mitigation hierarchy is implemented to protect designated sites.

We would like to highlight that in section "i" of the policy, the use of the word 'benefit' is ambiguous. We would recommend making it clearer as to who would make an assessment of these benefits.

This policy could make clearer that Biodiversity Net Gain (BNG) is a separate requirement to that of providing mitigation for potential impacts to designated sites.

Policy 19: Biodiversity Net Gain (BNG)

Natural England welcomes the inclusion of Policy 19 which covers Biodiversity Net Gain.

We note that Policy 19 covering Biodiversity Net Gain affirms the 10% minimum level. We support Policy 19's commitment that development proposals and their associated BNG measures should be guided by the Local Nature Recovery Strategy for Hampshire and the Local Ecological Network. We also support the policy's commitment to the Biodiversity Net Gain hierarchy.

The Plan should identify and pursue opportunities for securing measurable net gains for biodiversity. The Plan should also set out the BNG strategy including:

- Requirements for on-site and off-site provision
- Identifying priority opportunities of strategic significance (habitats and areas) for BNG, for instance through mapping ecological networks
- Advising on the metric to use to calculate gains, for example the most up to date version of [Defra's Biodiversity Metric](#).

The Plan should also aim to achieve wider environmental gains, going beyond BNG, to include wider natural capital benefits such as improved water and air quality and recreation. Natural England's [Environment Benefits from Nature tool](#) can help identify opportunities.

The Plan should set out a strategic approach, planning positively for the creation, protection, enhancement and management of networks of biodiversity. There should be consideration of geodiversity conservation in terms of any geological sites and features in the wider environment.

Natural England would like to draw your attention to the following further guidance on [Biodiversity Net Gain](#) and the [Biodiversity Metric](#).

Policy 21: The Local Ecological Network

Natural England welcomes the inclusion of Policy 21 and its consideration of how Local Designated Sites, Irreplaceable Habitats, Priority Habitats and undesignated habitats create a Local Ecological Network of natural, semi-natural and modified habitats. We support this strategic approach to managing ecology as crucial to allowing nature to recover.

We support the commitment to increase connectivity between statutory environmental sites (as mentioned in Policy 20), and non-designated sites, as discussed in this policy.

Local Nature Recovery Strategy

Natural England notes that Hampshire County Council have recently conducted a consultation on their Local Nature Recovery Strategy (LNRS). We welcome the reference to the LNRS within policies 19 (Biodiversity Net Gain), 21 (The Local Ecological Network) and 24 (Protected and Notable Species). We support the use of

the LNRS to guide the effective implementation of Biodiversity Net Gain and the conservation of protected and notable species.

We advise that reference is made to the LNRS within the site allocation policy wording. This is in order to develop clear policies and strategies that give developers an indication as to what the requirements are in relation to nature recovery such as whether there are any areas that are of particular importance to biodiversity (as identified within the LNRS mapping) or whether there are any associated biodiversity actions recommended for a site (these can be found within the LNRS strategy).

We recommend that mechanisms to implement increasing connectivity are included within the Local Plan, and that the wording outlines who will be driving this ecological connectivity, and any expectations that the council set for developers. For example, well placed linear features such as hedgerows, ecologically rich riverbanks, and 'stepping stone' habitats can provide opportunities for mobile species to thrive. Green corridors could also be designed to encourage active travel within the Borough, for example through the creation of a network of accessible paths linking parks and greenspace. (We recommend that consideration is given to avoid increased recreational pressure on those sites which are sensitive to this impact, and alternative provision of greenspace is made where necessary to alleviate this pressure). We welcome that Policy 19: Biodiversity Net Gain places emphasis on the creation and enhancement of coherent ecological networks, and would recommend that reference is made to the LNRS in the design of BNG wherever possible.

Sites of Least Environmental Value

In accordance with paragraph 188 of the NPPF, the plan should allocate land with the least environmental or amenity value. Natural England expects sufficient evidence to be provided, through the Sustainability Appraisal and Habitats Regulations Assessment, to justify the site selection process and ensure sites of least environmental value are selected, e.g. land allocations should avoid designated sites and landscapes and significant areas of best and most versatile agricultural land and should consider the direct and indirect effects of development, including on land outside designated boundaries and within the setting of protected landscapes.

Policy 22: Recreational Disturbance on International Sites

We welcome the inclusion of a specific policy on recreational disturbance on designated sites in the Solent. Natural England welcomes Havant Borough Council's continued commitment to the established strategic solution 'Bird Aware Solent' as a method for addressing in-combination impacts of recreational disturbance on the Solent SPA sites. If bespoke mitigation options for development were to come forward, we would recommend developers hold early discussions with Natural England and Havant Borough Council to ensure their mitigation is sufficient and robust.

Policy 25: Solent Waders and Brent Goose Strategy Sites

We welcome the inclusion of Policy 25 which considers the Solent Waders and Brent Goose (SWBG) Strategy. Some development during the Local Plan period may

impact on sites identified as supporting habitat to the Solent SPAs within the Solent Waders and Brent Goose network. These sites are integral to the ecological network within the Solent and the continuing function of the SPAs. Whilst the preferred approach is for development to be located outside of the network of sites, the development pressure within the Borough has been recognised.

We welcome the Policy's commitment for all proposals affecting SWBG sites to be assessed in accordance with the Habitats Regulations, be informed by robust data and if necessary put in place the necessary avoidance or mitigation in accordance with the SWBGs mitigation strategy ([2024](#)).

Natural England advises that Policy 25 should include an approach to securing permanent strategic refuge areas within the Borough.

A [framework](#) for guidance on mitigation and off-setting requirements (2024) has been prepared by the SWBGS Steering Group to achieve the long-term protection of the wider brent goose and wader network of sites. The network extends across a number of local planning authority boundaries in Hampshire, the Isle of Wight and Sussex. This network is under pressure from the growth planned in this area and formal guidance was considered necessary to define an approach for the non-designated sites.

The non-designated sites are classified as Core Areas, Primary Support Areas, Secondary Support Areas, Low Use and Candidate Sites and a map of sites can be viewed [here](#). Sites are classified based on certain criteria and the Strategy is regularly updated and reviewed. Please note that some of the SWBG sites have recently been reclassified. We have noted in our Site Allocations advice where these reclassifications effect the sites allocated in your draft Local Plan.

We recommend your Policy outlines that where impacts are identified or uncertainty remains, appropriate avoidance and/or mitigation measures should be secured in line with the Solent Waders and Brent Goose Strategy Guidance on Mitigation and Off-setting requirements, to be agreed with Natural England.

Policy 23: Water Quality Effects on International Sites

Plan Level Nutrient Budget

As noted in the accompanying Habitats Regulations Assessment (HRA), a plan level nutrients budget should inform the Local Plan, completed in line with Natural England's published methodology. Best available data should be used to inform this budget, for example using predominant soil drainage type(s), provided this is clearly justified. We advise adopting a precautionary approach in light of any uncertainty. The budget should recognise that individual nutrients budgets will be required for developments as they come forward at the project stage.

The plan should demonstrate reasonable certainty that there is sufficient nutrient mitigation to cover the proposed development, at least for the initial plan period. The supply and demand work undertaken by the Partnership for South Hampshire (PfSH) could be helpful in this regard, as well as the list of strategic mitigation options

published on their webpages. Where these are relied upon it is advised that credits are secured/reserved to ensure that there is adequate supply available for the Local Plan growth. Other options for nutrient mitigation include the provision of onsite mitigation, for example securing land-use change to create new greenspace, and it may be appropriate for larger scale developments to provide this. Bespoke solutions at Neighbourhood plan or development level can also come forward.

We recommend that it is made clear within the Local Plan that any developer-led mitigation proposals should be secured and managed in perpetuity (Policy 23, point b).

Natural England expects the Plan to consider the strategic impacts on water resources. We would also expect the plan to address flood risk management in line with paragraphs 170-182 of the NPPF.

The Local Plan should be based on an up to date evidence base on the water environment and as such the relevant River Basin Management Plans should inform the development proposed in the Local Plan. These Plans (available [here](#)) implement the Water Framework Directive and outline the main issues for the water environment and the actions needed to tackle them. Local Planning Authorities must in exercising their functions, have regard to these plans.

The Local Plan should contain policies which protect habitats from water related impacts and where appropriate seek enhancement. Priority for enhancements should be focussed on European sites, SSSIs and local sites which contribute to a wider ecological network.

Plans should positively contribute to reducing flood risk by working with natural processes and where possible use Green Infrastructure policies and the provision of Sustainable Drainage Systems (SuDs) to achieve this.

Policy 18: Water Efficiency

Hydrology

Anthropogenic pressures (including development and abstraction) are contributing to changes in hydrological regime within catchments and this is compounded by climate change. This is affecting the condition and resilience of the environment.

We welcome Policy 18 for Water Efficiency and its requirement for all proposals which result in a net gain of overnight accommodation to have a water efficiency standard of no more than 110 litres per person per day.

Where relevant the Plan should consider greater water efficiency measures and consider water company water resource related strategic plans such as Water Resources Management Plans, Drought Plans and actions the water companies are taking through the Water Industry National Environment Programme (WINEP). The Plan should take note and encourage collaboration and develop policies that align with or go beyond the objectives and environmental ambition targets set within these water company plans. This should include measures to:

- improve water efficiency,
- reduce water use demand such as encouraging / incentivising the use of grey water recycling schemes,
- raising awareness of responsible water use,
- encouraging the use of more efficient water appliances,
- applying water efficient building standards to new housebuilding,
- setting more ambitious water consumption standards, and,
- implementing environmental improvements through targeting restoration of hydrological natural function and connectivity.

Water Quality

Natural England welcomes Policy 23's consideration of water quality and its effects on international sites. Many designated sites, priority habitats and species are dependent on good water quality particularly those that are water-dependent and hydrologically linked to groundwater and surface water bodies. These habitats will be sensitive or burdened from water quality pressures such as nutrient enrichment and increased pollutants.

The Plan should consider and encourage more stringent protection of the water quality in the catchment as this will help to prevent deterioration, maintain and/or restore the condition of water dependent designated sites (and wider) within the landscape.

Where relevant the Plan should consider, support delivery of and align with the objectives and environmental ambition within water quality related strategic plans such as Drainage and Wastewater Management Plans. For example, the Plan should incorporate measures designed to minimise surface water drainage and reduce pressure on the wastewater network such as:

- greater use of sustainable drainage systems (SuDS),
- maximising surface water infiltration,
- river / catchment management aimed at 'slowing the flow'.

The Plan should also consider any local / catchment scale environmental investigations and improvements being delivered through water companies' WINEP. Natural England has had involvement in WINEP where there are potential or known impacts from water company assets and activities to designated sites in relation to water quality.

Policy 24: Protected and Notable Species

We welcome the commitment to appropriate assessment methods and the mitigation hierarchy. Natural England further welcomes the requirement for all development to incorporate enhancement features for protected and notable species.

The Local Plan should be underpinned by up to date environmental evidence. This should include an assessment of existing and potential components of local ecological networks. This assessment should inform the Sustainability Appraisal, ensure that land of least environment value is chosen for development, and that the

mitigation hierarchy is followed and inform opportunities for enhancement as well as development requirements for particular sites.

Those habitats and species which are of particular importance for nature conservation are included as 'priority habitats and species' in the England Biodiversity List published under section 41 of the Natural Environment and Rural Communities Act 2006. Most priority habitats will be mapped either as Sites of Special Scientific Interest on the Magic website or as Local Wildlife Sites. We refer you to [Habitats and species of principal importance in England](https://www.gov.uk/government/publications/habitats-and-species-of-principal-importance-in-england) (gov.uk) for a list of priority habitats and species in England. You should consider priority habitats and species when applying your 'biodiversity duty' to your policy.

Protected species are those species protected under domestic or European law. Further information can be found in our [standing advice for protected species](#). Sites containing watercourses, old buildings, significant hedgerows and substantial trees are possible habitats for protected species.

Ecological networks are coherent systems of natural habitats organised across whole landscapes so as to maintain ecological functions. A key principle is to maintain connectivity - to enable free movement and dispersal of wildlife e.g. badger routes, river corridors for the migration of fish and staging posts for migratory birds. Local ecological networks will form a key part of the wider Nature Recovery Network proposed in the 25 Year Environment Plan. Where development is proposed, opportunities should be explored to contribute to the enhancement of ecological networks.

Planning positively for ecological networks will also contribute towards a strategic approach for the creation, protection, enhancement and management of green infrastructure, as identified in paragraph 188 of the NPPF.

Where a plan area contains irreplaceable habitats, such as ancient woodland, ancient and veteran trees, there should be appropriate policies to ensure their protection. Natural England and the Forestry Commission have produced [standing advice](#) on ancient woodland, ancient and veteran trees.

Priority and/or legally protected species populations including Bechstein's bats are those species protected under domestic or European law.

Natural England welcomes the consideration of Bechstein's bats and their appropriate surveying within Policy 24 (Protected and Notable Species).

Natural England is concerned about the cumulative impact of development allocations, which are within or immediately adjacent to the sensitive Forest of Bere landscape, on the local Bechstein's bat population and the incremental loss of the sites that contribute to the foraging and roosting area of this species.

The potential for avoidance and mitigation is dependent on the location, size and constraints of each site. Avoidance and mitigation may be possible in some instances but in other cases compensation may be required. This approach ensures the alone impacts of development sites are appropriately addressed as well as the

cumulative impact from the loss of all of these sites to safeguard the local population of Bechstein's bats. Natural England recommends that there should be no net loss in the local population status of the species concerned, taking into account factors such as population size, viability and connectivity.

Natural England notes that your HRA assumes (as stated in paragraph 6.4) that there is a functional connection between the populations of Bechstein's Bat in the Plan area and the Bechstein Bats that are a qualifying feature for which the Singleton and Cocking Tunnels SAC is designated. We note that the HRA states that any impact on bat habitat in the Borough must be considered as harming Singleton and Cocking Tunnels SAC in line with the Habitats Regulations.

Policy 49: Protecting Open Space & Policy 50: Provision of Public Open Space in New Development

Natural England welcomes policies 49 and 50 which commit to safeguarding and promoting new open space in the Borough. We welcome that policies 49 and 50 acknowledge the importance of open space for connecting people with nature, public health, climate change adaptation, protecting biodiversity and reducing flood risk.

Natural England supports Policy 49's statement that development on any open space will only be permitted where the proposal retains or enhances the quality, quantity and accessibility of the existing open space. We welcome that if this is not the case there will be a presumption against development. We further welcome that Policy 50 sets out specific open space requirements for new development in the Borough.

In addition, Natural England would like to provide advice on the following:

Green Infrastructure (GI)

We support the integration of health and wellbeing throughout the Local Plan and the references highlighting the importance of green and blue infrastructure in supporting the Council's healthy city aspirations.

However, the Havant Borough Council Biodiversity Strategy (January 25) Key Actions 13 & 14 do not appear to have been significantly incorporated into the draft Local Plan. Key Action 13 reads:

"Opportunities for 'greening the grey' should be considered and incorporated into relevant projects, plans and strategies, in order to embed biodiversity throughout the urban/suburban environment (which would also have wider benefits such as improving health and well-being and helping to adapt to climate change)". Key Action 14 reads *"Planning policy will require that new development incorporates features for wildlife and recognises green infrastructure as essential infrastructure, such as open spaces, green roofs and walls, integral bird and bat boxes, and suitable native-led planting"*.

There are a number of allocated sites (notably Allocations 13, 14, 15, 16, 21 and 25) which appear to currently be making a significant contribution to the green infrastructure network of Havant and which the current 'allocation requirements' and

overarching policy do not give sufficient weighting to ensure no net loss of the multifunctional benefits of the existing green infrastructure.

We recommend incorporating a specific core policy around green and blue infrastructure to set out more detailed expectations, with the overall expectation of no net loss as a minimum and striving for gain. Utilising tools such as the [Urban Greening Factor Standard](#) (particularly on brownfield sites) and the [Environmental Benefits for Nature Tool](#) to inform design and decision making would help to maximise the benefits of new developments for people and nature. We recommend Havant Borough Council review their existing policy suite and ensure that the [Green Infrastructure Principles](#) and [GI Standards](#) set out within the Natural England Green Infrastructure Framework are reflected within the local plan policies and/or supporting guidance. The Natural England's Green Infrastructure Framework [Quick Start Guide](#) for Local Authorities includes a [Policy Review Checklist](#), and a selection of policy examples are attached.

We have included example best practice green infrastructure local plan policies in **Annex A**.

Climate Change Adaptation

We welcome consideration of Climate Change, as outlined in Policies 8 (Health and Climate Change), 15 (Low Carbon Development), 16 (Preventing Overheating), 17 (Sustainable Construction Methods, Materials and Waste) and 18 (Water Efficiency). We also welcome Havant's Climate Change Strategy and Action Plan 2024–2030 produced in January 2025.

Natural England welcomes Havant Borough Council's commitment to reduce the amount of greenhouse gas emissions getting into the atmosphere by 68% by 2030. We welcome the Council's target to be net zero operationally by 2035 and for the Borough to be net zero by 2045.

Climate change is already impacting on nature and society in England and across the world. The projected scale and rate of climate change, coupled with existing environmental pressures, has serious implications for the natural environment and the services it provides to society. The faster that greenhouse gas emissions can be reduced, the more the overall pressure on the natural environment will be reduced.

We welcome that paragraph 2.117 of the Local Plan highlights the importance of Green Infrastructure and Nature Based Solutions in climate change adaptation and mitigation. 'Nature-based solutions' involve the restoration of ecosystems for the long-term benefit of people and nature. Examples include:

- Expansion of tree and woodland cover - to strengthen woodland habitat networks, protect soils and provide shade whilst capturing additional carbon from the atmosphere.
- Restoration and creation of [priority habitats](#) such as lowland meadows, lowland fens and rush pastures. This improves places where people live and recreate, protecting carbon stores and strengthening the nature recovery network.

- Natural floodplain management, through the use of tree planting, habitat creation and restoration, to alleviate flooding further downstream.
- Retrofitting of green and blue infrastructure such as trees and sustainable urban drainage systems (SUDS) in urban localities to address flood risk and heat island effects.

We therefore suggest three specific actions to include in the Plan:

1. Identify opportunities to increase tree and woodland cover consistent with the UK target. Wherever possible, this should provide multi-functional benefits. Planting on peatlands and other open priority habitats must be avoided.
2. Identify areas where nature-based solutions can provide benefits to people whilst reducing climate change vulnerability in the natural environment.
3. Identify habitats and protected sites that are particularly vulnerable to the impacts of climate change and consider how the planning system can work to reduce these vulnerabilities.

We advise that these actions are integrated into a strategic approach alongside green infrastructure, health and wellbeing, biodiversity net gain, natural flood management, air and water quality to deliver multifunctional benefits to people and wildlife. The Plan should make clear that development will be consistent with these policies, to ensure sustainable development is properly achieved across the Plan period. Meaningful targets should be set that can be appropriately monitored over the Plan period to demonstrate the effectiveness of the Plan/Policy in addressing climate change and to ensure appropriate remedial action can be taken as necessary.

Natural England has published a range of resources to help with the recommended actions; please see links listed under **Annex B** of this letter. Natural England would be happy to advise further on this aspect of the Local Plan development.

Health & Wellbeing

We welcome that Policy 8 makes close connections between health, wellbeing, climate change and the natural environment.

The role that nature plays in supporting our health and wellbeing is increasingly well recognised across sectors and in the Government's Environmental Improvement Plan (2023). Green social prescribing is embedded within the NHS Long Term Plan, and Public Health England (now the Office for Health Improvement and Disparities) recommend that Local Authorities should consider local green and blue space to be critical assets for maintaining and supporting health and wellbeing in local communities (in their 2020 publication 'Improving access to greenspace'). The

Department for Education's 'Sustainability and Climate Change Strategy' (2022) draws on learning in the natural environment for physical and mental health⁶

There is existing evidence that:

- Exposure to green space, particularly in urban areas, is associated with improved psychological well-being, physical activity and linked health outcomes.
- Exposure to nature increases activity levels among children and young people.
- Growing evidence shows that blue space exposure is also beneficial for psychological well being and physical activity.

Nature-based interventions can result in psychological benefits, in particular reduced depression and improved mood. Evidence⁷ shows that access to natural green spaces can help reduce stress, fatigue, anxiety and depression, and boost immune systems and encourage physical activity. The risk of chronic diseases such as asthma may also be reduced. There is emerging evidence that a sense of connection to nature is correlated with certain wellbeing, educational outcomes, pro-environmental and pro-conservation behaviours which have important implications for society's action for climate change, the biodiversity crisis, or other environmental challenges⁸. A 2019 study found that people with a greater sense of connection to nature tended to have higher levels of wellbeing and higher levels of self-reported personal growth⁹. A key finding from the 2-year 'test & learn' approach to delivering green social prescribing in Surrey Heartlands showed that nature and green space play a key role in health creation and the prevention of ill-health¹⁰.

The Defra 25 Year Plan outlines nature-based actions that can be taken to help people connect to the natural environment to improve health and wellbeing. Such actions can include 'greening' our towns and cities, planting urban trees, encouraging children to access nature in and out of school and improving access for all in local green spaces.

It is estimated that the provision of parks and greenspaces across Britain saves the NHS at least £110 million a year solely through reduced visits to GPs¹¹, and their improved availability can help reduce health inequalities across society¹². A 2017 evidence review commissioned by Natural England found that nature-based

⁶ NEER030 A narrative review of reviews of nature exposure and human health and well-being in the UK (NEER030), March 2024

⁷ Evidence Statement on the links between natural environments and human health, University of Exeter and Defra, 2017; Urban Green Spaces and Health, World Health Organisation Regional Office for Europe, 2016, 9-10.

⁸ Connection to Nature (EIN068), Natural England, November 2022 Connection to Nature - EIN068

⁹ Pritchard, A., Richardson, M., Sheffield, D., & McEwan, K. (2020). The relationship between nature connectedness and eudaimonic well-being: A meta-analysis. *Journal of Happiness Studies*, 21(3), 1145-1167. doi:10.1007/S10902-019-00118-6

¹⁰ <https://www.healthysurrey.org.uk/community-health/social-prescribing/green-social-prescribing/report-may-2023> Accessed March 2025

¹¹ Evidence Statement on the links between natural environments and human health, University of Exeter and Defra, 2017; Urban Green Spaces and Health, World Health Organisation Regional Office for Europe, 2016, 9-10.

¹² Marmot, M. Fair society, healthy lives : the Marmot Review : strategic review of health inequalities in England post2010. (2010) ISBN 9780956487

initiatives for people with mental health issues gave returns from £2.35 to £10.70 for every £1 invested¹³.

The provision of enhanced green infrastructure and sites of nature conservation value can not only directly benefit individuals, but can also benefit society in other ways including improvements to local air and water quality, reducing the risk of flooding, alleviating noise levels and aiding climate change adaptation.

Green spaces also present an opportunity to improve local air quality, for example by increasing green space in built-up areas and giving access to clean air within greenspaces and parks.

Natural England recommends the Local Plan sets out policy that seeks to enhance green infrastructure and ecological connectivity across the Borough that is managed for people and nature.

Local Plan policy could help achieve this by:

- Designing to improve access to nature; creating accessible green spaces to help everyone live within 15 minutes' walk of a green or blue space, in line with the [Environment Improvement Plan](#) target.
- Increasing access to nature-based health interventions. For example, supporting formal physical activities within green spaces, and community food growing through gardens/orchards.

Soils

Policies around soils are very limited in the draft local plan. Soils, in both rural and urban areas, are a key component of green and blue infrastructure, biodiversity, landscape character, and geodiversity. The Local Plan should give appropriate weight to the variety of roles performed by the area's soils. These should be valued as a finite multi-functional resource which underpins our wellbeing and prosperity. Decisions about development should take full account of the impact on soils, their intrinsic character and the sustainability of the many ecosystem services they deliver. The plan should safeguard the long-term capability of best and most versatile agricultural land (Grades 1, 2 and 3a in the Agricultural Land Classification) as a resource for the future in line with National Planning Policy Framework paragraph 180, as well as the protection of urban soils as a key component of green and blue infrastructure.

Air Quality

We welcome the inclusion of Policy 44 on air quality which states that proposals for major development will be expected to minimise emissions and provide mitigation measures which offset emissions.

¹³ Good practice in social prescribing for mental health: the role of nature-based interventions (NECR228), January 2017, <https://publications.naturalengland.org.uk/publication/5134438692814848>

We note that in 2018 an air quality assessment was conducted in association with other Partnership for South Hampshire (PfSH, formerly PUSH) authorities across the PfSH area. Natural England notes that your Habitat Regulations Assessment Appropriate Assessment was unable to rule out an adverse effect on air quality from the new plan. We note however that it is Havant Borough Council's intention to commission a full assessment of air quality and the impact of new development arising from the Plan.

Natural England advises that one of the main issues which should be considered in the plan and the SA/HRA are proposals which are likely to generate additional nitrogen emissions as a result of increased traffic generation, which can be damaging to the natural environment.

The effects on local roads in the vicinity of any proposed development on nearby designated nature conservation sites (including increased traffic, construction of new roads, and upgrading of existing roads), and the impacts on vulnerable sites from air quality effects on the wider road network in the area (a greater distance away from the development) can be assessed using traffic projections and the 200m distance criterion followed by local Air Quality modelling where required. We consider that the designated sites at risk from local impacts are those within 200m of a road with increased traffic¹⁴, which feature habitats that are vulnerable to nitrogen deposition/acidification. [APIS](#) provides a searchable database and information on pollutants and their impacts on habitats and species.

It is advised that assessment, alone and in combination with other plans and projects, should be carried out in line with Natural England [guidance](#) that provides a simple step by step approach to assessing road traffic emissions under the Habitats Regulations. Please note that the method for assessing in combination effects has changed in the past few years due to a number of high profile appeal decisions. They include the following: The Wealden Judgement; The People Over Wind Case; and CJEU Ruling In The Netherlands Nitrogen And Agriculture Cases C-293/17 and C-294/17. As such we would be looking for a more detailed in-combination assessment with other plans/projects in the area and with Local Plans.

It is advised air quality impacts on interest features of nationally and locally designated sites is also carried out as part of an assessment of impacts on SSSIs and wider biodiversity.

Ammonia

Ammonia, along with nitrous oxides (NOx), can contribute to N-deposition in the soil and potential eutrophication of habitats. Whereas background levels of nitrous oxides have shown a steady decline over time due to reduced emissions from vehicles and other sources, levels of ammonia have remained relatively stable over the last 30 years.

¹⁴ The ecological effects of diffuse air pollution (2004) English Nature Research Report 580 Design Manual for Roads and Bridges Volume 11, Section 3 Part 1 (2007), Highways Agency

Ammonia can be emitted from vehicle exhaust emissions as a by-product of the catalytic conversion process designed to reduce emissions of nitrogen oxide. As traffic composition transitions toward more petrol and electric cars (i.e., fewer diesel cars on the road), catalytic converters may aid in reducing NOx emissions but result in increased ammonia emissions. Ammonia emissions from road traffic therefore could make a significant difference to nitrogen deposition close to roads.

Natural England therefore advise that ammonia sourced from traffic emissions should be included for assessment within the local plan HRA or any subsequent air quality assessment, as the impact from this source on designated sites is currently unclear. For further information please see this [report](#) from Air Quality Consultants (AQC) that looks at ammonia emissions from roads for assessing impacts on nitrogen-sensitive habitats. Whilst we are aware that the current CREAM model created by AQC used to assess ammonia emissions from road traffic has not been peer reviewed, at this time it has been recognised as a Best Available Tool and we deem it appropriate to be used where any caveats associated with this model are also considered within the assessment. An assessment based on the best available approach is necessary. The next stage of assessment can then consider uncertainties in the model and site specifics to decide if mitigation needs to be considered.

Local Plan Site Allocations

Deterioration of the Water Environment

All of the housing site allocations are located in nutrient sensitive catchments, and will result in an increase in overnight accommodation, and as such are screened into the HRA as causing potential harm to the Solent through increased nutrient loading. Most of the Borough is located within the East Hampshire Rivers catchment and part of the east of the Borough is located within the Western Streams catchment. Both of these catchments are sensitive to nutrients. We would expect a nutrient budget as each of the 25 residential development sites comes forward. As previously stated, we would also expect to see a plan-level nutrient budget.

Recreational Disturbance

We note that 25 allocations are considered by the HRA to have potential for recreational disturbance impact to Chichester & Langstone Harbours SPA/Ramsar, Portsmouth Harbour SPA/Ramsar and/or Solent & Southampton Water SPA/Ramsar. For these applications we would expect contributions to the established Bird Aware Solent Strategy as a method of addressing in-combination impacts of recreational disturbance to Solent SPA sites in line with Policy 22 of your draft Local Plan.

Functionally Linked Land

Five allocations have been screened into the HRA for their impact on Solent SPA functionally linked land that is identified as part of the Solent Waders and Brent Goose (SWBG) Strategy. We welcome this inclusion and will work with developers, as needed, to advise on methods to minimise disturbance during construction and

operational phases, and to advise on the suitability of proposed mitigation options, where required.

The recently updated 2024 SWBGS strategy, and the 2024 Mitigation strategy document, can be found on their website [here](#). Please note that mitigation should be in line with the 2024 SWBGS Mitigation strategy. The sites identified by the SWBGs strategy are subject to changes over time. We have noted under the individual allocated sites sub-headings below the SWBG sites where their classification has changed since the draft Local Plan was produced. Please note that as each of these sites come forward as planning applications, consideration should be made using the most up to date SWBGS data.

We note that your HRA screens in all 25 residential allocations and employment allocation 27 (Dunsbury Park) as having a potential adverse impact on the Singleton and Cocking Tunnels Site of Special Scientific Interest (SSSI) and Special Area of Conservation (SAC). The Singleton and Cocking Tunnels are designated for their assemblage of bats species, including barbastelles and Bechstein's and there is a likely functional linkage between the habitats in Havant Borough and the Singleton and Cocking Tunnels. Any impact on bat habitat in these allocations must be considered in compliance with the Habitats Regulations and therefore we welcome the commitment within the HRA for appropriate survey, impact assessment and mitigation.

We would recommend Havant Borough Council provides clear guidance to developers on what mitigation measures would make development acceptable for protecting bats (such as the [Trowbridge Strategy](#)). Where development is located next to ancient woodland with known Bechstein's roosts, a larger buffer zone to the woodland and any known commuting routes should be implemented with measures to prevent access. Bat commuting routes should not be bisected where possible and measures should also be implemented to prevent light spill on these areas.

We further note that 11 residential and employment sites include or lie adjacent to Sites of Importance for Nature Conservation (SINC). We would expect appropriate mitigation measures to be implemented to ensure these sites are not harmed by any proposals which come forward. When part of the SINC is within the allocation, we would expect the SINC area to be retained and protected.

Furthermore, as previously stated, we advise that reference is made to the LNRS within the site allocation policy wording. This is in order to develop clear policies and strategies that give developers an indication as to what the requirements are in relation to nature recovery such as whether there are any areas that are of particular importance to biodiversity (as identified within the LNRS mapping) or whether there are any associated biodiversity actions recommended for a site (these can be found within the LNRS strategy).

In addition to the above, please see our comments on individual allocation sites:

Allocation 1: Southleigh

Given the scale of this development and proximity to the coast, we would expect consideration of alone impacts to the coastal designated sites. We would strongly recommend the provision of onsite greenspace to provide an alternative space for exercise, dog walking and recreational use. We would encourage that this is established early in the site plan so that it is established prior to occupation. We also note that the trees and buildings currently on site have the potential to support roosting bats and that the site is a potential foraging/commuting route for the bats in Southleigh Forest SINC to the north east of the site. We would therefore expect appropriate surveys and mitigation to be implemented for any proposals on this site.

Allocation

2: Long Copse Lane

We note that this site is located next to ancient woodland which supports Bechstein's Bat and are aware that your HRA states that there could be a potential impact on the Singleton and Cocking Tunnels SAC. We would expect suitable mitigation to be implemented for any proposal which comes forward on this site. We also note that this site would require appropriate mitigation to prevent excess nutrient loading into Solent designated sites. We note that Bechstein Bat and excess nutrient loading are not mentioned within the allocation table in the draft Local Plan but likely significant effects on Singleton and Cocking Tunnels SAC and Solent Designated Sites are noted within the HRA.

Allocation 6: Land East of Castle Avenue

The land parcel for this allocation is identified as H19 within the Solent Waders and Brent Goose Strategy. In the Draft Local Plan it is identified as a low use site. It has since been reclassified as a candidate site. Suitable mitigation for direct and/or indirect loss to this site should be provided, in line with the SWBG mitigation strategy (2024).

Allocation 9: Belmont Castle Rest Home

The allocation for this site is adjacent to SWBG sites H02A and H02B. We would like to note that H02A is classified as a Primary Support Area and H02B as a candidate site.

Where development allocations will impact on Core or Primary sites we advise that mitigation through securing a suitable permanent offsite refuge is set out within the allocation policy, in order to give certainty in the Plan's Habitat Regulations Assessment (HRA) that the mitigation is appropriate and deliverable.

Allocation 12: Portsmouth Water Headquarters

Part of this site is within SWBG site H11. We would like to note that H11 has since been reclassified from a low use site to a candidate site.

Allocation 24: South Downs College Car Park

Four SWBG sites are located immediately south of the site. H113 and H106 are classified as Secondary Support Areas and H125 and H02A are classified as Primary Support Areas. These SWBG sites are situated within the Campdown allocation discussed below.

Allocation 25: Campdown

As noted in the Draft Local Plan, the entire site comprises of land identified as part of the SWBG network. The site comprises of parcels H02A, H106, H113, H125 and H02B. Mitigation for this allocation needs to be able demonstrate that ecological function for curlew can be replicated. We would like to draw to your attention the following reclassifications. H125 is now a Primary Support Area and H02B is now a candidate site. These are listed as a Secondary Support Area and a Low Use site within the Draft Local Plan.

Where development allocations will impact on Core or Primary sites we advise that mitigation through securing a suitable permanent offsite refuge is set out within the allocation policy, in order to give certainty in the Plan's Habitat Regulations Assessment (HRA) that the mitigation is appropriate and deliverable.

Habitats Regulations Assessment

We note that your HRA screens in the following for many of its policies and site allocations: SWBG habitat loss, Bechstein's Bat habitat loss, recreational disturbance to Solent SPAs, air quality, coastal squeeze and nutrient neutrality.

As previously stated in the nutrients section of our consultation response, the draft local plan currently lacks a plan level nutrient budget. We would expect such a budget to be produced in order to ensure that potential harm on to Solent designated sites through excess nutrient loading can be effectively mitigated.

We welcome Havant Borough Council's adoption of the Solent Recreation Mitigation Strategy, Solent Waders and Brent Goose Strategy and Nutrient Neutrality as mitigation solutions to recreational disturbance, functionally-linked habitat loss and nutrient loading respectively on Solent designated sites.

We note that the HRA concludes that with the exception of issues relating to air quality impacts, through the application of plan-led strategic and site-specific mitigation measures, the Plan would not result in likely significant effects on European sites.

As highlighted above, we would expect a plan-level nutrient budget to ensure effective mitigation from nutrients, without this we are unable to agree with the HRA's conclusion that there would be no adverse effect on nutrients.

Regarding air quality, we welcome that Havant Borough Council will commission a full assessment of air quality and the impact of new development arising from the Plan. We would be happy to provide our advice on the assessment once it has been produced.

Sustainability Appraisal (SA)

We note that your Sustainability Appraisal finds that the policies in the plan all either actively support the objective of protecting and enhancing the natural environment and supporting biodiversity, or where they do not, are considered neutral against this objective.

Regarding climate change, we note that your Sustainability Appraisal states that the vast majority of the policies in the plan are neutral against the objective to minimise the Borough's contribution to climate change and ensure resilience to the effects of climate change.

We expect the SA to conclude that the final growth scenario chosen for the new Local Plan has at least a neutral effect on environmental assets, and ideally a positive effect.

Natural England will be happy to advise further as the Plan progresses.

Response received from Network Rail

Havant Borough Council – Draft Building a Better Future Plan

These representations are submitted to Havant Borough Council (HBC) by Network Rail Infrastructure Limited ('Network Rail'), in respect of the consultation on the draft Building a Better Future Plan (BBFP).

Background

Network Rail (NR) owns, operates, maintains and develops the railways in England, Scotland and Wales. NR is a public sector company, sponsored by the Department for Transport. NR is responsible for providing a safe, reliable and efficient railway while growing and upgrading the network to better serve passengers and freight. This also considers both individual and the cumulative impact of development sites on rail station accessibility and capacity along with rail services.

In addition to its role as an infrastructure provider, NR also promotes non-operational railway and non-railway land for development through NR property. Opportunities for development around stations can unlock a significant contribution towards meeting sustainable development goals, housing needs, improving access to public transport and enhanced public realm.

Representations

This section sets out the areas for which comments have been made in relation to the sections set out within the consultation document.

- Section 1 - Introduction
- Section 2 – Vision, Development Strategy and Implementation
- Section 3 – Development Allocations
- Section 4 – Delivering Sustainable Development in Havant Borough

Section 1 - Introduction

NR welcomes the opportunity to comment on the BBFP. The principles underpinning the Plan and how this will develop the Local Plan for Havant is understood. As noted within para 1.38, there has been improvements to the access to the rail network and NR would encourage the Plan to continue to promote improvements to the rail network. To promote sustainable transport, this should underpin the Plan and should be a key issue. NR promote first and last mile principles with regard to improving access to the rail network from new development and this theme should be reflected within the new Plan.

In addition, there is also a need for developer and third party funding to contribute towards transport improvements to support growth and unlock the full potential of the rail network. NR

would encourage HBC to continue to press the need for external funding of such improvements as key part of the new Plan in supporting growth.

Section 2 – Vision, Development Strategy and Implementation

NR supports the reference to promoting transport schemes within the ‘Growth’ theme. This can help support unlocking development opportunities and fund improvements to the rail network to support this growth.

NR notes in para 2.29 that the new Plan is unlikely to meet the housing requirement set out in the 2024 standard method. It is important that the Council reviews all opportunities to identify development sites and, where impacts can be mitigated, that sufficient funding is captured from developers/third parties to overcome potential constraints.

The Pattern of Development

Policy 1: Spatial Strategy

NR supports part d of the draft Policy to make efficient use of land and promote sustainable transport accessibility. Direct reference should be made to encouraging This would be in line with Government policy as part of the Planning and Infrastructure Bill, currently at its third reading. This could also allow developments around stations to be car free or ‘car lite’ and aid modal shift due to access to the rail network. HBC should be explicit in referring to this approach in order to support Government policy.

NR supports part e of the draft Policy to reduce car dependency. The rail network through HBC provides good connections to Southampton, Brighton and London. The number of trains per hour stopping at stations on the route were increased in June 2024 to further improve frequency of trains to provide an enhanced service. Continued promotion of the rail network should be a key part of the Plan in order to support genuine modal shift away from the private car.

In relation to part f of the draft Policy, reference should be made to encouraging development around key transport nodes such as rail stations. This approach would aid self-containment and encourage uptake of the rail network to travel longer distances in a more environmentally friendly way. Additionally, developments around rail stations could be car free or car lite such would be the access to a well-connected rail network.

Improvements have been made to better connect Havant rail station with the town and this should continue to best identify ways of supporting the growth of the town centre. Rail stations can support local economies and provide a functioning commercial/retail space alongside a transport hub.

Policy 4: Infrastructure and environmental mitigation to support development

NR support a draft Policy to secure improvements to the transport network. NR note part n of the draft Policy and the highlighted schemes as part of the Local Transport Plan 4. NR will work with HBC and other partners to deliver those with a railway interface. For Warblington footbridge, previous discussions have been held and, should funding be made available again, NR believe a scheme can be delivered. NR would encourage the Council to assist in securing contributions towards the footbridge and utilise any available CIL/other third party funding.

In respect of the level crossing at Warblington station this has a collective risk rating of 3, which is very high. This is largely due to more than 190 days per day passing through the crossing with a line speed of 75 mph. The crossing is also heavily used by cars and pedestrians/cyclists. The crossing is protected by full barriers with CCTV monitoring by the signaller with signage and an audible alarm. Aside from closing the crossing (which is not likely to be achievable) the crossing is well protected however it remains a risk due to the proximity to the station, high usage and frequent trains. A means of safely getting pedestrians and cyclists over the railway without directly using the level crossing would be a benefit as this would reduce interaction with rail services. As a full barrier crossing, the downtime can be lengthy which can increase local congestion. NR will work with HBC and Hampshire County Council to identify any highways issues.

Section 3: Development Allocations

Housing Allocations

Allocation 1: Southleigh

NR notes the proposed draft allocation and the number of dwellings. The site is reasonably close to Warblington and Emsworth stations allowing future occupiers access to the rail network. In doing so, it is important to promote active and sustainable travel modes to encourage walking, cycling, wheeling and bus connections to minimise journeys to and from the station by private car. However, these must not increase risk to the railway at existing level crossings. Opportunities should be sought to minimise interaction with the railway and provide an alternative means of crossing the railway for pedestrians and cyclists. NR request involvement in the development of a transport masterplan and sustainable transport options.

NR will need to assess the impact on station capacity at Warblington and Emsworth stations. Further consideration will need to be taken as the Plan develops and both site by site and cumulative impacts on the stations are known. Improving accessibility at Emsworth station is known improvement.

As noted in our response to Policy 4, the site is close to Warblington station level crossing, which is classified as high risk as it is used by cars, pedestrians and cyclists. The level crossing must be considered as part of the draft site allocation, both in terms of consideration within the transport assessment and discussions with HCC over any impacts on the safety of the highway. This is especially important given the proposed siting of a school within the site. NR must be involved in these discussions around the level crossing, as the ultimate arbiters of railway safety.

The proposed draft site allocation must not create any new at grade railway crossings. It is noted that within part c, viii there is a requirement for ‘a bus and active travel bridge over railway from Emsworth Road/A27 Warblington Road junction’. It is not immediately clear where the proposed location of the bridge. The bridge should not increase risk to the railway and, where possible, should be used to provide an alternative means of crossing the railway rather than using the level crossing at Warblington station. NR welcome further discussion over this matter and is supportive of the principle of the bridge, subject to further details being provided.

In respect of improving connections via the underpass at Washington Road, any amendments proposed to the existing underpass need to be discussed with NR to ensure no impact on the safe and efficient operation of the railway.

Where the site interacts with the railway, along the southern boundary, suitable mitigation is required to minimise risk of trespass and ensure that the railway is not impacted. NR requires that anti trespass fencing is erected along the boundary this is to be at least 1.8m high and would protect future occupiers of the site from the railway. NR requires that the applicant engage with our Asset Protection Team at an early stage to understand how to manage risk and the relevant procedures for building close to the operational railway.

Allocation 2: Long Copse Lane

NR support improved bus connections to Emsworth railway station and opportunities should be taken to look at suitable interchange options to improve access to the station for passengers. Improving accessibility at Emsworth station is an improvement that would be required. The draft allocation should consider how this can be achieved either by direct improvements or through a suitably agreed contribution.

Allocation 3: Coldharbour Farm

Opportunities should be taken to explore providing safe routes from the site to Emsworth railway station to encourage use of the station. Improving accessibility at Emsworth station is an improvement that would be required. The draft allocation should consider how this can be achieved either by direct improvements or through a suitably agreed contribution.

Allocation 6: Land east of Castle Avenue

The proposed draft allocation interacts with the railway, along the northern boundary. Suitable mitigation is required to minimise risk of trespass and ensure that the railway is not impacted. NR requires that anti trespass fencing is erected along the boundary this is to be at least 1.8m high and would protect future occupiers of the site from the railway. NR requires that the applicant engage with our Asset Protection Team at an early stage to understand how to manage risk and the relevant procedures for building close to the operational railway.

Consideration will need to be given as to whether the site impacts on the operation of the level crossing and increases risk through additional pedestrians, cyclists and vehicles using the crossing. This should be included within the draft site allocation as the main route from the site is close to the crossing. The impact of the site in conjunction with Allocation 1 also needs to be considered with regard to proximity to the railway and Warblington station.

Allocation 8: Palk Road

NR notes the proposed allocation of the site, which is currently subject to an undetermined planning application (ref: APP/22/01231). NR has concerns over the impact of this allocation on the safe operation of the level crossing at Bedhampton station. There are regular services, both stopping and non-stopping, through Bedhampton station meaning that the level crossing barriers are down often. This can lead to 'blocking back' from the crossing and local congestion alongside increased risk of users attempting to cross as the barriers are coming down (knowing they may be waiting for a few minutes as train services pass).

Introducing further development close to the crossing is likely to impact on this further. The draft site allocation must consider the impact on the level crossing. Additionally, the draft site allocation should explore opportunities to encourage use of the existing footbridge to reduce pedestrians and cyclists from using the level crossing. This could include safe means of crossing to access the footbridge alongside funding cycle gulleys or similar. NR encourages site promoter to work with the railway to determine an appropriate level of mitigation.

The proposed draft allocation interacts with the railway, along the northern boundary. Suitable mitigation is required to minimise risk of trespass and ensure that the railway is not impacted. NR requires that anti trespass fencing is erected along the boundary this is to be at least 1.8m high and would protect future occupiers of the site from the railway. NR requires that the applicant engage with our Asset Protection Team at an early stage to understand how to manage risk and the relevant procedures for building close to the operational railway.

Employment Allocations

For all allocated employment land, opportunities should be sought to best connect the sites with the rail network either directly or via bus routes. This will allow for improved accessibility to sustainable travel and reduce congestion on the road network.

Allocation 31: Interbridges West

The proposed draft allocation interacts with the railway, along the southern boundary. Suitable mitigation is required to minimise risk of trespass and ensure that the railway is not impacted. NR requires that anti trespass fencing is erected along the boundary this is to be at least 1.8m high and would protect future occupiers of the site from the railway. NR requires that the applicant engage with our Asset Protection Team at an early stage to understand how to manage risk and the relevant procedures for building close to the operational railway.

Allocation 32: Interbridges East

The proposed draft allocation is close to Emsworth railway station and provides an opportunity to promote sustainable travel from the railway. Accessibility at the station requires improvements. The draft allocation should consider how this can be achieved either by direct improvements or through a suitably agreed contribution.

The proposed draft allocation interacts with the railway, along the southern boundary. Suitable mitigation is required to minimise risk of trespass and ensure that the railway is not impacted. NR requires that anti trespass fencing is erected along the boundary this is to be at least 1.8m high and would protect future occupiers of the site from the railway. NR requires that the applicant engage with our Asset Protection Team at an early stage to understand how to manage risk and the relevant procedures for building close to the operational railway.

Section 4 - Delivering Sustainable Development in Havant Borough

Flood Risk and the Coast

Policy 26: Flood Risk

The rail network is susceptible to flooding and new development should not increase flood risk. This should be sufficiently covered by part a of the draft Policy however specific reference to not increasing flood risk to infrastructure should be included.

Policy 27: Drainage

NR has catchment areas which identifies land from which surface water flooding could impact on the railway. New development within these areas is liable to increase the risk to the railway unless sufficiently mitigated. It should be ensured that no new drainage connections should connect into existing railway assets and drainage assessments/strategies for sites near the railway fully consider the impact on the railway. New developments should fully fund any mitigation that is required to protect the railway.

Infrastructure

NR notes the wording within para 4.462 which states 'therefore, the Council is limited in its powers to require infrastructure improvements through the plan'. NR would disagree with this statement as the Plan provides the basis around which infrastructure to support development and growth can come forward. As the planning system is plan-led, a failure to plan for infrastructure undermines the purpose of the new Local Plan. NR, as an infrastructure provider, will work with the Council to deliver the required infrastructure, but where this needed as a result of growth, it is the responsibility of the Council to help secure funding or planning conditions for development. The use of planning conditions is essential to help phase development and ensure necessary infrastructure is in place and fully funded before following phases can be commenced. Reference to the use of planning conditions to phases development should be included within draft Policy 47.

Policy 47: Accessibility, Transport and Parking

NR support a specific Policy covering these issues. In part b of the draft Policy, reference should be made to ensuring active and sustainable travel modes are accessible for all users. This includes those with mobility issues, are encumbered by some other reason and those with disabilities. New development should promote improvements to accessibility in order to encourage use of public transport, including the rail network.

New development should not worsen the impact on infrastructure and, where identified deficiencies exist, there should be a mechanism by which enhanced or new infrastructure needed to mitigate these impacts is secured and funded. At present, the draft Policy lacks support for securing contributions through planning obligations or supporting the use of planning conditions.

Summary

NR welcomes the opportunity to discuss the BBFP and provide comments as the Plan develops. NR will continue to work with the Council to help develop the Plan and ensure that the required infrastructure is in place to support development growth. NR would welcome further discussion over the matters raised in our representations and collaboration as the Plan develops. NR will also continue to provide up-to-date information regarding infrastructure needs to support the Local Plan.

Response received from National Highways

Thank you for inviting National Highways to comment on the Regulation 18 Havant Building a Better Future Local Plan public consultation.

National Highways (NH) has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the strategic road network (SRN). The SRN is a critical national asset and as such National Highways works to ensure that it operates and is managed in the public interest, both in respect of current activities and needs as well as in providing effective stewardship of its long-term operation and integrity. We will therefore be concerned with proposals that have the potential to impact the safe and efficient operation of the SRN, in this case the A3(M) and A27.

Overall, in accordance with national policy, we look to Havant Borough Council to promote strategies, policies and land allocations that will support alternatives to the car and the operation of a safe and reliable transport network. We welcome the Council's vision to deliver resilient communities with a range of services and infrastructure in sustainable neighbourhoods and measures which encourage sustainable and active transport and minimise the need to use the private car to travel. We would be concerned if any material increase in traffic were to occur on the SRN or at its junctions because of planned growth within the borough, without careful consideration of mitigation measures. It is important that the Local Plan provide the planning policy framework to ensure development cannot progress without the appropriate infrastructure being in place.

When considering proposals for growth, any impacts on the SRN will need to be identified and mitigated as far as reasonably possible. We will support a local authority proposal that considers sustainable measures, which manage down demand and reduce the need to travel. Infrastructure improvements on the SRN should only be considered as a last resort. Proposed new growth will need to be considered in the context of the cumulative impact from development already proposed on the SRN.

Having reviewed the consultation document it is evident that the Standard Method for determining housing need has calculated a need for 17,840 dwellings over the Plan period (2023 to 2043), significantly higher than the 7,218 net new homes provided for within the Plan. It is likely that Havant will not be able to meet its full housing need and will require neighbouring authorities to assist under the Duty to Cooperate. We look forward to receiving the final housing need calculation and allocation at a future stage of the consultation process, with the expectation that once the housing need, and any changes to the site allocations that may arise, have been finalised that a future year assessment based on highway capacity will be performed and that consideration will be accorded to the respective impact on the SRN.

Section 3 of the Plan details site allocation policies for a range of employment and residential sites. It is noted that there are a high number of allocations which border the SRN. Residential sites bordering the SRN are allocations 1, 3, 6, 15 & 25, whilst

employment sites bordering the SRN are allocations 27, 30, 31 & 32. These sites will need to pay close attention to the impact on the SRN during planning application stage and National Highways would expect to be consulted further on these sites when proposals come forward. Whilst a traffic impact assessment has yet to be performed there is an expectation for a potential impact on the strategic road network due to the number and proximity of sites to our network.

NH are supportive of the Havant Building a Better Future Plan vision and objectives to deliver sustainable neighbourhoods with measures which encourage sustainable and active transport and minimise the need to use the private car to travel, which the Policies as outlined in the document should significantly contribute. We have provided feedback where necessary on the respective Policies considered to have potential impact on the SRN and note at this stage the Local Plan does not provide details or understanding of the impact to capacity at the local road network level. The SRN needs to be added to this requirement as well as a need to assess capacity when required.

To ensure that the Local Plan is deliverable, a transport evidence base should be provided to demonstrate the Local Plan impact on the SRN and as necessary identify suitable mitigation. This work will form a key piece of evidence to demonstrate the Local Plan is sound, therefore it is important that any identified mitigation has a reasonable prospect of delivery within the timescales of when the identified growth is planned. Once the transport impacts of the Local Plan sites are understood, the Infrastructure Delivery Plan document should set out any SRN mitigation required to deliver the Local Plan development. We are currently working with you and Hampshire County Council to develop the Strategic Transport Assessment to support the Local Plan. We look forward to working with all parties to develop this essential assessment ahead of the next Local Plan consultation.

National Highway supports Havant Borough Council's commitment to work with partners to consult on potential developments coming forward within the borough. We look forward to continuing the ongoing work with all parties to identify and produce a robust transport strategy which would inform the size and scale of development deliverable within Havant up to and beyond the Local Plan process.

Appendix – Chichester District Council response to the Havant Local Plan consultation

Note that as not all questions on the Havant response form are relevant, only questions with a proposed response are set out below.

Building a Better Future – The overall vision

The overarching policy of the Building a Better Future Plan and the Council's vision for the borough by 2043 is set out within Policy 1, the Spatial Strategy. More information can be found on page 32 of the Plan.

This section details the headlines of how this Plan will deliver the vision of a borough with high quality, environmentally sensitive urban and suburban living, where the nature and location of development is shaped by the need to provide homes for all, regenerate urban centres, address climate change and enhance the natural environment.

This part of the document provides a summary of the whole Plan and this overview is detailed within the following infographic:



We are asking all respondents for their views on this strategy as this sets out the overarching policy for the Plan. You will have a number of opportunities to provide your feedback on specific sections of the Plan in later questions.

14. To what extent do you agree or oppose the proposed vision set out in the 'Spatial Strategy'? Please select one option.

☐ Strongly support	☐ Somewhat oppose
☒ Somewhat support	☐ Strongly oppose
☐ Neutral / no opinion	☐ Don't know / not sure

15. Please give us more information as to why you feel this way about the proposed Spatial Strategy? Please use the text box below for your response.
If you disagree with individual parts of the Plan, you will have an opportunity to provide further feedback on these in later questions.

The overall vision and strategy set out in Policy 1 is supported. In particular we support the strategy to locate development so as to reduce car dependency, making efficient use of land and maximising development opportunities on existing urban areas and brownfield land, as well as the need to protect the coastline and harbours. Given the constrained area for development some greenfield allocations are also needed.

Evidence Base

The evidence base is the collection of studies, strategies and supporting information that has been used to inform the Local Plan.

In many cases, these are focused and detailed documents that provide in-depth detail on a particular topic, such as Strategic Flood Risk Assessments, Housing Needs Analysis or the Infrastructure Delivery Plan.

These provide the detail behind the policies included within the Local Plan.

The full evidence base is available to view at www.havant.gov.uk/localplan

If you would like to discuss the evidence base or request to view any documents, please contact the Planning Policy Team at 023 9244 6019.

16. If you have any comments on the evidence base, please provide these in the below textbox.

There is reference in the Plan to a Strategic Transport Assessment but this does not yet appear on the evidence page. Given the plan proposes development close to the A27 and A259, including a large new community at Southleigh we would like an opportunity to consider the transport evidence as soon as it is available in order to determine any cross-boundary implications.

17. Please indicate which document(s) in the evidence base your comments above refer to.

Local Plan Transport Assessment.

The Development Strategy

This section includes the key details that inform the overall vision for the Building a Better Future Plan. Split into three sections, this part of the Plan sets out the strategic direction and

local priorities for the use of land and development in the borough to 2043.

These policies guide the pattern, quantity and quality of development during the Plan period as follows:

The pattern of development

This section sets out the approach to prioritising development in existing urban areas, brownfield sites and regeneration areas, particularly around the regeneration of the borough's town centres. The section also sets out that due to flood risk, greenfield development is only considered suitable on less constrained land on the mainland.

More information about this section can be found on page 35 of the Plan.

How much development

This section considers the identified need for housing over the Plan period as well as the measures and assessments undertaken by the council that provide the proposed number put forward. This section also sets out the principles for building a strong, responsive and competitive economy.

More information about this section can be found on page 52 of the Plan.

The quality of development

This section considers and addresses the importance of quality of development alongside the quantity, with strategic policies in place to designate the expected quality of housing and how development and support the local economy. This section also considers the ways in which development should address health and climate change.

More information about this section can be found on page 62 of the Plan.

The following questions provide you with an opportunity to give your view on the proposed policies – if you do not wish to comment upon any of these policies, continue to page 17 of this survey.

18. Do you support or not support the following policies in the 'Pattern of Development' section of the Development Strategy? Please select one option for each line.

Note that Policy 1 (The Spatial Strategy) was covered in a previous question.

	Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / not sure
Policy 2 – Defined Urban Areas	☐	☒	☐	☐	☐	☐
Policy 3 – Regeneration	☐	☒	☐	☐	☐	☐
Policy 4 – Infrastructure and	☒	☐	☐	☐	☐	☐

	Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / not sure
Environmental Mitigation						

19. Do you support or oppose the following policies in the 'How Much Development' section of the Development Strategy? Please select one option for each line.

	Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / Not sure
Policy 5 – Amount of Housing	☐	☐	☒	☐	☐	☐
Policy 6 – Amount of Employment	☐	☐	☒	☐	☐	☐
Policy 7 – Five Year Housing Land Supply	☒	☐	☐	☐	☐	☐

20. Do you support or oppose the following policies in the 'Quality of Development' section of the Development Strategy? Please select one option for each line.

	Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / Not sure
Policy 8 – Health and Climate Change	☒	☐	☐	☐	☐	☐
Policy 9 – New Homes for Sustainable Communities	☒	☐	☐	☐	☐	☐
Policy 10 – Supporting a Strong and Prosperous Economy	☒	☐	☐	☐	☐	☐
Policy 11 – The Role of Applicants and the Local Planning Authority	☐	☐	☒	☐	☐	☐

Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / Not sure

in Delivering
Development

21. If you have provided a response to any of these policies, please tell us more about why you feel this way – use the following text boxes to provide more information and indicate which policy your comments refer to.

Policy (please state the number and/or name)

2 Defined Urban Areas

Whilst we support the intention to focus development and maximise opportunities within defined urban areas, development adjacent to the defined urban area boundary should not necessarily be ruled out if it complies with other policies, particularly as the plan is not proposing to meet the standard method housing requirement.

Policy (please state the number and/or name)

4 Infrastructure

We support the policy approach of working with infrastructure providers and other partners to secure strategic infrastructure investment. There are cross-boundary issues relating to the provision of infrastructure, particularly transport and wastewater on which dialogue should be maintained.

Policy (please state the number and/or name)

5 Amount of Housing

We note that the amount of unmet need has increased significantly since we agreed a Statement of Common Ground in 2024, due at least in part, to changes to the standard method for assessing housing need. We recognise that Havant is a small borough and highly constrained, that the plan proposes allocation of almost all of the sites identified as developable in the Strategic Housing and Employment Land Availability Assessment (SHELAA), and that part of the unmet need will be met in Winchester City Council area as part of a cross boundary strategic development.

We support the presentation of the housing figure as a minimum – any further opportunities that arise as the plan progresses should be explored, and development densities on deliverable sites optimised.

As the emerging Chichester Local Plan 2021 - 2039 is currently at examination, any discussions relating to the unmet need being generated by HBC will now be for a future plan and will be within the context of the devolution and local government reorganisation agenda.

Policy (please state the number and/or name)

6 – Amount of employment

We note that there is also a significant unmet need for employment land in the borough. As with housing, the density of employment development should be optimised.

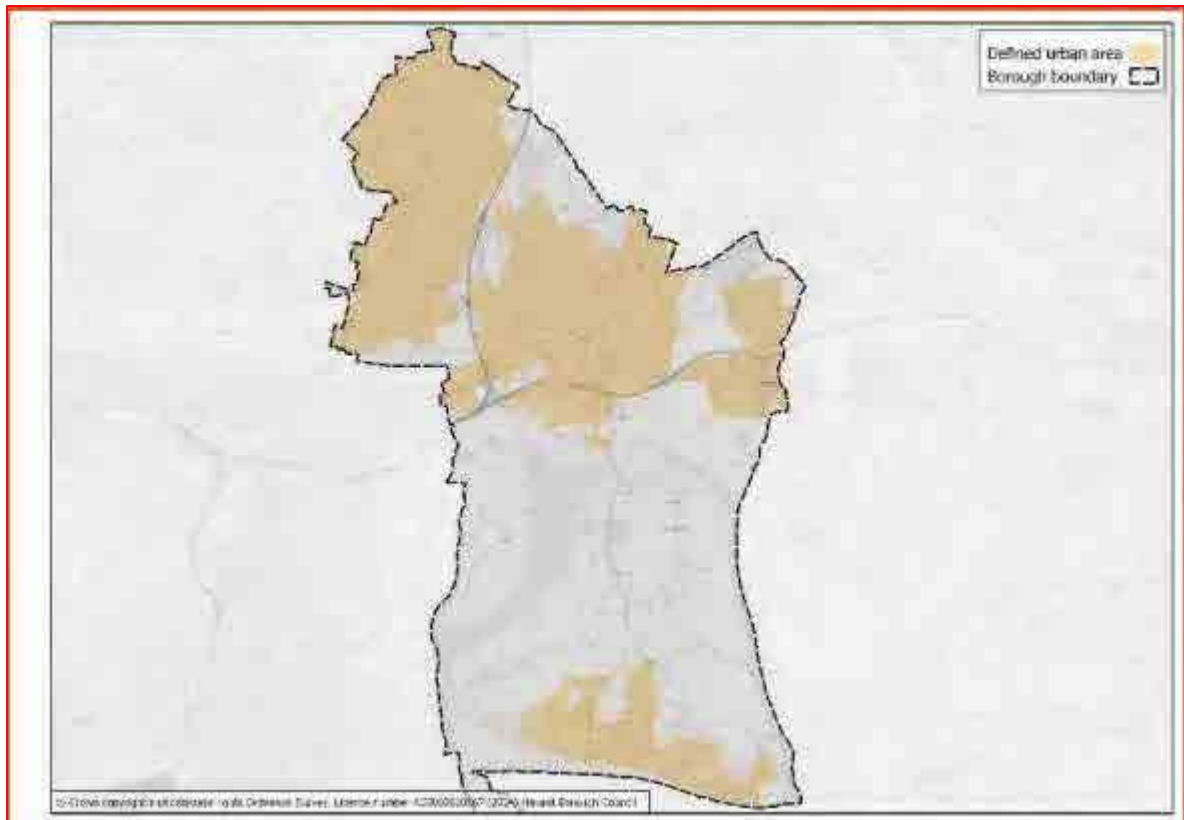
As the Chichester Local Plan is currently at examination any discussions relating to unmet need will now be for a future plan and will be within the context of the devolution and local government reorganisation agenda.

Defined Urban Area Boundary

The defined urban boundary sets out the area within which the principle of development is usually acceptable. This covers the built-up areas that make up the majority of the borough.

Planning applications can come forward for development on unallocated sites or locations outside of the urban boundary area, and the Plan puts forward the requirements for these submissions.

The current urban area is defined as per the policy map below:



More information about this section can be found on page 35 of the Plan.

22. To what extent do you support or oppose the proposed urban area boundary?
Please select one option.

☐ Strongly support	☐ Somewhat oppose
☐ Somewhat support	☐ Strongly oppose
☐ Neutral / no opinion	☒ Don't know / not sure

Specific housing sites

The Building a Better Future Plan provides detail on the sites that have been allocated for housing usage. These can be found on page 76 of the Plan.

In order for sites to have been allocated, there have been several robust assessments that consider multiple key aspects including environmental, social and economic impacts.

The allocation or safeguard policy itself provides site specific requirements, opportunities and constraints which should be met or mitigated for the site to be developed which are specific to that site. Even with these requirements, when a planning application is submitted, development on any site (whether allocated or not) should meet the policies of this Plan taken as a whole.

The below question includes all of the specific housing sites featured within the Plan – please respond below for your view on the allocated sites and provide any further comments on page 21 of this survey.

24. Do you support or oppose the following allocated housing sites within the Plan? Please select one option for each line.

	Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / not sure
Allocation 1 – Southleigh	☐	☐	☐	☐	☐	☒
Allocation 2 – Long Copse Lane	☐	☐	☒	☐	☐	☐
Allocation 3 – Coldharbour Farm	☐	☐	☒	☐	☐	☐
Allocation 4 – Helmsley House	☐	☐	☒	☐	☐	☐
Allocation 5 – Southleigh Park House	☐	☐	☒	☐	☐	☐
Allocation 6 – Land East of Castle Avenue	☐	☐	☒	☐	☐	☐
Allocation 7 – Former Oak Park School	☐	☐	☒	☐	☐	☐
Allocation 8 – Palk Road	☐	☐	☒	☐	☐	☐
Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road	☐	☐	☒	☐	☐	☐
Allocation 10 – Land south of Lower Road (Phase 2)	☐	☐	☒	☐	☐	☐
	Strongly support	Somewhat support	Neutral / No opinion	Somewhat oppose	Strongly oppose	Don't know /

						Not sure
Allocation 11 – Kingscroft Farm	☐	☐	☒	☐	☐	☐
Allocation 12 – Portsmouth Water Headquarters	☐	☐	☒	☐	☐	☐
Allocation 13 – Cabbagefield Row	☐	☐	☒	☐	☐	☐
Allocation 14 – Strouden Court	☐	☐	☒	☐	☐	☐
Allocation 15 – Land West of Hulbert Road	☐	☐	☒	☐	☐	☐
Allocation 16 – Dunsbury Way	☐	☐	☒	☐	☐	☐
Allocation 17 – Former Dairy Crest Depot, Dunsbury Way	☐	☐	☒	☐	☐	☐
Allocation 18 – Former Electricity Board, Bartons Road	☐	☐	☒	☐	☐	☐
Allocation 19 – Padnell Grange	☐	☐	☒	☐	☐	☐
Allocation 20 – Land at Cowplain School	☐	☐	☒	☐	☐	☐
Allocation 21 – Blue Star	☐	☐	☒	☐	☐	☐
Allocation 22 – Goodwillies Timber Yard	☐	☐	☒	☐	☐	☐
Allocation 23 – MDA Newlands Phase 1	☐	☐	☒	☐	☐	☐

Hambledon Road
(Phases 4 and 8)

Allocation 24 –
South Downs
College Car Park

☐	☐	☒	☐	☐	☐

Allocation 25 –
Campdown

☐	☐	☒	☐	☐	☐

If you wish to comment upon any housing allocation(s), please go to Question 25 below.

If you do not wish to comment upon any housing allocation(s), continue to page 25 of this survey.

25. If you have provided a response to any of these allocated housing sites, please tell us more about why you feel this way – use the following text boxes to provide more information and indicate which allocation your comments refer to.

Allocation (please state the number and/or name)

1 Southleigh

We do not object to this proposed allocation but would like to better understand the potential for cross-boundary transport and infrastructure implications. We note from the IDP that waste water from this development may be treated at Budds Farm WWTW, or Thornham or a combination of the two, depending on capacity at the time the development happens. Southern Water have a planned growth scheme to accommodate the level of development proposed in the Chichester Local Plan - Southern Water will also need to account for this (and other nearby allocations) in their plans.

Sustainable transport links in the LCWIP should link up with those in Chichester District such as the Bourne Active Travel Scheme (formerly Chichester to Emsworth Cycle route/Chemroute) where applicable.

The council supports the need for comprehensive masterplanning to develop a new community with a sense of place and identity and a north-south green corridor.

Allocation (please state the number and/or name)

2 Long Copse Lane

Bechstein bats are present within this allocation and in the woodland to the North East which is in Chichester District. Whilst recognising that protection is offered by proposed policies 20 and 24 we would expect to see some reference in the allocation policy or supporting text.

Specific employment sites

The Building a Better Future Plan provides detail on the sites that have been allocated for employment usage. These can be found on page 134 of the Plan.

In order for sites to have been allocated and in the same way as housing allocations, there have been several robust assessments that consider multiple key aspects including environmental, social and economic impacts.

The allocation or safeguard policy itself provides site specific requirements, opportunities and constraints which should be met or mitigated for the site to be developed which are specific to that site. Even with these requirements, when a planning application is submitted, development on any site (whether allocated or not) should meet the policies of this plan taken as a whole.

The below question includes all of the specific employment sites featured within the Plan – please respond below for your view on the allocated sites and provide any further comments on page 26 of this survey.

26. Do you support or oppose the following allocations for employment space within the Plan? Please select one option for each line.

	Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / not sure
Allocation 26 – Waterloo Park			x			
Allocation 27 – Dunsbury Park strategic site			x			
Allocation 28 – Former Colt Site			x			
Allocation 29 – Gas Holder Site, Downley Road, New Lane			x			
Allocation 30 – Langstone Park			x			
Allocation 31 – Interbridges West			x			
Allocation 32 – Interbridges East			x			
Allocation 33 – Gas Site, Palmers Road, Emsworth			x			

Additional Sites for Allocation

28. Are there any sites which you feel should be allocated within the Plan but are currently missing? Please select one option.

☐

Yes

☐

No

☒

Don't know / not sure

Topic-based policies

This section of the plan sets out policies which guide the determination of planning applications for development of all types and scales. These policies will apply to development for both allocated and non-allocated sites. This section contains policies on the following topics:

High quality development - Achieving high quality, well-designed and attractive buildings and places is a priority of the Plan. This section sets out policies on high quality design, the density of housing and the high quality of new housing development. More information on this section can be found on page 154 of the Plan.

Climate change - All development must be considered alongside the impacts of climate change, with the Borough of Havant particularly vulnerable due to its coastal location. This section sets out policies on low carbon development, preventing overheating within developments, the use of sustainable construction methods, materials and waste, and water efficiency. More information on this section can be found on page 171 of the Plan.

The natural environment - The Plan recognises that having a high quality environment is a key part of ensuring sustainable development. This section sets out policies on Biodiversity Net Gain, International and National Nature Conservation Sites, the local ecological network, recreation disturbance on international sites, water quality effects on international sites, protected and notable species, and Solent Wader and Brent Goose Strategy sites. More information on this section can be found on page 190 of the Plan.

Flood risk and the coast - Due to the borough's coastal location, flood risk is a key consideration in development planning and risks of flooding are expected to increase. This section sets out policies on flood risk, drainage and development on the coast. More information on this section can be found on page 227 of the Plan.

Heritage and landscape - The borough benefits from high quality landscapes, vistas and has a distinctive historic character. This section sets out policies on designated landscapes, heritage and the historic environment, and trees, hedgerows and woodland. More information on this section can be found on page 246 of the Plan.

Homes for all - The provision of housing to meet the future needs of the borough is one of the main aims of the Plan. This section sets out policies on affordable housing, housing mix, retirement and specialist housing, residential annexes, self and custom build housing, and Gypsies, Travellers and Travelling Showpeople. More information on this section can be found on page 259 of the Plan.

The borough's economy and town centres - The Plan recognises and seeks to plan positively for the continued growth of our strong local industrial economy and support the Borough's town centres. This section sets out policies on protecting employment uses, town, district and local centres, local shops outside of designated centres, food, drink and entertainment uses, and protecting existing community facilities. More information on this section can be found on page 278 of the Plan.

Amenity and pollution - It is important that the Plan ensures development is safe for future and existing occupiers and avoids causing environmental harm. This section sets out policies on amenity and pollution, air quality, Aquifer Source Protection Zones, and contaminated land. More information on this section can be found on page 299 of the Plan.

Infrastructure - The timely provision of infrastructure to support the level of development proposed is necessary to make sure the quality of life of existing communities is maintained. This section sets out policies on accessibility, transport and parking, new accesses onto classified roads, protecting open space, the provision of public open space in new development, sport and recreation facilities, renewable energy infrastructure, employment and skills plans, Community New Development Officers, and future management and management plans. More information on this section can be found on page 313 of the Plan.

Please respond below with your view on these policies and provide any further comments on the relevant page of this survey.

30. Do you support or oppose the following topic-based policies within the Plan?
Please select one option for each line.

	Strongly support	Somewhat support	Neutral / no opinion	Somewhat oppose	Strongly oppose	Don't know / not sure
High quality development	☐	☒	☐	☐	☐	☐
Climate change	☒	☐	☐	☐	☐	☐
The natural environment	☐	☒	☐	☐	☐	☐
Flood risk and the coast	☐	☒	☐	☐	☐	☐
Heritage and landscape	☐	☐	☒	☐	☐	☐
Homes for all	☐	☐	☒	☐	☐	☐
The Borough's economy and town centres	☐	☐	☒	☐	☐	☐
Amenity and pollution	☐	☐	☒	☐	☐	☐
Infrastructure	☐	☐	☐	☐	☐	☒

High quality development

31. Please give us more information as to why you feel this way about this theme or the policies it includes. Please use the below text box for your response.

Support setting minimum densities in Policy 13 and the recognition that higher densities may be appropriate and achievable in some locations, particularly in town centres. Support the requirement for a density study to optimise this.

32. Please indicate which policy or policies your comments above relate to - please select all that apply.

Policy 12 – High quality design

☐

Policy 14 – High quality new homes

☐

Policy 13 – Housing density

☒

High quality development section as a whole

☐

Climate change

33. Please give us more information as to why you feel this way about this theme or the policies it includes. Please use the below text box for your response.

We support the ambitious policy approach.

34. Please indicate which policy or policies your comments above relate to - please select all that apply.

Policy 15 – Low carbon development	☒	Policy 18 – Water efficiency	☒
Policy 16 – Preventing overheating	☒	Climate change section as a whole	☒
Policy 17 – Sustainable construction methods, materials and waste	☒		

The natural environment

35. Please give us more information as to why you feel this way about this theme or the policies it includes. Please use the below text box for your response.

Policy 21 The Local Ecological Network:

We welcome the recognition in this policy that development should avoid fragmentation of the Local Ecological Network, including across administrative boundaries. The emerging Chichester Local Plan 2021 - 2039 (currently at examination) proposes a Strategic Wildlife Corridor along the River Ems corridor adjacent to the HBC boundary. We would like to see some specific reference to this, either in the policy or supporting text to ensure applicants are aware of the corridor when considering ecological networks. We would welcome further discussion through the Duty to Cooperate to ensure the policy and supporting text is clear and will be effective in supporting the integrity of our Strategic Wildlife Corridor.

We would also ask you to consider if there is evidence which suggests that there are opportunities for a continuation of the corridor within HBC.

36. Please indicate which policy or policies your comments above relate to - please select all that apply.

Policy 19 – Biodiversity Net Gain	☐	Policy 23 – Water quality effects on international sites	☐
Policy 20 – International and National Nature Conservation Sites	☐	Policy 24 – Protected and notable species	☐
Policy 21 – The Local Ecological Network	☒	Policy 25 – Solent Wader and Brent Goose Strategy	☐
Policy 22 – Recreation disturbance on international sites	☐	The natural environment section as a whole	☐

Infrastructure

47. Please give us more information as to why you feel this way about this theme or the policies it includes. Please use the below text box for your response.

We note that the Local Plan Transport Assessment is still underway and that mitigation requirements have not yet been identified. We would like to be kept informed of progress on this work so that any implications can be considered as part of ongoing duty to cooperate discussions.

48. Please indicate which policy or policies your comments above relate to - please select all that apply.

Policy 47 – Accessibility, transport and Parking	☒	Policy 52 – Renewable energy infrastructure	☐

Policy 48 – New accesses onto classified roads	☐	Policy 53 – Employment and skills plans	☐
Policy 49 – Protecting open space	☐	Policy 54 – Community New Development Officers	☐
Policy 50 – Provision of public open space in new development	☐	Policy 55 – Future Management and Management Plans	☐
Policy 51 – Sport and recreation facilities	☐	The infrastructure section as a whole	☐

Response received from East Hampshire District Council

Havant Borough Local Plan: Building a Better Future Plan Consultation Regulation 18 consultation (6 May to 1 July 2025)

Response from East Hampshire District Council (EHDC)

East Hampshire District Council (EHDC) welcomes the opportunity to comment on Havant Borough's Regulation 18 stage Local Plan: Building a Better Future. As neighbouring local planning authorities with a close working relationship, we value the dialogue that has happened up to this consultation, with the opportunity now to formally respond. This response focusses particularly on issues of unmet needs; those of Havant Borough and potentially those in East Hampshire also.

The southern boundary of East Hampshire District adjoins Havant Borough. The boundary cuts across a built-up area, dissecting streets in the Cowplain, Lovedean and Waterlooville area. Both administrative areas are within Hampshire County (see map below).



Duty to Co-operate

The East Hampshire [Duty to Co-operate Framework 2022](#) forms part of the East Hampshire Local Plan evidence to help demonstrate that the council is engaging constructively, actively and on an on-going basis. It identifies the strategic cross boundary matters that relate to Havant and East Hampshire for plan making. The Duty to Co-operate Framework 2022 will be updated in 2025. This response links in parts to those identified strategic cross boundary matters.

Havant Borough Council and East Hampshire District Council have been conversing on matters relating to the preparation of both Local Plans since their early stages.

In 2022, we responded to the Havant Borough Local Plan Regulation 18 consultation, welcoming the call for sites and supporting the approach to use of brownfield land and densities. We met in October 2023 to further discuss the Local Plans, focussing on housing need/supply position, emerging findings of the Havant constraints analysis and meeting the need for Traveller accommodation.

A statement of common ground was not signed in support of East Hampshire's draft Local Plan 2024, but Havant did respond to the consultation. That consultation response stated, "there is a clear functional geography between East Hampshire's southern parishes and that of Havant for which there is a significant unmet housing need." And continues to say, "Havant Borough will require assistance from our neighbouring authorities to provide a meaningful contribution towards its housing need if it is to get anywhere close to meeting its needs in full. The letter formally asks whether your authority is able to accommodate any of Havant Borough's unmet housing need."

We subsequently met to discuss Havant's constraints and then met recently in May 2025 to discuss this consultation, and the extent of unmet needs. At that meeting we also raised our potential unmet need in relation to Traveller accommodation.

We wish to continue to work closely with Havant Borough Council on the issue of unmet needs, and strategic cross boundary matters, to ensure a Statement of Common Ground can be signed ahead of both authorities' Regulation 19 consultations.

Unmet needs (timeline)

An email was received from Havant Borough Council on 15 November 2021, explaining that it was unlikely that the Havant Local Plan would be able to meet the housing needs for the area up until 2037. Meetings and workshops have since been held with the Council agreeing to look at the potential for addressing the unmet needs through its Sustainability Appraisal process.

The Council met with Havant Borough Council on 3 December 2021 and 27 January 2022 to discuss the potential for sites within southern parts of East Hampshire to deliver unmet housing needs. The South Downs National Park Authority also attended the workshop on 27 January 2022, due to its interest in the potential landscape impacts of further development. It was agreed that East Hampshire District Council would use the workshop outcomes to inform its reasonable alternatives for the strategy of the emerging Local Plan and future cooperative working with Havant Borough Council.

The existence of potential unmet needs emanating from Havant have been known of in recent years, and it is documented in East Hampshire Duty to Co-operate Framework 2022. As well as meetings, there was an exchange of letters in 2024.

The most recent discussion was on 15 May 2025, with a subsequent letter sent to EHDC on 12 June 2025 seeking assistance with unmet housing need, as well as employment need under the Duty to Cooperate.

Constraints Study

We acknowledge that Havant Borough Council has produced a Constraints Study, as evidence base for the Local Plan. This is a factual study from which it is clear that Havant has a number of NPPF, footnote 7 specific constraints, which include flood risk, National Landscape and setting, and ecology.

However, the constraints study highlights a number of 'Areas of Least Constraint'. These areas include 'Land West of A3(M)', as well as 'Hayling Island North and South'. Despite these areas being identified as least constrained, there are no proposed allocations or broad locations within the Draft Local Plan. Further, consideration should be made within these areas, particularly on Hayling Island, where the SHELAA identifies numerous sites as being suitable, available and achievable.

It is acknowledged that the Draft Local Plan expresses concern at developing greenfield land on Hayling Island on the basis of the flood risk to the single access road on and off the island. EHDC considers further evidence should be sought on this matter to confirm whether sites are deliverable or if evidence is available, further explanation of that.

Havant unmet housing needs

EHDC supports the sentiment of the spatial strategy, particularly, Policy 1 a), which expresses a strategy that meets local development needs as far as is sustainable within environmental and infrastructure limits. This will be similar to the approach taken by EHDC when determining the quantum and location of development within its emerging local plan. It is also agreed that development should be maximised in established urban and developed areas, but considered the high levels of need, it is inevitable that greenfield sites are required.

However, despite the above, EHDC is concerned at the amount of unmet housing need identified within the Havant Borough Draft Local Plan. We note a significant increase in unmet housing needs from previous correspondence in March 2024, which identified a potential unmet housing need of 4,309 dwellings to at least 9,292 dwellings. It is understood that unmet need could be as much as 10,622 dwellings depending on Winchester City Council's Local Plan, currently at Examination.

As drafted, there appear to be various discrepancies throughout the Draft Local Plan in terms of the quantified amount of unmet need and sources of housing supply. The 'Key Diagram' sets out the Government expectation for housing need, as derived from the standard method, to be 17,840 homes up to 2043. It then identifies that 8,548 homes could be delivered to meet that need, which means 52.1% of the local housing need is not met. This represents 9,292 homes, equivalent to 465 homes per annum.

Despite the above, paragraph 2.83 notes that only 40% of the Borough's local housing need will be met and the shortfall is equivalent to 10,650 dwellings.

In addition, the 'Key Diagram' notes 8,548 homes could be delivered, however, Policy 5 and supporting Table 5 (page 54) outline the amount of supply expected over the plan-period is 7,218 dwellings. Whilst it is explained (paragraph 2.85) that further supply, totalling 1,330 dwellings, is identified in Winchester City Council's Proposed Submission Plan, this is not clear from the 'Key Diagram'. Despite the unknowns associated with Winchester City Council's Local Plan examination, there should be consistency made throughout the draft Local Plan when referring to supply.

As noted within the constraints study, there are areas identified as 'least constrained' on Hayling Island that have not been allocated for development. The primary reasons for this are the flood risk to the single access road on and off the island. It is considered further evidence is needed to support this approach. Whilst it is acknowledged that development on Hayling Island may not directly align with the strategic aim to ensure good accessibility by non-car modes; such a location is more sustainable from a transport perspective than some of the 'least constrained' areas identified in neighbouring authorities.

We note the request to East Hampshire to consider the unmet housing need of Havant Borough in its Local Plan, made formally in 2024 in Havant's response to East Hampshire's Draft Local Plan, and made again in a letter dated 12 June 2025 (post increased housing numbers of December 2024). The unmet need from Havant Borough that is identified in the letter dated 12 June 2025 is 9,292 dwellings (or 465 homes per year), subject to the outcome of Winchester City Council's examination. EHDC understands that its Local Plan evidence base will need to clearly document that we have fully considered the extent to which we could meet the unmet development needs of Havant Borough, and the needs of others, and ultimately set out how much of any unmet needs can be met within the remit of 'sustainable development'. As such, our Integrated Impact Assessment will assess reasonable alternatives that includes meeting unmet needs.

Havant unmet employment needs

EHDC acknowledges that there is an identified lack of employment sites allocated within the Havant Draft Local Plan to meet the assessed need. Policy 6 states that the Employment Land Review (ELR) recommends the combined employment net need of the borough is 176,000 sqm, but that the Draft Local Plan makes provision for 123,500 sqm, resulting in a shortfall in supply of 52,500 sqm of employment floorspace.

To support the evidence base of the EHDC emerging Local Plan, the Council is currently obtaining a revised and updated Housing and Economic Development Needs Assessment (HEDNA) and ELR. The updated evidence will reflect the supply and needs of housing and employment development relating to the updated standard method as published in the NPPF 2024. EHDC is therefore currently unaware of its own employment need, but it is anticipated that the employment need for the district will increase to reflect the increased housing requirement produced from the new standard method. Until EHDC receive the updated HEDNA and ELR, and understood our own employment need, the Council is not in a position to state whether it can or cannot support the unmet employment need of the Havant Draft Local Plan.

EHDC is mindful that if it were capable of supporting Havant with unmet employment needs, the employment floorspace should be located in the southern parishes of EHDC, so as to ensure the most accessible and sustainable travel patterns can be utilised between place of residence and workplace.

EHDC potential unmet Traveller accommodation needs

The Duty to Co-operate Framework 2022 says, “Havant borough has a low need for Traveller accommodation. Responding to an email sent to all neighbouring councils in June 2020 providing an update on the East Hampshire GTAA, it stated that the borough is constrained in terms of sites with the Borough being built up and those areas that remain identified for greenfield bricks and mortar housing development. Updating our GTAA and looking at links to Havant”

On 18 August 2023, EHDC contacted Havant and all neighbouring councils asking for assistance with meeting potential unmet Traveller accommodation needs, supported by evidence showing our assessment of sites. Havant Borough Council responded in October 2023, saying “in terms of our ability to assist with the need for meeting GTAA – the ability to accommodate further pitches in the Borough is likely be challenging. As alluded to the email exchange with Adam last week, the emerging Constraints Study confirms the Borough is exceptionally constrained which will significantly limit our ability to meet general housing need. Within the update to your GTAA, it would be useful to understand whether there is any indication of the geographical spread in terms of the need for pitches particularly within the southern parishes. We have just received an update of our GTAA, and whilst we’ve yet to review in detail - the expectation is that need and supply for the Borough will remain at 1 pitch”.

Our GTAA is dated 2024, and we are pursuing an update to support our Regulation 19 consultation. Our need for Traveller accommodation (including Travelling Showpeople accommodation) is higher than we can likely accommodate. We note the inclusion of two large sites in the Havant Borough Local Plan, particularly one for over 2000 homes, and formally ask Havant Borough to consider whether Traveller accommodation could be provided on that site to help meet unmet needs in East Hampshire? The forthcoming update to the East Hampshire GTAA will consider household connections to Havant Borough, as evidence to support that possibility.

Infrastructure

We note the Infrastructure Plan supporting the consultation.

It is acknowledged that the Havant Borough Draft Local Plan does not include a specific policy regarding the new reservoir at Havant Thicket. Due to the site already benefitting from planning permission, EHDC supports the approach to not include a related policy. However, it should remain a key piece of infrastructure identified within the supporting Havant Infrastructure Plan, which EHDC note it is.

The Havant Infrastructure Plan does not identify any infrastructure in East Hampshire that requires contributions for works to support the Havant Local Plan.

Transport

EHDC would like to be made aware of any known cumulative transport impacts that may arise from the Draft Local Plan on the EHDC local transport network. EHDC will aim to provide the same when consulting on the Regulation 19 submission version of the Local Plan.

Of particular interest are potential impacts from any large developments close to the southern boundary of the district, specifically Broad Location 5 and Allocation 1 – Southleigh. Due to the proposed quantum of the allocation, (2,100 dwellings but 1,650 in the plan period), not only are any cross boundary highway impacts of interest, but also any enhancements or implementation of networks for non-motorised users in the vicinity of the EHDC/Havant boundary. It is acknowledged that the access points of the allocation are not provided, however, any proposed additional highway trips travelling on the B2148 will need to be understood due to the committed Land East of Horndean (LEOH) development (up to 800 dwellings) also being located on the B2148/ B2149 corridor. The LEOH development has associated committed highway and non-highway transport schemes. All committed transport elements of the LEOH development should be taken into consideration when assessing the Southleigh allocation independently, as well as cumulatively with the Draft Local Plan development.

A holistic approach to improving the transport network across the boundary of the two authorities is advocated, specifically in relation to non-motorised uses as reducing the use of the private car is an objective of both emerging Local Plans.

Open Space

We are updating our Open Space Strategy, which is currently dated 2018. Through this study, we are looking to identify where an open space is serving a wider area beyond the local planning authority boundary strategy and would be keen to engage with you at an appropriate time on this.

We have previously identified an issue with regards to cemetery space, with the Duty to Cooperate Framework 2022 saying, “Examples of these are that East Hampshire has considered land close to Havant Borough for additional cemetery space as there is a shortage within Havant Borough”. Note from the Havant Infrastructure Plan, that “new cemetery space will be required during the period of the Local Plan 2043 although there is no clear direction on this yet”. We are happy to continue this dialogue.

Achieving nutrient neutrality - the potential impacts of development on water quality in the Solent and Habitats/Biodiversity

Although the Council does not work directly with Havant Borough Council on these issues, both authorities are members of the Partnership for South Hampshire Natural Environment Group. The Natural Environment Group meetings are held regularly and members work together towards strategic approaches to address environmental issues, such as nutrient neutrality and biodiversity net gain.

Comments on specific policies

Commentary on Policy 1 is already outlined above in regard to unmet housing needs.

With regards to Policy 2 Defined Urban Areas, we would recommend giving some consideration to how that policy would apply to Traveller accommodation proposed outside of the urban area and whether that complies with Planning Policy for Traveller Sites (Para 26, which doesn't rule out sites outside the settlement).

Part d) of Policy 2 requires that residential development outside of defined urban areas does not lead to a net increase in homes. This appears to be inconsistent with the NPPF's presumption in favour of sustainable development, which requires that the adverse impacts of development would significantly and demonstrably outweigh the benefits in situations where objectively assessed needs are not being met (see paragraph 11, part b) ii)). In this context, it is wrong to assume that any increase in housing numbers would necessarily have an adverse impact outside of urban areas, for this will be a site-specific consideration to be determined on a case-by-case basis. In relation to part d), the plan only notes that sites beyond the urban areas are not generally rural in character. This means that principles of paragraphs 82-84 of the NPPF would not apply, but it does not demonstrate that proposals for additional housing would be contrary to the *relevant* policies of the NPPF. Indeed, it may be appropriate to support community-led, self-build and custom-build housing in these locations as part of an approach to support small and medium-sized house builders and the contribution that they can make towards meeting housing needs (see paragraph 73, NPPF). Part d) is therefore too inflexible and should be re-written to the note (e.g.) the importance of high-quality design and layout for mitigating potential adverse impacts, rather than preventing *any* increase in housing density beyond the urban areas.

With regards to Policy 5 Loss of dwellings, EHDC supports the resistance to loss of net dwellings. It is paramount that housing stock remains to accommodate the Borough's housing needs, especially where the local plan proposes a high amount of unmet need.

EHDC supports the additional clarity given in Policy 7, should Havant Borough Council be unable to demonstrate a five year supply of deliverable housing sites. Whilst the policy builds upon Paragraph 11 of the NPPF, it remains consistent, clearly identifying within the justifying text how significant and demonstrable adverse effects will be considered.

Considering the high amounts of unmet need, it is imperative that homes are built in a timely manner to meet needs. As a result, EHDC supports the pragmatic approach taken in Policy 11 in order to set out Havant Borough Council's expectations from the development industry in delivering homes and their role as applicants.

Other

Plan Period

EHDC questions starting the plan-period in 2023 when more recent commitment data is known for the base period 1st April 2024. The standard method takes account of past under delivery within its calculations, so it would be beneficial to represent a more up-to-date position and bring forward the start of the plan.

Non-implementation discounts

It is noted that 15% discounts for non-implementation are made to many components of the housing supply, which includes large site commitments; older persons' commitments; broad locations; allocations; as well as 'Other SHELAA sites within the urban area. There is also an additional 5% discount applied for non-implementation to small site commitments (9

dwelling or less). It is unclear where the justification for such high non-implementation discounts comes from and EHDC considers this matter should be relooked at to ensure that housing delivery is not underestimated within the Borough. Monitoring data within East Hampshire shows that lapse rates are only relevant on smaller sites (up to 5%) and non-implementation on larger sites is less of an issue.

Whilst EHDC acknowledges revisions to non-implementation discounts would still leave a considerable amount of unmet need, it is considered that housing delivery should be as realistic as possible to ensure the correct amount of infrastructure is provided to facilitate growth.

Windfall

EHDC supports the use of a windfall allowance to ensure that the number of homes expected over the plan period is not underestimated. It is unclear from the 'Windfall Housing Development Analysis (December 2024)' if any thresholds have been applied to the analysis and subsequent allowance.

The paper notes (paragraph 2.5) that a windfall delivery has been projected to commence from year 4 of the plan period, yet the conclusion (paragraph 4.1) notes that windfall development will be counted from year 3 of the plan period. The windfall total of 1,360 dwellings appears to be consistent with commencement from year 3. This should be made clearer in the supporting analysis.

Evidence Base

It is acknowledged that there is limited transport related evidence to support the Draft Local Plan. This evidence is crucial when determining the amount of development proposed within the Borough to support any allocations and the required mitigation. Paragraph 4.469 of the Draft Local Plan states that "In developing this Local Plan and selecting the development sites within it, the Council has carefully considered the accessibility of housing sites by non-car modes." There is no supporting evidence documenting this process or the methodology utilised. EHDC would advocate that the stated assessment is published alongside the Draft Local Plan, and if not, a suitable style of accessibility study is undertaken to enhance the robustness of site selection, especially given the strategy relies on reducing use of the private car. Paragraph 4.480 of the Draft Local Plan states "A Strategic Transport Assessment for the Local Plan has predicted the likely impacts of the proposed quantum and distribution of development in this plan and has set out mitigation measures to address the cumulative effects." Again, there is no such supporting evidence published alongside the Draft Local Plan. Is it that this evidence is scheduled to occur to support a Regulation 19 submission version of the Plan? Transport evidence will be a key supporting function to the Local Plan and will help ensure robustness of the Plan.

The Playing Pitch Strategy review appears to be up-to-date, however, the 'Indoor Facility Strategy' and 'Open Space Strategy' were both published in 2018 and may not represent the true needs of the Borough over the plan-period. Further consideration should be made on updating this evidence as it will be almost a decade old once adopted.

We wish to thank you for your commitment to continued engagement and look forward to further dialogue as our plans progress.

Re: Building a Better Future – Regulation 18 consultation of the Havant Local Plan 2043.

Thank you for consulting the South Downs National Park Authority (SDNPA) on the Regulation 18 version of the Havant Local Plan 2043.

The National Parks and Access to the Countryside Act 1949 – as amended by Section 245 of the Levelling Up and Regeneration Act 2023 – requires all relevant bodies (including Havant Borough Council) to seek to further the purposes of the South Downs National Park. For the avoidance of doubt, the purposes of the National Park are:

- 1) To conserve and enhance the natural beauty, wildlife, and cultural heritage of the area; and
- 2) To promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public.

Duty to Cooperate (DtC)

We support Havant Borough Council's continuing liaison with neighbouring authorities (including the SDNPA) to ensure that cross-boundary strategic priorities are fully addressed. We would like to take this opportunity to highlight the SDNPA's strategic cross-boundary priorities (see below) as a framework for any future Statement of Common Ground (SoCG).

- 1) Conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park and its setting.
- 2) Biodiversity restoration at all scales and making nature bigger, better and more joined up.
- 3) Protection and mitigation of impacts on European designated nature sites including water and nutrient neutrality.
- 4) Mitigation and adaptation to climate change, including nature-based solutions.
- 5) Sustainable travel into, within and across the National Park.
- 6) The local economy and jobs particularly in land management and the visitor economy.
- 7) New homes including accommodation for Travellers, focusing on affordable homes for local communities.
- 8) Green and grey infrastructure serving communities in and around the National Park.

(1) Conserving and enhancing the natural beauty, wildlife and cultural heritage of the National Park and its setting

Policy 3 (Regeneration), **Policy 13** (Housing Density), and **Policy 39** (Town, District and Local Centres) identify town centres and defined opportunity areas for higher housing densities (55 to 80 dwellings per hectare). These policies will maximize the redevelopment of previously developed land in the most sustainable areas of the borough which is supported. The above is likely to result in taller buildings which may

be viewable from protected landscapes. The delivery of taller buildings must be appropriate and informed by surrounding built form, and immediate and wider views. We note from the supporting text that a Design and Access Statement and a Density Study are required to justify higher densities. A Landscape Visual Impact Assessment and Tall Building Design Statement should also be required to consider the setting and views of protected landscapes, along with the density, design, mass, and pattern of existing development.

Policy 29 (Designated Landscapes) is supported. However, to ensure it is effective and consistent with national policy, we recommend that the wording about the National Park is amended to that in Policy DP18 of the Adopted Mid Sussex Local Plan 2031 or Policy NE8 of the emerging Winchester Local Plan 2040. We recommend the following amendments:

Title: ~~Designated~~ Protected Landscapes.

Paragraphs 4.281 and 4.282: The term “protected landscapes” refers collectively to ~~The NPPF sets out that great weight should be given to conserving and enhancing the landscape and scenic beauty in National Parks and National Landscapes (formerly known as Areas of Outstanding Natural Beauty (AONBs)). The NPPF explains that protected landscapes have the highest status of protection in relation to landscape and scenic beauty. It also states that great weight should be given to conserving and enhancing the landscape and scenic beauty in protected landscapes, and that development within their setting should be sensitively located and designed to avoid or minimise any adverse impacts on these designated areas. These designations have one of the highest levels of protection in national planning policy. The Borough includes part of has two designated landscapes which need to be taken into consideration. These are the Chichester Harbour National Landscape which is within the Borough and includes areas within the setting of the South Downs National Park which is adjacent to the Borough boundary.~~

Policy Wording *(delete current criteria e and f, and replace with):*

Planning permission for developments within the setting of the SDNP South Downs National Park will only be granted where it is demonstrated that the proposal:

- (e) Has regard to the South Downs Partnership Management Plan;
- (f) Avoids or mitigates any potential adverse impacts on the National Park;
- (g) Positively responds to the visual and special qualities, tranquility and essential characteristics of the National Park; and
- (h) Conserves and enhances the intrinsic quality of the dark night skies.

Paragraphs 4.286 to 4.288

The South Downs National Park Authority and its partners have prepared ~~has produced a Partnership Management Plan which sets out the shared ambitions for, and a strategy for the management and future of, the South Downs National Park. provides a collective vision for the future of the SDNP by setting out ten outcomes which can only be delivered by joint working between land managers, communities, NGOs, volunteers, businesses and a wide range of other partners and individuals.~~

~~The pressures on the landscape are many and varied and they continue to be shaped by land use, (such as agriculture, and human settlement) ranging from small scale clutter to and large-scale infrastructure (such as new roads, pipelines or cable routes). Whilst no part of the Borough is the National Park is not within the Borough National Park, there are areas of the Borough that are within its setting but borders it. It is still important that the natural beauty, wildlife, cultural heritage and other special qualities of the landscape National Park are conserved and enhanced for existing and future generations and land management, large scale infrastructure and development schemes can all have a significant impact on the landscape and visual amenity. Over time the cumulative impacts of these pressures could erode SDNP's special qualities.~~

The South Downs National Park is an International Dark Sky Reserve. The South Downs National Park Authority has prepared have produced a 'Dark Skies Technical Advice Note' which sets out the necessary information about, and approach to, lighting design in the South Downs National Park and its setting in order to conserve and enhance the intrinsic quality and the protection and enhancement of the dark night skies. It provides the necessary information for both developers and planners to submit and assess lighting schemes which are appropriate to the national landscape. In addition to the above, development in the setting of the National Park will be expected to take account of the landscape, tranquility, technical advice notes, and viewsheds prepared by the South Downs National Park Authority.

Paragraph 4.432 of **Policy 43** (Amenity and Pollution) refers applicants to Policy 29 when considering lighting schemes that have the potential to affect protected landscapes. This is supported and we recommend the following amendments:

As well as this policy, applicants should refer to the separate policies for The Natural Environment, air quality (Policy 44), groundwater and surface water within Aquifer Source Protection Zone (Policy 45), and lighting for schemes that have the potential to affect the Chichester Harbour National Landscape and the South Downs National Park (Policy 29)., which The latter has been is a designated a Dark Night Sky Reserve and proposals within its setting are expected to refer to the South Downs Dark Skies Technical Advice Note and demonstrate how development will conserve and enhance the intrinsic qualities of the dark night sky. (Policy 29). Applicant should also refer to the regarding air quality (Policy 44).

(2) Biodiversity restoration at all scales and making nature bigger, better and more joined up; (5) Sustainable travel into, within and across the National Park; and (8) green and grey infrastructure serving communities in and around the National Park.

Policy 8(f)(ii) (Health and Climate Change) supports the creation and improvement of pedestrian and cycle links within the borough, and to and from surrounding areas. This is supported and the intention to connect new and improved linkages to areas outside of the borough should be reflected in Paragraphs 2.124 and 2.126.

Similarly to the above, the following policies should support development which creates new, and improves existing, connections to areas outside the borough as part of the wider green infrastructure and local ecological networks: **Policy 21** (Local

Ecological Network); **Policy 24** (Protected and Notable Species); and **Policy 31** (Trees, Hedgerows, and Woodland).

(4) Mitigation and adaptation to climate change, including nature-based solutions.

Policy 52.b (Renewable Energy Infrastructure) refers to National Landscapes but not National Parks. We recommend the following amendments:

They avoid any unacceptable impacts on the landscape, setting and visual amenity of areas designated for their international or international importance (including, but not limited to, National protected landscapes) by undertaking a Landscape Visual Appraisal/Impact Assessment.

Policy 27.a (Drainage) requires the drainage needs of a site to be met in full over the lifetime of development and ensure that flood risk is not increased elsewhere. This is supported and we recommend that additional wording is added to clarify that development must not increase flood risk inside and outside the borough (emphasis added).

(6) The local economy and jobs particularly in land management and the visitor economy; and (7) new homes including accommodation for Travellers, focusing on affordable homes for local communities.

We support the safeguarding of two pitches at Long Copse Lane under **Policy 37** (Gypsies, Travellers, and Travelling Showpeople) and note there is no unmet need for further pitches.

We note that **Southleigh (Allocation 1)** and **Long Copse Lane (Allocation 2)** are within the setting of the South Downs National Park – although the former is limited to the north area only. The following should be added to Allocation 1, and replace Criterion (d) of Allocation 2:

Have regard to the South Downs Partnership Management Plan, conserve and enhance the intrinsic quality of the South Downs Dark Night Skies Reserve, and positively respond to the visual and special qualities, tranquility and essential characteristics of the South Downs National Park.

Overall Comments

The SDNPA is committed to working with Havant Borough Council on strategic planning matters and bringing sites forward in a way which avoids or minimises any potential adverse impacts on the South Downs National Park as per NPPF Paragraph 189.

The SDNPA is supportive of Havant Borough Council's open dialogue about cross-boundary strategic matters and considers the Regulation 18 Havant Local Plan 2043 to be justified. However, to ensure the emerging local plan is found to be positively prepared, effective, and consistent with national policy, we have raised the above comments for your consideration.

We wish you well with the progression of your local plan.

**Havant Borough Council Local Plan Consultation (Reg 18)
Draft Building a Better Future Plan**

WSCC Officer Response – June 2025

Introduction

This document sets out the West Sussex County Council's (WSCC) officer level response to the Havant Borough Council Local Plan Consultation Draft 'Building a Better Future' (Reg 18). It highlights key issues and suggested changes to which Havant Borough Council (HBC) is requested to give consideration.

We will continue to work with HBC in the preparation of the Local Plan and associated documents, particularly in relation to any impact on WSCC services and the wider impact on the highway network on the western boundary of West Sussex County.

In our role as local highway authority, we would welcome further engagement with HBC to address our concerns prior to submission and examination of the Plan.

Highways

Having considered the Local Plan with regards to housing, transport and the environment, there are concerns relating to:

- a) the wider impacts of traffic on the existing network at the western boundary of the County;
- b) the lack of modelling evidence to analyse traffic distribution and severity;
- c) the need for a mitigation package through provision of strategic interventions to help mitigate the future effects.

These issues raise concerns regarding compliance with NPPF paragraphs 109, 110 and 111 and should be rectified before the plan is submitted for examination.

In its role as local highway authority, WSCC would welcome further engagement with HBC as part of the plan-making process in order to address these issues as early in the plan making as possible.

Specific comments are made below:

Southleigh Site 1 (including site 5 and 6)

This is the largest site across Havant Borough, which was proposed for allocation in the withdrawn local plan. The area is a large expanse of farmland that has been known as the Havant-Emsworth Gap.

Traffic issues:

- Traffic is a key issue in this area. Any issues on the Hampshire side of the county boundary can have knock-on impacts on roads in West Sussex. Southleigh Road, which runs between Warblington in the West and Westbourne in the East, through the suggested site, is capable of handling the traffic. However, the level crossing at Warblington is a major pinch point, especially at peak times, but not exclusively so. Due to this, vehicles rat-

run through Emsworth towards the County boundary and Westbourne (via Foxbury Lane) and on either to Southbourne or to Funtington and Chichester. The B2146 Emsworth Common Road would likely see an increase in usage towards Chichester and surrounding villages.

- Horndean Road/Bartons Road/Emsworth Common Road junction (in Hampshire). This road currently has a 60MPH speed limit with a staggered junction. Increased traffic here has the potential to cause more traffic collisions. Traffic regularly queues along Emsworth Common Road towards the County boundary during the afternoon peak and there is potential for this to worsen. Westbourne also takes some of this traffic via rat running, referred to above.
- Increase in traffic on the A27 towards Chichester is already a big issue during morning peaks. With the introduction of a reconfigured A27 Warblington/Emsworth junction, an increase in traffic towards the A27 Fishbourne Roundabout in Chichester may be likely.
- An increase in HGVs using Emsworth Common Road/B2146 is expected during construction of the site. The B2146 passes through villages such as Aldsworth, Funtington and East Ashling which is likely to lead to community concerns as these roads are narrow at points and not well suited to HGVs.
- Another area that might be impacted is the A27 Hayling Island junction. Should issues occur on the A27 (which appears likely if it remains unaddressed) and the provision of a new junction at Emsworth goes ahead, then commuters may try and find alternative routes through Havant, i.e. Emsworth Common Road, through Funtington and into Chichester via B2146 and B2178.

The need for a transport evidence base:

Forecasting evidence in a Transport Assessment (TA) is crucial in providing a strong foundation for justifying the policies and proposals within the Havant Local Plan, ensuring they are well-supported by data and analysis. The TA work will be important for understanding development impacts on West Sussex roads (including the traffic issues listed above), as well as identifying the opportunities to encourage use of more sustainable transport modes.

The TA will inform the extent of the sustainable transport strategy required to address the impacts of new developments, and specifying infrastructure and non-infrastructure improvements using the 'vision-led' approach.

On cross-boundary highway impacts, it is considered that the Local Plan proposed development sites could result in a number of additional vehicles on cross-boundary roads that could exceed the thresholds that potentially trigger the need for a junction capacity test within a TA¹⁵. WSCC typically use these thresholds to determine whether technical assessment is required prior to allocating a site for

¹⁵ The [West Sussex County Council: Transport Assessment Methodology](#) guidance is currently being revised due to its age. As an interim measure the standard that has been applied since the NPPF is to interpret "significant movement" according to an internal TN "Transport Assessments and NPPF" which states "The WSCC lead officer should have discretion to select those junctions in the area surrounding the site which they consider are the most sensitive to changes in flows. As a starting point for guidance, increases on at least one arm of a junction of 50 or more development-generated one-way vehicle trips per approach lane per peak hour are likely to constitute a significant change on intensively used junctions".

development. Therefore, this needs to be assessed in order to ascertain whether there are transport impacts in West Sussex that are acceptable in-principle, or which need to be mitigated.

Mitigation Strategy:

The following should be considered when developing a vision-led transport strategy:

- **Potential Public Transport Improvements**

- Public transport connectivity is strongest for the east-west Stagecoach 700 route, also served by rail services. Whilst north-south connectivity is more challenging, there could be opportunities to support improved connections from Southleigh to Emsworth, Westbourne and Southbourne.
- There may be an opportunity to introduce public transport route(s) between Havant/Leigh Park/West Leigh, Southleigh, Westbourne, Emsworth, Southbourne.
- There is also the 27 service running from Havant to Emsworth (via Southleigh Road and Rowlands Castle) on a two-hour frequency between 9am and 3pm, which has the potential to be enhanced. This could be considered as a priority measure.

- **Active Travel opportunities**

- Opportunities to improve the connection between NCN 2 and NCN 22 (in Hampshire).
- Improved cycle links between Southbourne, Emsworth and Westbourne towards Havant/Chichester. The Chichester-Emsworth (ChEm) cycle route (part of NCN2) is identified as a priority in the West Sussex Transport Plan and could help to support more sustainable travel patterns from development in the area. The scheme is not fully funded, so consideration could be given to securing developer contributions towards its delivery.
- Provision of public rights of way from the sites to surrounding villages, and for linkages to Westbourne, Southbourne etc.

- **Site Access Strategy**

We suggest the need for a comprehensive access and mobility strategy to help improve travel patterns from developments to the existing network, incorporating active travel and parking standards. This, alongside other development proposals, would address accessibility issues from sites for improved connections.

Response received from Hampshire County Council

Havant draft Local Plan Consultation – Building a Better Future Plan

Thank you for Consulting Hampshire County Council on the Havant draft Local Plan Consultation – Building a Better Future Plan.

The County Council's response is set out in full in the attached tables. The response relates to the County Council's statutory roles as local highway authority, minerals and waste planning authority, and as the public health authority.

The County Council's response below provides comments on the general policies outlined in the draft Local Plan document as well as relevant background evidence documents such as the Infrastructure Delivery Plan (IDP) and then sets out specific comments in relation to the draft site allocations. The County Council has not been able to comment on an emerging strategic transport assessment for the Local Plan as this has not been provided in support of the consultation.

A new Local Transport Plan 4 (LTP4) was adopted by the County Council in 2024. This document sets out the vision intended outcomes, guiding principles and policies for planning and delivering transport in Hampshire in the period up to 2050. Key objectives within this document are the encouragement of modal shift, decarbonising the transport system and the need to plan more effectively for people and places.

The role of the County Council as a public health body is to implement the Public Health Strategy 2023-26 and Hampshire's vision for public health, working in partnership to ensure it meets its statutory duties. For the Havant Local Plan, it advocates the inclusion of health and well-being as a key spatial planning issue.

The Joint Strategic Needs Assessment (JSNA) provides useful evidence to further strengthen and support your policy ambitions and outcomes. Sections on Healthy Places and Healthy Settings are of relevance within the Local Plan.

Under separate cover, the Borough Council will also receive a letter from the County Council with further information about two sites being promoted under County Council land ownership.

The County Council has been unable to provide detailed comments on the draft Plan from the Flood and Water Management team or the School Place Planning team. The County Council will share their responses separately so it can inform the development of the local plan. Where appropriate, the Spatial Planning team can also arrange meetings with these teams, as well as with colleagues who have already responded, to help address any questions you may have. It is understood that early site-specific comments prior to this consultation have been provided via an engagement process with these teams earlier in the year, which is reflected in the Infrastructure Delivery Plan.

Hampshire County Council comments on Local Plan Objectives, Policies and supporting Evidence base documents

Section / policy	Comment / suggestion
Corporate Strategy and Local Plan Objective 1: Wellbeing (page 20)	This objective makes a clear link to physical and mental wellbeing with the consideration of affordable housing, physical activity and active travel and their impact on long term health conditions such as obesity. Suggestion: could be strengthened by clearly stating the role of planning in shaping the environment to achieve health and wellbeing- i.e. housing and planning are key determinants of health. This could be through applying climate change mitigation measures, enabling increased access to open green spaces or greater accessibility to health centres and community facilities.
Corporate Strategy Theme and Local Plan Objective 3: Growth (page 23) Page 27	The plan would benefit from more ambitious aspirations regarding sustainable transport infrastructure- for example stating the national target that half of all journeys in towns and cities will be cycled or walked by 2030, as stated in the second walking and cycling investment strategy. This will align with LTP4 Policy HP3; Widen participation and broaden the appeal of walking and cycling as a travel choice. Para 2.14 The County Council supports the proposed approach of the local plan to reflect Hampshire's LTP4 in its development strategy and individual policies.
Section 2: Vision (Para 2.24)	Development Strategy- Acknowledges the spatial strategy which does not propose greenfield development allocations on Hayling island, not only recognises that flood risk is a key constraint, but protects the resilience of the A3023 Havant Road which is the only road on and off the island.
Policy 1:Spatial Strategy (p.32)	The County Council supports the proposed development strategy to maximise development in urban areas, town centres and on brownfield sites to reduce the need to travel and to promote sustainable transport. Development located near existing services, facilities and public transport routes can be readily accessed by walking, cycling and public transport and served by high quality travel choices. This reflects the Hampshire Local Transport Plan 4 (LTP4) Policy DM1 to Integrate transport and strategic land use planning to reduce car dependency. The County Council supports the allocations of greenfield sites if they are of sufficient scale and density to provide local essential services and facilities; can be well served by cycle and

	pedestrian networks; support a commercial bus service; and be well connected by sustainable modes into the surrounding neighbourhoods. Further guidance can be provided to the Borough Council by the County Council on desired site densities. Suggestion: policy 1e) add reference to sites with good access to walking and cycling routes and not just public transport. Suggestion: Expand policy as follows: 1f) Development which promotes better self-containment and reduces the need to travel and widens the choice of modes that can be used [...]. This is in line with LTP4 Policy DM2: developments are designed to widen the choice of modes that can be used (i.e. those which design-in high levels of walking, cycling and public transport use).
Policy 1: Spatial Strategy (p.32)	Policy would benefit from reinforcing the benefits of mixed use development where there are opportunities to incorporate into site allocations (in terms of increased densities in urban focused areas by promoting vertical and horizontal mixing (e.g. shops on the ground floor and residential above). This can also help ensure essential services and facilities such as healthcare, green space, education, groceries are within walking distance or provided if not. Later policies could help promote development that seeks inclusive design for all ages and abilities; and integrate parks, greens spaces, habitats and community gardens to support mental and physical health, connect neighbourhoods and promote biodiversity.
Policy 3: Regeneration (p.38)	Criteria a) is supported (regeneration in the four defined town centre areas). Suggestion: policy wording could include the need to improve access to the town centres by sustainable transport modes so they can be served by high quality travel choices (public transport, cycle and pedestrian networks). Para 2.47 - Hayling Island seafront is included as a regeneration area in para 2.47 but it is not considered to represent the most sustainable development areas

	in the Borough. In transport terms the seafront is not a sustainable location. Suggestion: Amend the supporting text to make the position clear that Hayling Island seafront is not included in this definition.
Policy 3: Regeneration	The JSNA Havant District Report (2024), indicates the areas of greatest deprivation were around Leigh Park, pockets of Waterlooville and Havant Town centre. As many of these areas have greater health inequalities any new development proposals should seek to understand and address these needs. Suggestion: policy should set out the needs for localised Health Impact Assessments (HIAs), linking to Policy 8, to better inform these proposals. Regeneration often risks displacing vulnerable populations or fail to benefit them. HIAs can highlight how different groups (e.g. older adults, low-income families, ethnic minorities) may be affected. Regeneration often risks displacing vulnerable populations or fails to benefit them. HIAs can highlight how different groups (e.g. older adults, low-income families, ethnic minorities) may be affected. The Public Health Team would welcome further engagement on these key priority areas and informing and shaping the above approach.
Policy 4: Infrastructure and Environment Mitigation to Support Development Figure 27	Policy 4 does not specify where infrastructure is a direct requirement arising from site allocations (and therefore should be cross referenced with the site allocation policy) or more general provision. Currently worded the policy would not be effective in ensuring transport infrastructure comes forward to support development. Suggestion: The highway authority agrees that the transport mitigation listed in criterion n) is needed to support the delivery of the plan and should be safeguarded as shown on the Policies Map. But there is a potential weakness in this policy where the safeguarding of land doesn't guarantee the deliverability of the mitigation. The expectation of the highway authority is that the Plan will be able to demonstrate the deliverability of critical infrastructure. The Public Health Authority suggest that to support inclusion of the transport mitigation listed in criteria n),

	a stronger link between the improvements and the impact being mitigated would be more effective. Suggestion: Policy 4 n) delete bullet point heading ‘transport schemes to support Hampshire County Council’s LTP4 and Havant Transport Strategy’. The 3 schemes listed are shown on Fig 27 as safeguarded land needed for transport mitigation for local plan development and are not listed in LTP4. Also, the Havant Transport Strategy has not been produced. Possible correction required: Policy 4 n) transport mitigation refers to ‘Hayling Billy Line Active Travel improvements and realignment’ but Fig 27 land safeguarded for infrastructure does not show a realignment of the Hayling Billy trail to include the inland diversion. Policy 4n) on land safeguarding lists ‘a road and/or active travel link to the south west to serve Southleigh (BL5) (exact requirements to be determined through transport assessments for the Local Plan and the site)’. Suggestion: Delete road and replace with ‘bus and active travel bridge.’ This aligns with the Southleigh allocation policy c viii. Suggestion: Refine policy wording (n) to reflect the specific allocation requirements listed for ‘Allocation 1 Southleigh’ with the delivery of this specific transport mitigation attributed to the Southleigh allocation and needs to be delivered by the development.				
Policy 4: Infrastructure and Environment Mitigation to Support Development (p.45)	Criteria i) refers to protecting and enhancing recreational open space. Hampshire County Council currently operates countryside sites within and near the Plan area to provide high tier recreation (notably Staunton and Queen Elizabeth Country Park). A significant proportion of total visitors to these attractions (see table below) will likely be residents within the Plan area: <table border="1"> <tr> <th>Countryside Sites open for public informal green space and nature</th><th>Approximate annual visitor numbers (from values since 2022)</th></tr> <tr> <td>QECF</td><td>470,000</td></tr> </table>	Countryside Sites open for public informal green space and nature	Approximate annual visitor numbers (from values since 2022)	QECF	470,000
Countryside Sites open for public informal green space and nature	Approximate annual visitor numbers (from values since 2022)				
QECF	470,000				

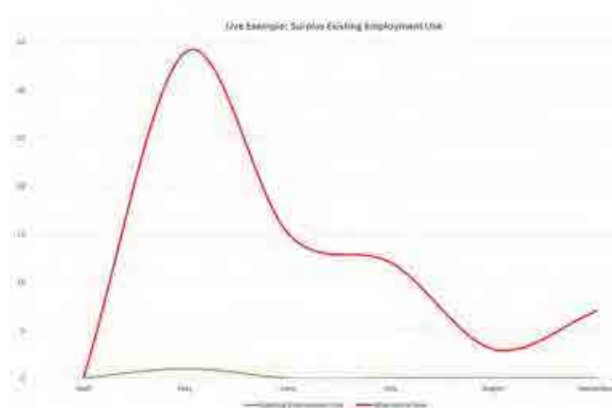
	<table border="1" data-bbox="608 190 1386 271"> <tr> <td data-bbox="608 190 1011 271">Staunton County Park and Staunton Farm</td><td data-bbox="1011 190 1386 271">450,000</td></tr> </table> In accordance with criteria o) to s) Hampshire County Council may seek contributions to provide or where appropriate make a financial contribution to recreational (green) infrastructure which is needed to make the development acceptable in planning terms. It is recognised in English planning that high tier green, informal outdoor space is a key part of the hierarchy of accessible green space. Natural England's Green Infrastructure Standards for England (Summary) (January 2023) sets out in Appendix 2 the Accessible Greenspace Standards - the size proximity criteria for Natural England's Accessible Natural Greenspace Standards (ANGSt).	Staunton County Park and Staunton Farm	450,000
Staunton County Park and Staunton Farm	450,000		
Policy 8: Health and Climate Change (p.63)	Including Health and Climate as a key policy in the Local Plan covering health and wellbeing aims is supported by the Public Health authority. The relationship between climate change impacts (e.g. extreme weather events) and poor health (especially for vulnerable people) is well documented. Hampshire's Public Health Strategy 2023 2026 makes important links between health, wellbeing and climate change. To strengthen the Plan, the Public Health authority recommends not only linking healthy lifestyles and climate mitigation/ resilience (as shown in Policy 8) but also, adopt a Health in All Policies (HiAP) style approach to the Local Plan. For example, the Plan would benefit from an overarching healthy lifestyles and ill-health prevention policy (to provide the framework), alongside planning for health considerations in a range of other policies (design, green space, affordable housing and transport for examples). The Public Health authority can advise on this approach and provide best practice Local Plan examples, with a focus on tackling health inequalities. Suggestion: Include in supporting text explicitly that climate change has significant negative impacts on physical and mental health, degrading the environmental and social determinants of health. Through effects of extreme weather, for example heatwaves and flooding, changes resulting in food shortages, and effects brought on by social systems,		

	such as rising prices of fuel and food, and pressure on health and care services, all aspects of health are impacted by climate change. It would be beneficial to refer to Climate and health: applying All Our Health - GOV.UK (www.gov.uk)
Policy 12: High Quality Design (p.155)	Suggestion: including reference to Building for Healthy Life guidance, as set out in the NPPF, and Healthy Streets principles as set out in the LTP4. Public Health recommend placing stronger emphasis on creating places that support wellbeing, sustainability, and inclusivity. Embedding these frameworks into policy wording strengthens the expectation for scheme designs to prioritise walkability, human focused design, active travel, social interaction, and access to green space, ensuring that new developments contribute positively to both public health and environmental resilience. Suggestion: Add to the policy and explanatory text the requirement for applicants to apply the Healthy Streets Approach for the design of development proposals to reflect LTP4 policy C1- planning for people and places.
Policy 13:Housing density (p.160)	Para 4.21 notes infrastructure must also be considered in the early stages and throughout the planning development process. Suggest that the viability of commercial bus services is also a key consideration when assessing 'development elsewhere in the borough' (criterion c). Maximising density on greenfield sites can help support commercial bus services in less accessible areas. Policy 13b) ('the defined opportunity areas')- reference is made to the Council's Residential Density Evidence Paper (May 2024). It is unclear how Figures 10, 11 and 12 relate to the opportunity areas and whether the purple line (the 800m walking distance) represents the opportunity area. Suggestion: Local Plan to show the geographical extent of (Policy 13b) opportunity areas with clear reference to the key. Suggestion: para 4.23 to refer not only to accessibility by public transport provision, but also accessibility by walking and cycling (active travel modes).
Policy 14: High Quality New Homes (p.166)	Public Health welcome references to the importance of homes built for changing family circumstances, older persons or those who have a disability. It would be advisable to refer to the Hampshire JSNA data

	regarding the local demographic when setting percentages relating to the provision for adaptable homes.
Policy 17: Sustainable Construction Methods, Materials and Waste (p.183)	Significant redevelopment of land has the potential to generate large quantities of construction, demolition, and excavation waste. Therefore, the inclusion of wording around the Waste Hierarchy and supporting a Circular Economy is recommended, along with further reference to the Hampshire Minerals and Waste Plan, which will ultimately guide development dealing with Havant Borough Council's waste arisings. It should be noted that infrastructure related to waste prevention / minimisation and material re-use falls under Havant Borough Council's planning regime. There is currently no mention of waste minimisation or the application of the waste hierarchy within the Local Plan document and the County Council would recommend that this should be an issue covered in the document linked to other types of development that could come forward in the plan area.
Policy 28: Development on the Coast (p.238)	Suggestion: Policy 28 to include reference to the King Charles III England Coast Path which is due to open this year in Havant and will pass from Emsworth following the coast onto Hayling Island before entering Langstone and heading to Farlington. Further guidance can be provided by the County Council in relation to the mapping of this route. Suggestion: This nationally important trail should be: 1. Protected from development impacts. 2. Integrated into the borough's green infrastructure and tourism strategies. 3. Supported through measures to address coastal erosion, which poses a risk to the path and adjacent PROW.
Policy 32: Affordable Housing	The County Council as a public sector landowner supports the principle of a differential approach to affordable housing on greenfield and previously developed sites. To ensure the Plan is positively prepared, the County Council highlights paragraph 65 of the NPPF (Dec 2024), which outlines: <i>"To support the re-use of brownfield land, where vacant buildings are being reused or redeveloped, any affordable housing</i>

	<i>contribution due should be reduced by a proportionate amount.”</i> Further guidance in the Planning Policy Guidance on “Planning Obligations”, para.26-28, advises that local planning authorities should apply financial credit equivalent to the gross floorspace of vacant buildings when calculating affordable housing contributions. It is observed that there is currently a lack of clear guidance on vacant building credit (VBC) calculation in the draft planning policy and other supporting planning documents. Suggestion: Policy 32 include a reference to para. 65 of the NPPF (2024) in the supporting text, and/or provide a separate technical note providing detailed guidance on VBC calculation. An example to reference is the Test Valley Borough Council’s Affordable Housing SPD (Sept 2020), which includes vacant building guidance in Annex 3, page 39.
Policy 34: Retirement and Specialist Housing (p.267)	Suggestion: include specific reference to The Housing our Ageing Population Panel for Innovation (HAPPI) guidance. This will strengthen the policy and ensure these standards are considered with related applications. HAPPI - Design - Topics - Resources - Housing LIN. The health and lifestyles of older people will differ greatly, as will their housing needs. The NPPG provides guidance on how places can be designed to be age-friendly and accessible for all.
Policy 38: Protecting Employment Uses (p.280)	Policy 38 a) and b)- The County Council’s proactive management of its buildings and estate can result in the ‘necessary loss’ of employment buildings, often to reinvest proceeds of sale in for statutory service improvements and make operational efficiencies. Property rationalisation is likely to become more important with the forthcoming reorganisation of local government in Hampshire and adjoining authorities. Realistic marketing exercise (para. 4.387): the chart below illustrates, using a live example of an employment site which has been marketed by the County Council for existing use in 2025. This identifies a peak in new enquiries during the first few months of marketing, with waning interest subsequently (and very low interest in the existing use at any point). The trend is corroborated in discussion with local agents

and our experience in marketing surplus land and buildings. A 12-month marketing period is unlikely to be more effective in securing continued employment use than, say, a 6-month marketing period, and risks delaying brownfield regeneration, also potentially adding significant holding costs to a vacant building. The County Council does not agree that a 12-month marketing exercise is justified and effective in retaining employment opportunities. EXAMPLE: Rate of purchaser enquiries. Data from estate agent currently marketing former office complex in Winchester during 2024 (source: Land & Assets, Hampshire County Council, June, 2025):



Suggestion: Amendments suggested to review outcomes of a more targeted marketing exercise after 6 months, with retained wording ‘at least’ to extend this period if required. Supplementary guidance on marketing requirements, the review and reporting process would be helpful as an appendix. This should include the approach to financial viability assessment, particularly regarding the planning authority’s key considerations when assessing the viability of maintaining the current employment use or an equivalent.

The following amendment (additional text shown with underlined text) is proposed for supporting text para. 4.387 for Policy 38, to recognise a different approach should be taken when considering the loss of publicly owned (local authority) assets with employment use class: “For publicly owned buildings, the Council will only require evidence of a minimum of six months of active and continuous marketing [...]”

In addition, the County Council considers the additional requirement set out in Para. 4.387 – “the

	<i>marketing period must have ended within six months prior to the date of the application submission” is neither justified nor effective for publicly owned building disposal.</i> The County Council’s surplus land and buildings are normally marketed and disposed to third-party developers for delivery. Following the marketing period, a review and selection process is undertaken to identify a preferred bidder. The selected bidder (or onward developer) is then responsible for preparing and submitting either an outline or detailed planning application. This process often takes at least 6 to 12 months, and in many cases can be longer. This additional requirement does not adequately account for the varying timeframes needed to prepare a planning application, which depend on the nature of the development, the type of application, and the associated survey requirements. Furthermore, the supporting text does not explain the rationale behind this requirement. Clarity on the purpose and supporting evidence for this requirement would be welcomed.
Policy 41: Food, Drink, and Entertainment Uses (p.290)	Policy 41 (criterion c) is supported by the Public Health Authority because it seeks to restrict planning permission for hot food takeaways within 400 metres of a primary school, secondary school or college and applications for new drive-through takeaways. The NPPF and the adopted Health and Wellbeing PPG supports planning to create a healthier food environment. Suggestion: To further strengthen this policy, suggest include wording on restricting the concentrations of fast food takeaways outside town centres especially in areas of health inequality, based on JSNA data (there is a strong relationship between areas of higher deprivation, increased access to HFSS (High in Fat, Salt, and Sugar) products, and high levels of unhealthy weights). This recently published toolkit could support implementation of the policy: Managing takeaways near schools: a toolkit for local authorities (Hassan et al., 2024).
Policy 42: Protecting Existing Community Facilities (p.294)	Policy 38 a) and b)- The County Council’s proactive management of its buildings and estate can result in the ‘necessary loss’ of community buildings, often to

	reinvest proceeds of sale in for statutory service improvements and make operational efficiencies. Property rationalisation is likely to become more important with the forthcoming reorganisation of local government in Hampshire and adjoining authorities. To support this, the County Council as public sector landowner requires the policy to recognise its unique role both as a landowner and public service provider. It is essential that the policy incorporates a degree of flexibility to enable public services and operations to adapt to change. Suggestion: that the policy differentiates between commercially and publicly owned or managed facilities, such as the adopted South Downs National Park Authority's Local Plan: <i>Policy SD43: New and Existing Community Facilities:</i> <i>"2. Development proposals that would result in the loss of, or have an unacceptable adverse impact upon, an existing community facility, will not be permitted unless:</i> <i>♣ For commercially run community facilities, evidence is provided of a robust marketing campaign of at least 24 months that clearly demonstrates there is no market demand for the existing use or an equivalent community use; or</i> <i>♣ For community- or publicly owned or managed facilities, it can be robustly demonstrated that there is a lack of need for the existing facility, or an equivalent community use; ..."</i> Suggestion: amend supporting text para. 4.417 (additional text as underlined): <i><u>"The period of marketing must end within the 6 months prior to the date of the planning application being submitted, and marketing period of at least 12 months will be required. For publicly owned or managed community facilities, a minimum marketing period 6-months will be required. The period may be extended, subject to the outcome of the marketing exercise review."</u></i> The County Council considers the additional requirement set out in Para. 4.417 – "The period of marketing must end within the 6 months prior to the date of the planning application being submitted", is not justified or effective.

	The County Council's surplus land and buildings are normally marketed and disposed to third-party developers for delivery. Following the marketing period, a review and selection process is undertaken to identify a preferred bidder. The selected bidder (or onward developer) is then responsible for preparing and submitting either an outline or detailed planning application. This process often takes at least 6 to 12 months, and in many cases can be longer. This additional requirement does not adequately account for the varying timeframes needed to prepare a planning application, which depend on the nature of the development, the type of application, and the associated survey requirements. Furthermore, the supporting text does not clearly explain the rationale behind this requirement. Clarity on the purpose and supporting evidence for this requirement is needed.
Policy 44: Air quality	Suggestion: Add a new policy requirement to ensure that electric vehicle and electric bicycle charging facilities are provided in new developments where feasible. This supports LTP4 policy FM2 with regards to accelerating the transition to low and zero emission vehicle use. Locally, as in all two-tier areas since the passing of the Environment Act (2021), Hampshire County Council has a statutory requirement to engage and to contribute actions they will take to secure achievement of the local air quality objective, where relevant to their functions. Therefore, the Public Health Authority are able to support the Borough Council by providing data and assistance in approaching air quality through the Local Plan.
Policy 47: Accessibility, Transport and Parking (pp.315-19)	The County Council is generally supportive of this policy however it does provide some recommended amendments to strengthen the policy. Suggestions: policy strengthened by clearly setting out a vision-led approach to development proposals as set out in NPPF para 115. Policy 47 should emphasise that local trips need to have a choice of mode so as not to become reliant on the car. Suggestion: Para 4.465- add another bullet point: <u>provide a choice of high quality travel options.</u>

	The County Council supports policy 47(a) on the use of hierarchy of highway users in development proposals, however the policy should align with the Road User Utility Framework, as set out in LTP4 policy C3. Suggestion: Policy 47 b) amended (additional text as underlined), so that: “the needs of all people and modes of transport <u>have been provided</u> for” rather than considered. Suggestion: Policy 47 (b) by adding a specific reference (additional text as underlined), to <u>enabling delivery of the South East Hampshire Rapid Transit (SEHRT) network and the Havant Local Walking and Cycling Infrastructure Plan</u>. Suggestion: Policy 47 c) add a new policy requirement for (additional text as underlined): <u>applicants to provide a masterplan to show how the proposed site is integrated with the surrounding communities and public transport, walking and cycling networks</u>. This will help to create people focused neighbourhoods as set out in LTP4 policy DM2 . Suggestion: Para 4.468 should be expanded to include reference <u>to embracing concepts like liveable neighbourhoods, reallocation of road space, shared mobility hubs, parking strategies/parking standards, and designing developments to enable convenient access to public transport options (including suitable access for buses to and through the development)</u>. Suggestion: Para 4.471 should refer to the Road User Utility Framework, as set out in LTP4 policy C3 Transport strategies and schemes to be developed in accordance with consideration of all users (Road User Utility Framework). Mitigation of development impacts: Suggestion: In para 4.479 delete sentence ‘~~Motor vehicle traffic capacity enhancements at junctions should be considered the ‘worst case’ mitigation scenario in order to achieve climate change mitigation as well as place-making aims~~’. The approach to the type of mitigation is dealt with in para 4.480. Para 4.480 refers to the strategic transport assessment for the Local Plan however as this has not

	been submitted with this reg 18 consultation, the County Council is not able to comment on any proposed mitigation interventions other than agreeing in principle to the vision-led approach. The Infrastructure Delivery Plan submitted dated January 2025 has not yet been updated with the outcome and proposals of the strategic transport assessment. Suggestion: Para 4.482 on the Havant LCWIP says '<i>either link to or support the delivery of the LCWIP routes</i>'. Delete the word either as the sites must both link and support the delivery of LCWIP routes. Suggestion: amend para 4.483 as the list of potential measures in policy allocations is not exhaustive. The list in each policy allocation does not include everything that is possible or relevant. "Where a site has been allocated for development, but the site's accessibility by walking, cycling and /or public transport needs to be improved to make development acceptable in this location, <u>some</u> potential measures have been highlighted in the allocation policy. These, or equivalent agreed measures will be expected to be delivered in advance of the development being occupied, or at agreed phases of development. Suggestion: Reword para 4.486. Referring exclusively to potential planning applications on Hayling Island, unnecessarily highlights Hayling Island planning applications and could presumably equally apply to other unallocated sites in Havant. It seems to anticipate an issue with unallocated sites coming forward in Hayling island and not elsewhere in Havant. The County Council also suggest the following terms are included in the local plan glossary (see below for suggestions of where the definitions can be found): • Vision-led (NPPF) • Active travel (LTP4) • Sustainable travel (LTP4) • Hampshire Local Transport Plan 4 (LTP4) • South East Hampshire Rapid Transit • Mobility hub (LTP4) • Liveable neighbourhood (LTP4) When assessing impacts, the plan recognises the significance of the Public Rights of Way (PROW) network as a vital component of the borough's active

	travel, rural active travel and recreational infrastructure. Suggestion: Additional reference of Hampshire Countryside Service Rights of Way Improvement/Countryside Access Plan should be included as it is a statutory document shaping countryside access for Hampshire. (Please note this is currently in consultation for its 2025-2035 revision).
Policy 48: New accesses onto classified roads (p.321)	The policy to not permit additional accesses onto <i>‘the northern part of the A3023 between the A27 at Langstone and Mill Rytte roundabout on Hayling’</i> (outside of the urban area), aligns with, and is supported by, LTP4 policy DM2 h) which prioritises strategic flow on ‘A’ roads.
Policy 51: Sport and Recreation Facilities (pp.333-35)	Policy 51 criteria c) d) e)- loss of a sports or recreation facility: The ability for school playing fields to be disposed of for alternative uses - to secure funding for recreational and education improvements - or used to accommodate school expansions, by virtue of Section 77 of the School Standards and Framework Act 1998 is supported by Paragraph 100 of the National Planning Policy Framework (NPPF). In accordance with national policy and legislation, proposals for loss of school playing fields are sent to the Secretary of State for consent. Therefore, the 1998 Act needs to be referenced in the main policy or supporting text, with acknowledgment that development of school playing fields under Section 77 would be considered as an exception to the policy. As an example, the adopted Fareham Local Plan 2037, <i>Policy NE10: Protection and Provision of Open Space</i> includes greater flexibility, by allow surplus open space to be developed, if it can be demonstrated that it is no longer needed; and acknowledging the policy exception for Education Authority in para. 9.130. <i>Fareham Local Plan, Policy NE10: “Development on open space will be permitted provided:</i> <i>a) The open space, or the relevant part, is clearly shown to be surplus to local requirements and will not be needed in the long-term; or</i>

	<i>b) The loss of open space is to be replaced by at least equivalent or better in terms of quantity, quality and accessibility and there will be no overall negative impact on the provision of open space; or</i> <i>c) The development is for alternative sports and recreational provision, which meets locally identified needs and clearly outweighs the loss of the current or former use”</i> Supporting policy text, para.9.130 – <i>“In the circumstance where the Education Authority has received approval for the disposal of surplus school playing fields from the Secretary of State, in accordance with Section 77 of the Schools Standards and Framework Act 1998, an exception may be made to this policy where equivalent or greater community benefits are provided.”</i> Suggestion: To ensure that the policy is compliant with national policy and legislation, amendments are suggested to draft Policy 51: <i>“Development which results in a loss of a sports or recreation facility will only be permitted where:</i> <i>c) The facility is surplus to requirements; and either or</i> <i>d) Replacement provision is made available of equivalent or greater community benefit in terms of quality, quantity and accessibility; or</i> <i>e) the development is for an alternative type of sports and recreation or ancillary provision, the need for which clearly outweighs the loss.”</i> In addition, it is recommended to include the following supporting policy text after para. 4.540: <u><i>“In the circumstance where the Education Authority has received approval for the loss of surplus school playing fields from the Secretary of State, in accordance with Section 77 of the Schools Standards and Framework Act 1998, an exception may be made to this policy where equivalent or greater community benefits are provided.”</i></u>
Policy 55: Future management and management plans	The County Council acknowledges the methodology for including this policy and that paragraph 4.564 is not an exhaustive list, however there are missing elements that could usefully be included in the common parts list (or alternatively to state that the list is not exhaustive).

	Suggestion: It is recommended that additional policy wording is included to ensure that appropriate rights to pass and repass over private land (in this case roads, footpaths and cycleways) are provided.
EVIDENCE BASE: Havant local plan Transport Assessment	A local plan Transport Assessment (TA) for this reg 18 consultation has been commissioned by the Borough Council and is being prepared. The County Council recognise that it has not been possible to submit the TA in time for this consultation and as part of the evidence base. Therefore, it is expected that the outcome of the TA and identified mitigation schemes will be included as evidence for the pre-submission local plan. The County Council support the vision-led approach to the borough wide TA and will continue to provide input where necessary to the methodology and preparation of the TA.
EVIDENCE BASE: Infrastructure Delivery Plan Jan 2025	The IDP submitted in the evidence base is dated January 2025. It will need to be updated with the outcome of the local plan transport assessment. The County Council will then review the revised and updated IDP when it is released for consultation.
EVIDENCE BASE: Waterlooville SPD	The County Council supports the redevelopment of the town centre to improve the public realm and pedestrianised areas and pedestrian routes. The SPD provides the opportunity to improve access into the town centre by sustainable modes. There should be direct pedestrian and cycle access into and through the town centre from all directions via dedicated routes and signalled crossing points. The bus access and bus stop infrastructure should be enhanced with opportunities taken to deliver improvements as part of the South East Hampshire Rapid Transit network.

Hampshire County Council comments on Local Plan Site Allocations

Allocation	Hampshire County Council comments	Policy suggestions
General Minerals and Waste Comments	The minerals and waste planning authority requires future applications for sites within the Minerals Safeguarded Area (MSA) to be submitted with a Minerals Resource Assessment. A number of the sites correctly identify the presence of the MSA and have included the wording '<i>Explore the feasibility of minerals extraction prior to development</i>' within the Allocation Requirements. The plan currently states '<i>Explore the feasibility of incidental minerals extraction for use on site</i>' on allocated sites within the plan.	Wording added to the Allocation Requirements section of each allocation, and the SHEELA, that states relevant proposed allocations that lay <u>within the MSA and are above 3ha in size will require a Minerals Resource Assessment to be submitted prior to, or as part of any planning application to Hampshire County Council.</u> Wording changed to be to '<u>Provide a Mineral Resource Assessment, to be assessed by the MWPA, prior to development and incorporate the principles of mineral prior extraction with re-use on site within the development proposals.</u>' Change to: '<u>Incorporate the principles of incidental mineral extraction and re-use on site within the development proposals</u>'.
General highways comments	A number of the allocation policies (i.e. 11,12,13, 15, 18, 21, 26) do not provide specific policy wording covering matters such as site access (for all users).	It is recommended that suitable wording is included for all policies setting out in general terms ' <u>Provide safe and suitable access for all users</u> ' and where required for specific sites where location of access needs to be fixed through the policy wording.
Allocation 1 – Southleigh (BL05)	For the purposes of comprehensively master planning, the southern boundary of the Southleigh site should extend south to the highway at Emsworth Road and preferably include the Land east of Castle Avenue site. Extending the Southleigh site boundary south of the railway line	Policy C viii) refers to the Masterplan. This should include walking and cycling routes to Havant railway station, Emsworth railway station and Bedhampton railway station. There should be walking and cycling links to the south to connect with A259 bus route and Emsworth destinations. The masterplan will need to illustrate how these

	will assist in planning and delivery of the active travel bridge over the railway line and secure delivery of the sustainable connections south towards the A259 and Emsworth. Para 3.13 references the 2017 masterplan. The status of the masterplan is queried at this juncture as the County Council have not agreed to it, and so it is recommended that reference to the 2017 masterplan is deleted so that a new masterplan can be comprehensively developed through the current Local Plan process. Para 3.14 As per previous comments greenfield sites such as Southleigh should seek to realise higher housing numbers if feasible with a higher density than that proposed across the borough of 40dph. A higher housing density is more likely to support local facilities and services and support a commercial bus service with connections to the SEHRT Havant bus corridor and a SEHRT extension to Southleigh. Para 3.17 The masterplan should also incorporate the surrounding area to demonstrate how the site integrates with the neighbouring areas as set out in LTP4 policy DM2 - Support proactive masterplanning of new development sites for high quality neighbourhoods. The policy text needs to explain how the sustainable transport connections including the	connections will be delivered as they are outside of the site boundary. Policy C x) is supported but recommended that walkable neighbourhood is changed to <u>liveable neighbourhood</u> as referenced in LTP 4 policy C5. Delete policy cxii and replace with '<u>A Southleigh bus strategy developed with the County Council and the bus operators. This must include a new bus service to form part of the South East Hampshire Rapid Transit (SEHRT) extension from Havant town centre. The bus strategy should include new bus stop infrastructure in and around the site with bus priority measures to improve bus journey time reliability including at the Southleigh Road/Emsworth Road junction.</u>' Add a new allocation policy requirement to provide improvements at the local railway stations to support multi modal travel. The Southleigh development will create an increase in demand for rail travel and provides the opportunity to fund improvements at the stations. The Hampshire Station Interchange Plan sets out opportunities for station improvements with a list of proposed interventions at each station. Add a new allocation policy requirement to provide a mobility hub. This will help support a liveable neighbourhood, provide an alternative to car dependency and a provide choice of travel modes.

	active travel bridge over the railway line listed in Policy c viii) will be delivered. The narrative needs to be clear about the expectations that the land promoters for both the Southleigh and Castle Avenue sites must jointly deliver the bus and active travel bridge and connections to the south of the site (Emsworth/A259). The connections southwards to the A259 and Emsworth fall outside of the site boundary and are not within the safeguarded land in policy 4n.	
Allocation 1 – Southleigh (BL05)	The Minerals and Waste Planning authority notes this allocation lies wholly within the MSA as informed by Policy 15 of the Hampshire Minerals and Waste Plan. Suggest including the PRow that feature within the redline boundary of the site, as well as wording that states those assets will be protected and enhanced in accordance with the NPPF.	The County Council would request that the site's Key Features be updated to demonstrate the presence of the MSA. Suggest adding a new Key feature, '<u>Existing Public Right of Way Havant footpath 71</u>'. Suggest adding a new Allocation requirements, ai) '<u>Protection and enhancement of PRow network and green corridor linking north-south between Southleigh Forest environs and A27 and south to Warblington undeveloped coast</u>'. cvii) 'a masterplan for transport and active travel connectivity within the site and to integrate with surrounding areas, roads and PRow network'.
Allocation 2: Long Copse Lane	This site scores poorly on transport accessibility and requires significant transport infrastructure to make the site accessible by sustainable transport modes. To be in accordance with LTP4 and policy	Amend policy k to ' <u>maximise opportunities to provide continuous cycle routes into Emsworth.</u> '

	DM1 to reduce car dependency there must be high quality walking and cycling routes from the site to Emsworth town centre and other key destinations and an enhanced bus service serving the Southleigh Road area. The County Council recognise that the nearby Soutleigh site could potentially provide opportunities for some facilities to be accessed by Long Copse residents though still at a distance of 1-2 miles away. Where the access is proposed at Holly bank lane, the County Council would want to ensure the footpath (108/66a/1) is kept open for continuous right of access, but if temporary closure or diversion is required that the Highways Authority is consulted.	Add a new allocation policy requirement <u>to support an enhanced bus service to Southleigh Road with real time information and improved bus stop infrastructure at key bus stops along Southleigh Road and in Emsworth.</u> Add a new allocation policy requirement to <u>‘Protect and enhance the existing elements of the PRow network, whilst providing a footway/cycleway running east-west through the site linking Hollybank Lane with Redlands Lane PRow/Wraysbury Park Drive’.</u> Suggest an allocation Requirement to be added that seeks the <u>‘Protection and enhancement of Havant footpath 66a’.</u>
Allocation 3: Coldharbour Farm	Recommend additional policy requirement Request changes to criterion n so that it seeks the protection and enhancement of onsite PRow.	Add a new allocation policy requirement <u>that vehicle access to the site must provide priority to the existing traffic-free shared used path which runs north to south from Emsworth recreation ground to Victoria Road via the Washington Road rail and road underpass.</u> Change criterion n allocation policy requirement to <u>‘Protection and enhancement of the existing elements of the PRow network, to provide pedestrian and cycle links to Local Cycling and Walking Infrastructure Plan routes 373 from site and 270 on Havant Road to Emsworth town centre’.</u>

Allocation 6: Land east of Castle Avenue	This site should be combined with the Southleigh site (allocation 1) so both sites can be part of the Masterplan and to ensure delivery of the sustainable travel connections including those south of the site. Recommend amendment to existing policy requirement and an additional policy requirement.	Policy a) remove 'if this is not possible' Amend Policy k) <u>'do not prejudice the access arrangements or the bus and active travel bridge for Southleigh strategic site ..'</u> This amendment is to ensure the north to south active travel bridge can be accommodated within the site to link across the railway line and to the Southleigh site. This new bridge may not fall within the safeguarded land. Add a new allocation policy requirement for <u>bus, pedestrian and cycle connections to the A259 and Emsworth Common Road including Havant LCWIP route 275.3 along Emsworth Road. The site also needs to provide its own standalone pedestrian and cycle access to Emsworth Road.</u>
Allocation 7: Former Oak Park School	Recommend additional policy wording	Policy wording should include <u>'Provision of suitable access for all modes with good connectivity between the site and surrounding uses'</u>.
Allocation 8: Palk Road	The location of the site in principle is supported with good opportunities to promote sustainable travel. However, there are significant concerns with the existing vehicle access from Palk Road onto West Street and the operation of the adjacent level crossing at Bedhampton station. The County Council currently has significant highway safety concerns regarding the impact of additional traffic flows. Subject to overcoming these concerns, along the Western boundary of	Further discussion required with the local highway authority on the inclusion of this site allocation is recommended.

	the site is the County Council promoted walking route, Shipswrights Way. Reference to this asset should be made in the Allocation Requirements, along with opportunities being explored to link with this route from the site.	
Allocation 8: Palk Road	As referenced in the Key Features of the site allocation, Havant 34 footpath runs to the West of the red line boundary. The County Council request wording is included in the Allocation Requirements that requires development of this site to provide a link to Havant 34 footpath, as well as the proposed 275 Primary Cycle LCWIP route.	Additional criterion under Allocation Requirements 'For future development of the site to provide a link to the proposed 275 Primary Cycle Route as promoted through the LCWIP. And to connect to existing Havant footpath 34, whilst exploring opportunities to protect and enhance this asset'.
Allocation 9: Belmont Castle Rest Home, 18 20 Portsdown Hill Road	The County Council as local Highway Authority request wording to be included that refers to Wayfarers Walk under the Key Features of the site.	Additional Key Feature ' <u>Wayfarers Walk (Denmead to Emsworth)</u> '.
Allocation 10: Land south of Lower Road (Phase 2)	Proposed LCWIP Primary Cycle Route 270 runs to the West of the proposed site allocation. The County Council requests additional Key Features and Allocation Requirement as part of this policy.	Key Feature to reference ' <u>Proposed LCWIP Primary Cycle Route 270</u> '. Allocation requirement ' <u>For opportunities to be explored to enable the site to connect to the Proposed LCWIP Primary Cycle Route 270</u> '.
Allocation 11: Kingscroft Farm	Allocations Requirements l and o can be amalgamated to better demonstrate the need to protect and enhance the PROW assets. This will	Amalgamate Allocation Requirements l and o to be ' <u>Protect and enhance Public Right of Way 108/35/1, and the Solent Road Cycle Route that lay within the site</u> '.

	aid in the sustainable movement and access to and from the site.	
Allocation 12: Portsmouth Water Headquarters	Proposed LCWIP Secondary Cycle Route 275 runs along Northern boundary of the proposed site allocation. The County Council requests additional Key Features and Allocation Requirement as part of this policy.	Key Feature to reference <u>Proposed LCWIP Secondary Cycle Route 275</u> . Allocation requirement ' <u>For opportunities to be explored to enable the site to connect to the Proposed LCWIP Secondary Cycle Route 275</u> '.
Allocation 13: Cabbagefield Row	Recommend additional policy wording	Add a policy requirement for a cycle route along St Clare's Avenue to connect with existing cycle routes and the new route to the Thicket reservoir.
Allocation 14: Strouden Court	Recommend amended policy criteria wording	Policy criteria e) should be amended as it is expected that existing links will be built on and therefore the policy should require new direct links to the same or better standard. Policy criteria f) should also include safeguard ' <u>and contribute to</u> '.
Allocation 15: Land west of Hulbert Road	Recommend additional policy criteria wording	Add a policy requirement to <u>identify and provide walking and cycling routes which must join with the existing facilities at Dunsbury Hill Farm on Fitzwygram Way and with the Purbrook Way roundabout</u> .
Allocation 16: Dunsbury Way	Proposed LCWIP Primary Cycle Route 364 runs along Northern boundary of the proposed site allocation. The County Council requests additional Key Features and Allocation Requirement as part of this policy.	Key Feature to reference, ' <u>Proposed LCWIP Secondary Cycle Route 364</u> '.

		Allocation Requirement ' <u>For opportunities to be explored to enable the site to connect to the Proposed LCWIP Secondary Cycle Route 364</u> '.
Allocation 17: Former Dairy Crest Depot, Dunsbury Way	The County Council request an additional criterion under the Key Features and Allocations Requirements for the protection and enhancement of PRow assets on site, as well as connecting the site to proposed LCWIP routes.	Additional Key Feature, '<u>The proposed LCWIP Secondary Cycle Route 364</u>'. A criterion in the Allocation Requirements should be added '<u>To protect and enhance the Havant footpath 505 that runs to the south of the site and explore opportunities to connect the site to the proposed LCWIP Secondary Cycle Route 364</u>'.
Allocation 18: Former Electricity Board, Bartons Road	Recommend additional policy criteria wording	Add a policy requirement to ' <u>Provide controlled pedestrian and cycle crossings across Petersfield Road and Bartons Road at the signalled junction. Provide a cycle route from the site along Bartons road (Petersfield Road to Martins Road section) as part of proposed LCWIP Primary Cycle Route 370</u> '.
Allocation 19: Padnell Grange	As mentioned in the Key Features of this site allocation, Havant footpath 127 is present on site. But bridleway 22 is also within the red line boundary. The Council requests an additional Allocation Requirement that seeks the protection and enhancement of those assets.	Key Feature to reference '<u>Existing Public Right of Way route Bridleway 22</u>'. Allocation Requirement, '<u>The protection and enhancement of Havant footpath 127 Havant bridleway 22, including the upgrade of the existing footpath to bridleway-enabling continuity for a range of users</u>'.
Allocation 20: Land at Cowplain School	Proposed LCWIP Secondary Cycle Route 359 runs along Northern boundary of the proposed site allocation. The County Council requests	Key Feature to reference ' <u>Proposed LCWIP Secondary Cycle Route 359</u> '.

	additional Key Features and Allocation Requirement as part of this policy.	Allocation Requirement <u>'For opportunities to be explored to enable the site to connect to the Proposed LCWIP Secondary Cycle Route 359'.</u>
Allocation 21: Blue Star	Suggest Havant footpath 11 is referenced within the Key Features and Allocation Requirements for the site.	Key Feature, <u>'Existing Public Right of Way route Havant footpath 11'.</u> Allocation requirement, <u>'The protection and enhancement of Havant footpath 11 that runs through the site'.</u>
Allocation 22: Goodwillies Timber Yard	Recommend amended policy criteria wording	Amend policy requirement f) to provide a cycle connection to Berewood Town Park cycle route via a new toucan crossing on London Road.
Allocation 23: MDA Newlands Phase 8	Recommend changes and additional policy wording criteria	Add additional policy wording <u>'To provide an active travel link between the site (Phase 8) and Town Park and connecting into the existing public right of way'.</u> <u>To change Footpath route no. 108/18/1 to '108/19/1', and include 'Havant Bridleway 15' as a Key Feature.</u> To include Allocation Requirement, <u>'To protect and enhance Havant footpath 19 and bridleway 15'.</u> Key Feature to reference <u>'Proposed LCWIP Primary Cycle Route 360'.</u> Allocation Requirement <u>'For opportunities to be explored to enable the site to connect to the Proposed LCWIP Primary Cycle Route 360'.</u>

Allocation 24: South Downs College car park	Recommend amended policy criteria wording	Amend policy requirement i) <u>to contribute to improved pedestrian and cycle infrastructure on College Road.</u>
Allocation 25: Campdown	This site requires significant transport infrastructure to make the site accessible by sustainable transport modes. To align with LTP4 policies there must be high quality walking and cycling routes from the site to Crookhorn shops and other key destinations and for all bus services to serve the site directly.	The allocation policy requirements for the transport infrastructure are not presented clearly or concisely. It is recommended that these are therefore replaced with: <u>Provide a comprehensive access and movement strategy focused on sustainable transport. This must include but is not limited to:</u> <u>a) A masterplan for transport connectivity within the site and to integrate with the neighbouring areas</u> <u>b) Provide a pedestrian and cycle route into the adjacent South Downs College car park site (allocation 24) and to the shops on Crookhorn Lane via a signalled crossing on College Road</u> <u>c) Provide a direct cycle route connection to the Scratchface Lane bridleway for cycle journeys towards Havant</u> <u>d) Provide a high-quality cycle route along College Road/Crookhorn Lane;</u> <u>e) Provide links and improvements to the Local Cycling and Walking Infrastructure Plan routes 361 Crookhorn Lane/Stakes Hill Road, 277 Purbrook Way and 275 Bedhampton Road</u> <u>f) Create a liveable neighbourhood</u>

		<u>g) provide a mobility hub to help support a liveable neighbourhood</u> <u>h) a bus strategy developed with the County Council and the bus operators. The bus strategy should increase the number and frequency of bus routes along College Road to directly serve the site. The bus strategy should include new bus stop infrastructure around the site with measures to improve bus journey time reliability including at the College Road/Purbrook Way junction and the College Road/Portsdown hill Road junction</u>
Allocation 26: Waterloo Park	Additional Key Feature that references how this site is within Havant LCWIP Core Walking Zone.	Key Feature, ' <u>Havant LCWIP Core Walking Zone</u> '
Allocation 27: Dunsbury Park strategic site	Proposed alterations to PRow referenced in Key Features and additional Allocation Requirements.	The Key Feature point where PRow is referenced should be changed to '<u>Footpath routes 108/14e/1 and bridleways 108/123/3 and 108/120/1</u>'. Allocation Requirement, '<u>The protection and enhancement of Havant footpath 14e and bridleways 123 and 120</u>'. As well as exploring the upgrade of footpath 14e to a bridleway to enable continuity of users'.
Allocation 28: Former Colt Site	Proposed LCWIP Secondary Cycle Route 371 runs along Northern boundary of the proposed site allocation. The County Council requests additional Key Features and Allocation Requirement as part of this policy.	Key Feature to reference '<u>Proposed LCWIP Secondary Cycle Route 371</u>'. Allocation Requirement '<u>For opportunities to be explored to enable the site to connect to the Proposed LCWIP Secondary Cycle Route 371</u>'.

Allocation 29: Gas Holder Site, Downley Road, New Lane	Proposed LCWIP Secondary Cycle Route 371 runs along Northern boundary of the proposed site allocation. The County Council requests additional Key Features and Allocation Requirement as part of this policy.	Key Feature to reference <u>'Proposed LCWIP Secondary Cycle Route 371'</u> . Allocation Requirement <u>'For opportunities to be explored to enable the site to connect to the Proposed LCWIP Secondary Cycle Route 371'</u> .
Allocation 30: Langstone Park (ED17)	Despite this site not being noted as laying within the MSA due to the site already being developed, the County Council has previously requested conditions requiring the incidental extraction of minerals from this site in our response to the consultation for the planning application: APP/22/00172. The local Highway Authority requests alterations to the Key Features and Allocation Requirements of this site allocation.	The County Council therefore requests the following wording <u>'Incorporate the principles of incidental mineral extraction and re-use on site within the development proposals.'</u> , be added to this proposed allocation's requirements. Key Feature, <u>'Existing Public Rights of Way Havant 50 and 51 footpaths'</u> . Allocation Requirement, <u>'The protection and enhancement of Havant 50 and 51 footpaths'</u> .
Allocation 31: Interbridges West	Recommend amended policy wording.	Alteration to criterion J under Allocation Requirements, <u>'The protection and enhancement of Havant footpath 71 footpath by offsetting development away from the Public Right of Way'</u> .
Allocation 32: Interbridges East	Recommend amended policy wording	More specific policy wording regarding the site access is required. <u>Provide a safe and suitable access point that accommodates all vehicular movements and provides for a signalled controlled pedestrian and cyclist crossing.</u> Key Feature, <u>'Havant footpath 72 and 73'</u> .

		Alteration to criterion K under Allocation Requirements, <u>'The protection and enhancement of Havant footpath 72 and 73 footpath by offsetting development away from the Public Right of Way'</u> .

Response received from Portsmouth City Council

Re: Havant Borough Council – Building a Better Future - Portsmouth City Council (HNBS) response July 2025

Thank you for consulting Portsmouth City Council (PCC) on the emerging Havant Local Plan, Regulation 18 Consultation.

The constrained nature of the Borough, and its limited clear areas for growth are noted, bearing these key points in mind, the City Council offers the following comments.

Housing needs / Duty to Co-operate

The Building a Better Future Draft Plan 2025 identifies that Havant Borough's Objectively Assessed need comes to 361 homes per annum 2023-2043, this acknowledges the standard need but is based on development capacity (rather than the Government's Standard Methodology).

Portsmouth city Council's figure is 680 homes per annum 2020-240 based on the Reg 19 Local Plan. Whilst Portsmouth City Council have a proportion of it's housing stock within Havant Borough and are looking to develop sites within Havant Borough to provide further social housing for our residents needs, these housing numbers do not help Portsmouth City Council in meeting it's own housing need requirements.

Our colleagues in Planning Policy, Environment, Planning and Transport have made a separate response regarding the Housing care ratio and the housing shortfall through the joint working through the Partnership for South Hampshire (PfSH).

This response will focus on the identified Housing allocation sites that are in Portsmouth City Council's ownership and are subject to Housing Revenue Account development proposals.

These sites are:

13 Cabbagefield Row;

14 Strouden Court.

Policy 5: Amount of Housing

Affordable Housing

The Housing allocation sites: 13 (Cabbagefield), 14 (Strouden Court) are both subject to either a live planning application or an ongoing pre planning agreement.

Both sites are subject to detailed consultation with Havant Borough and whilst it is the intention to bring both sites forward, there are currently challenges in respect of viability, ecological mitigation, parking and highways matters.

It is hoped that the recent announcements by central Government around the Affordable Homes Programme will help viability and ongoing discussions regarding

mitigation around scrubland and ecology will improve the likelihood of the sites coming forward within the lifespan of the Building a Better Future Draft Plan 2025, once adopted. The engagement with Havant Borough has been collaborative with regards to these allocated sites however, if we are to bring forward the 150 affordable homes at Cabbagefield and the 81 affordable homes at Strouden Court there are several critical matters still to overcome.

Policy 3: Regeneration

The City Council expresses its intention to work closely with Havant Borough Council on any regeneration proposals for Leigh Park or other areas of the Borough where the Council is the landowner.

In particular we have worked with the Policy Team to identify potential smaller infill sites within Leigh Park and Wecock Farm, which when complete would provide a smaller amount and steady stream of affordable homes which would help support Havant Borough's assessed need for affordable homes.

These sites have their own challenges where they are infilling between existing housing development and each site is assessed before any design development is commenced. Collaborative working through pre planning agreements and pre application advice processes has and will help identify sites that are most suitable and provide an indication of the level of affordable homes that can be accommodated on each site and that are acceptable in terms of development to Havant Borough.

Conclusion

Thank you for providing the City Council with the opportunity to engage with you around the Havant Local Plan

Response received from Fareham Borough Council

Building a Better Future Plan (Regulation 18 Consultation)

Thank you for consulting Fareham Borough Council on the Havant Building a Better Future Local Plan Regulation 18 Consultation.

Fareham & Havant councils have a strong history of successful collaborative working through the Partnership for South Hampshire (PfSH) and through our continuing dialogues on cross-boundary matters.

Fareham Borough Council recognise the challenges that Havant is experiencing in seeking to identify sufficient housing and employment sites to meet its identified needs in light of the significant constraints identified in the NPPF (footnote 7) which apply and limited land availability across the borough.

Through the regular, ongoing PfSH work and specific discussions between our Councils, Fareham acknowledges the 'no stone unturned approach' which Havant has undertaken in seeking to address these needs through the Draft Plan.

The Fareham Local Plan 2037 was adopted in April 2023 and plans for a scale of growth in the borough to meet the Government's 2020 standard methodology for calculating local housing need. Additionally, it includes a 900-dwelling commitment towards the wider PfSH unmet need, of which 800 homes are specifically allocated to meet Portsmouth's request for unmet need contribution. Fareham is committed to continuing to work on sub-regional matters in a positive and constructive way.

Response received from Westbourne Parish Council

Westbourne Parish Council Response to Draft Havant Borough Council Local Plan

Havant Borough Council has invited comments on its draft Local Plan, Building a Better Future. As Havant Borough and Westbourne Parish share a boundary in the north-east of the Borough, Westbourne is particularly effected by any development. Two of the proposed housing allocations in this area are:

Allocation 1: Southleigh - in the words of the plan 'by far the largest in this plan'

Allocation 2: Long Copse Lane - right up against the Westbourne Parish boundary

Westbourne Parish Council has strong objections to both of these proposals.

Westbourne Parish has a Neighbourhood Plan which has been adopted by Chichester District Council. Any planning decisions made by the District Council has to take into account the Neighbourhood Plan. The Parish Council accepts that this constraint does not apply to the Borough Council but it asks that, as an immediate neighbour, that the Neighbourhood Plan's provisions are respected.

Westbourne is a modest but ancient West Sussex village that has long marked the western boundary of Sussex - hence the name. The Parish Council is intent on maintaining its rural character, and its role as a bulwark against the encroachment of urbanisation into this part of West Sussex, between the Downs and the development along the A259 corridor between Havant and Chichester. A concept that appears throughout the Neighbourhood Plan is that of the local gap: these are gaps between settlements, both within the Westbourne Parish and between these and the neighbouring settlements of Emsworth, Southbourne, and Hambrook. These gaps are essential to maintain "Westbourne's identity as a free-standing 'delightfully rural' settlement in a highly urbanised hinterland".

Westbourne retains a vibrant village centre, with shops, a doctors' surgery, a garage, two pubs, restaurants and a primary school. These services, and their related transport infrastructure, are of a scale to cope with a village with a population of some 2,000 (of a Parish total of 2,400). Street parking is the norm - very few of the village's houses were built with driveways or garages. But the village is steadily becoming more congested. The B2147 carries traffic from the A259 in Emsworth towards the north-west of Chichester. The section through the centre of Westbourne, past the thriving parish church of St John the Baptist, and on through the historic square, is narrow and winding, and has a much-ignored 20 mph limit. It already carries heavy traffic trying to avoid the ever-increasing congestion along the A259, as well as from the 250 new homes on Emsworth's Redlands Grange estate, completed in 2016 at the northern end of New Brighton Road. The B2147 has been identified as being unsuitable for HGVs.

1. Objections to Allocation 1: Southleigh

The Parish Council notes that this site is by far the largest in the draft Local Plan. The 2,100 dwellings proposed will lead to a population that will dwarf Westbourne's.

With Chichester being a significant source of local employment and social infrastructure, there is a risk that many of the resulting vehicle journeys between Southleigh and Chichester will travel along Westbourne Road, the centre of Westbourne and Foxbury Lane (B2147). This is the most direct route for those travelling east to Chichester to avoid the chaos of the level crossing at the southern end of Southleigh Road, which is the only current access point to the A27. The A259 is already heavily congested and there is a bottleneck at the Emsworth roundabout.

We acknowledge that the draft Local Plan requires development proposals to “provide a comprehensive access and movement strategy” that includes:

“direct connections to the south of the A27 and railway line by sustainable modes. These must include

- a bus and active travel bridge over railway from Emsworth Road/A27 Warblington junction into the site
- connections to the A259 via the underpass and to Emsworth via the Washington road underpass”

If these conditions were adhered to, and there was a direct, unobstructed link from the development to the A27, the Parish Council concedes that the increase in traffic through Westbourne would be mitigated. But it is aware that developers are masters at negotiating their way out of taking responsibility for building expensive infrastructure, along with reluctance from National Highways.

Westbourne Parish Council strongly objects to the proposed development of 2,100 new homes at Southleigh between Emsworth and Denvilles without direct connection for vehicles on to the A27. Without a connection, the scale of traffic movements into Westbourne, West Sussex, would increase and have a serious impact on the village.

The other primary concern of the Parish Council is expressed very clearly by the site description in the draft Local Plan. It states: “The site lies immediately to the south of the South Downs National Park boundary and currently forms the remaining gap between Denvilles in Havant and Emsworth.”

As already explained, the concept of the local gap is of fundamental concern to Westbourne Parish. It is true that the gap between the southern end of the village and Emsworth has already been filled, all but a 100 metre-wide strip along the river, by the New Brighton estate. So the Parish Council is concerned that the Southleigh development would comprehensively fill the gap between north Emsworth and the Havant conurbation.

Southleigh is a huge, greenfield site, currently in agricultural use. Its key features, listed in the draft Local Plan, include priority habitat woodland in the north of the site, trees and buildings with potential to support roosting bats, Bechstein's bats present in Southleigh Forest potentially foraging/commuting within the site, and the potential for hazel dormice (in hedgerows), badgers, breeding birds, and common reptiles. The Parish Council would like to question how the development of this site can be reconciled with your “implementation of the Environment Act ... to bring forward biodiversity net gain as a key outcome of new developments—leaving the environment in a measurably better state than it was before.” (para 1.38)

2. Objections to Allocation 2: Long Copse Lane

The Parish Council notes with interest that the planning application for a residential scheme for 210 dwellings on land north of Long Copse Lane has just been withdrawn. The Parish Council has long objected to this application. Perhaps the developers discovered there were too many problems associated with the site.

Any development would create an unsustainable urban extension of northern Emsworth into an area of open countryside which lacks basic infrastructure and is not close to an established centre with associated amenities and facilities, including public transport. The Parish Council considers that Havant Borough Council should remove the site from its local plan and increase density in other sustainable areas of the Borough to meet its housing allocations.

The Parish Council's objections falls under the following headings:

1. Filling a local gap
2. Pressure on local services
3. Increased traffic on an unsuitable country lane
4. Increased traffic through the village
5. Flooding
6. River catchment
7. Loss of wildlife habitat
8. Potential water pollution

1. Filling a local gap

As already explained, the Neighbourhood Plan, adopted by the District Council, expressly commits to maintain the Parish's rural specialness and to prevent the encroachment of urbanisation. The Long Copse Lane site is in an area of open countryside, extending right up to the Westbourne parish boundary. The development would completely close the gap between Westbourne and north Emsworth - a gap already lessened by the Redlands Grange estate. The form and extent of the proposed development would have a significant and harmful impact upon the character and appearance of the local area and the wider landscape.

2. Pressure on local services

The proposal includes absolutely no provision for service infrastructure. Emsworth is two miles away. Which means the amenities offered by the much nearer Westbourne village - shops, pubs, restaurants, doctors' surgery, etc - will be used by the extra 500 plus people that this development will house. This represents an increase of 25% on the current population of the village. A huge pressure on the current facilities, including parking - on top of that already absorbed from the 250 new homes in Redlands Grange.

Furthermore since Westbourne is outside Havant Borough, the Council will not receive any funding from the developers towards the improvement of these facilities, by way of the community infrastructure levy.

3. Increased traffic on an unsuitable country lane

Access to the site will be along Hollybank Lane and Long Copse Lane. New residents wanting to visit the closest facilities, Westbourne's, could walk, or they could take a bus offered by the "enhanced bus service" to Southleigh Road and walk from there. But we know what they actually will do: they will drive into Westbourne, along Long Copse Lane. As will those who need to get to Chichester - perhaps every day. There would be an increase in vehicle movements of private cars, lights good vehicles and larger vehicles on a regular basis along Long Copse Lane, which is already sensitive to traffic. The recently withdrawn application was accompanied by a traffic report which the Parish Council considers grossly underestimated the number of traffic movements that will result.

Long Copse Lane is a narrow, unlit country lane, bordered by high banks and hedges. The eastern section in West Sussex is too narrow for two-way traffic, has poor forward visibility and there are no footpaths or streetlights. It regularly floods in winter at the lower, eastern end. The flooding leads to a broken, potholed surface. It has a sharp, blind bend 150m from the junction with North Street in Westbourne. Many horse riders use it, and cyclists, and walkers. The western end of it is actually a public footpath. The junction with North Street is tight, with poor visibility. It is absolutely not suitable for regular vehicular traffic.

The Havant draft local plan calls for the widening of Long Copse Lane. Its nature and surroundings suggest that this would be extremely difficult and costly. The Parish Council would object to this by all means available. It is a country lane, and must remain a country lane.

4. Increased traffic through the village

The potential traffic problem is not confined to Long Copse Lane. Vehicles heading for the village must then travel along the already congested North Street, with cars parked on both sides, and through the chaos which is the North Street / East Street / The Square system of junctions.

Those going to Chichester may also choose to take this route, then out of the village along Foxbury Lane. Or, together with those heading north to the A3, they may turn left along North Street, past another crowded junction with Commonsides, and up Monk's Hill, also with its parked cars and houses along both sides. There is poor visibility from Monk's Hill to Emsworth Common Road.

5. Flooding

Flooding is an issue throughout much of Westbourne village. In your own local plan draft the key features listed for this site include "Risk of surface water flooding".

The Parish Council notes your policy 27: Drainage explicitly states “Without effective surface water management, development can itself increase the risk of flooding on a site or in adjacent areas, especially where it interacts with other potential sources of flooding, such as rivers or groundwater ... Planning permission will be granted where current and future drainage needs, including for the expected climate change scenario, have been fully considered and the drainage needs of the site are met in full over the lifetime of the development and flood risk is not increased elsewhere”.

We are concerned about adherence to this policy.

6. River catchment

A further critical factor relating to the issue of surface water, very specific to this site, is the fact that the eastern half of it lies over the catchment area for the river Ems. (Environment Agency: Water Framework Directive River Waterbody Catchments Cycle 2). The Ems is a rare chalk stream, close to sacred in Westbourne, which has suffered in recent years due to abstraction from its source aquifer. The Parish Council is therefore committed to preventing anything that might pollute the supply of ground water to the river, or reduce its flow.

This will be an issue that Havant Borough will understand. From para 4.118 of your draft plan: “the Borough is incredibly important in terms of the habitats and biodiversity it supports ... Defining features include the surrounding harbours and coastline, [and] the chalk streams and river valleys of the Ems and Westbourne ...”

Finally, two issues that, though they do not effect Westbourne directly, are cause for concern for the Parish Council.

7. Loss of wildlife habitat

The site is in an area of open countryside immediately adjacent to the northern end of the Emsworth/Westbourne wildlife corridor. As such, it would constitute a major incursion and barrier to wildlife connections between Hollybank Woods, Southleigh Forest, Chichester Harbour and the South Downs National Park. It is increasingly acknowledged that habitat should not be preserved in disconnected islands and that there should be buffer zones around them to minimise disturbance. There would be a loss of habitat for wildlife and 12 species of bats, including one of the largest colonies of rare Bechstein’s bats in the UK. The authors of the main ecological impact report that accompanied the withdrawn planning application play down the importance of the known barbastelle activity in the area and seem to be unaware of the alcathoe records. It would seem that no searches have been conducted since 2016.

8. Potential water pollution

The WPC understands that there is insufficient capacity at Thornham waste water treatment works for any new housing within its catchment area. As of 1 January 2021, there was only capacity for around 950 new dwellings and 566 of those have already been accounted for by estimated completions since then, plus extant planning permissions in both Chichester District and Havant Borough. This

effectively reduces the remaining headroom available for further applications to around 380 new houses. This includes applications currently under consideration. As you will agree, pollution into Chichester Harbour and the Area of Outstanding Natural Beauty must be avoided at all costs.

The Parish Council trusts that the Borough Council will take these objections into consideration as part of the consultation on the Havant Local Plan.

Response received from the Emsworth Neighbourhood Planning Forum

Comments from the Emsworth Residents Forum – Statutory Consultee

1 Southleigh Housing Allocation Site

In 2017, the Neighbourhood Forum supported the allocation of housing to the Southleigh site on the basis that this was one of the few large sites in the borough which could accommodate the number of homes then required. However our support was conditional on adequate infrastructure being provided.

The master plan which emerged at that time included a new road to and from the A27 into the Southleigh site, to allow traffic entering and leaving the site a direct access to the primary road network without causing further congestion on the existing road network. The alternative routes to the primary east-west routes would either be Horndean Road, North Street and the A259 through Emsworth or Southleigh Road and thence to the A259/A27 junction. In either case, even in 2017, it was clear that neither route could take additional traffic without a deleterious impact on the local communities through which those routes pass.

The draft local plan makes no definitive commitment to include such an access route, even though the traffic on the alternative routes has increased markedly due to further residential developments both on the eastern side of Denvilles, causing traffic queues at the level crossing on Southleigh Road, and along the length of the A259 eastwards to Chichester, which has brought increased east/west traffic through Emsworth.

We fully support the desire to decrease dependency on the private car but given the fact that a very large number of residents of the proposed development at Southleigh will already have employment elsewhere not served by public transport, additional traffic will be generated. An access route into and out of the development is essential.

2 Long Copse Lane Housing Allocation Site

We believe that the designated northern boundary of the urban area of Emsworth should run along the east west axis of Long Copse Lane and not be extended into the rural area to the north.

A large development in the proposed allocation area will generate additional traffic on to the current road network, both to the east and the south. Long Copse Lane itself running east from the site is totally inadequate to take any additional traffic. This is little more than a rural byway and is used as such by pedestrians, cyclists and horse-riders currently with low usage by motorised vehicles. At its eastern end it has

a restricted width making it difficult for two cars to pass each other. The road network in Westbourne is restricted and could not easily accommodate further traffic.

Southwards from the site, the widening of the junction between Long Copse Lane and Hollybank Lane would destroy valuable ecological habitat in the hedgerow, as well as adding to traffic congestion on other local roads.

It is unrealistic to believe that the residents would travel by foot or cycle to use facilities in Emsworth because a) the return trip is of the order of 3-4 miles and b) it is perceived as unsafe to follow the current designated cycle routes, especially under the railway bridge from New Brighton Road to North Street.

The area of this allocation is important for wildlife habitat, including Bechstein bats. A recent application to Chichester DC for a planning consent to the north of Long Copse Lane was rejected on appeal partially on the grounds that the development in that (similar) location would adversely affect the bat population (APP/L3815/W/22/3290395).

3 Housing Mix

Retirement housing and other specialist accommodation within new developments is supported but we would like to see a strengthening of the proposed Policy 33 Housing Mix to ensure that new developments over a certain size did provide a range of accommodation as reflected in current housing needs analyses.

Our local housing needs analysis, for instance, suggests that there is a shortage of accommodation to encourage down-sizing to smaller properties which would free up larger housing units to the market. In many cases, provision of that kind of housing would further encourage developments with a vibrant and balanced social mix.

4 Emsworth District Centre

In its treatment of existing district centres there is heavy emphasis in the plan on support to maintain viability. In the case of Emsworth, this is not likely to be the problem. With the development of Southleigh, Emsworth will come under huge pressure as a district centre, providing retailing and other public services, both public and private. Its potential problems need to be recognised in the plan – excess traffic both in North Street and south of the A259, with pedestrian-vehicle conflicts, poor pedestrian connectivity of the current public realm uses in North Street, including the Emsworth Medical Practice and the Emsworth Community

Centre to the rest of the centre.. Provision must be made through the plan to tackle these issues.

This may well mean restricting traffic flow in the historic core in order to widen pavements, ensuring that street furniture is adequate to promote the social interaction of a vibrant town centre, recognising the potential conflict between the needs of residents and visitors, and many other measures. In other words, there is a need to recognise that plans have to be made to maintain successful places and not just to regenerate places in decline, even though they are clearly needed in many places.

5 Properties let on a short term basis

The problem of an excess of properties offered for short term lets is potentially one which could affect Emsworth during the period of the Plan. Already there is a significant number in central Emsworth (in excess of 30), marketed on platforms such as Airbnb. Whilst this supply increases facilities for tourism, if left unchecked it will lead to distortions in the local housing supply and shortages in the renting market, as well as a decline in the demand for local services outside holiday periods.

We believe therefore that the situation should be actively monitored to determine the size of the short term letting market in Emsworth. Short term lets are now a separate use category, allowing controls on change of use to be introduced. There should be a contingent policy in the plan to introduce designated zones and caps on short term lets designed to prevent an excess of properties being let in this way to the detriment of the local letting market for long term residents.

Such policies have been introduced elsewhere or are being actively considered for implementation, eg in Cornwall and currently being considered in York. This is an issue which may also affect Hayling Island, as another visitor destination in the borough. We acknowledge that there is a balance to be struck between having properties available to support the local tourism sector and adverse effects on the local housing market, but elsewhere in the UK, measures have been introduced to achieve an appropriate balance. We would like a policy to be in place for implementation before a significant problem arises in the future.

6 Transport planning

The adoption of the revised hierarchy of transport to move private cars down the priority and increase the focus on active modes of travel is supported. (Policy 47). This prioritisation is reflected in the transport provision required in new developments, and a sensible balance is struck between future planning with a reduced dependence on private cars and the current reality of car ownership. It is also acknowledged that the power that the local planning authority has over public transport is limited. There seems to be, however, only limited measures in the plan to actively encourage private transport operators to offer new services or improve

existing services within the current urban framework, through improved transport interchanges, or priority provision for public transport over other users.

We believe that Policy 47 d) iii could be strengthened by inserting a reference to the potential impact on neighbouring communities and not simply on the transport network. This is to emphasise that the excess traffic generation may impact not only on the functioning of the transport network but also on the people in the communities through which the road system is routed. This people-centred approach would seem to be a concept important to the express purpose of the plan to create a better future for people in the borough.

Response received from the Hampshire and Isle of Wight Integrated Care Board (ICB)

With Reference to: **Building A Better Future Plan Consultation**

NHS Hampshire and Isle of Wight Integrated Care Board have reviewed the 'Havant – Building A Better Future Plan' from a primary care perspective (GP Surgeries) and our response can be found in this letter.

In our recent correspondence to the Council, we highlighted the recent changes to the NPPF (December 2024) and provided the statement from NHS England that Integrated Care Board Capital Allocations (<https://www.england.nhs.uk/long-read/capital-guidance-2025-26/>) do not cover additional facilities required due to housing developments, and that NHS organisations should therefore work with local authorities to secure developer contributions for extra capacity.

We also advised that NHS organisations should be invited to collaborate with local planning authorities at all stages to understand and address the healthcare impact of new developments. Our response to the draft Local Plan details where such collaboration should be undertaken, especially if a number of large scale housing developments come forward as a result of the proposals being adopted.

NHS Hampshire and Isle of Wight Integrated Care Board has welcomed Havant Borough Council's support for Section 106 for health to date and continue to encourage the use of S106 to ensure developer contributions towards healthcare infrastructure in Havant.

We look forward to understanding the outcomes of the draft Local Plan consultation in due course.

Section 1: Introduction

The introduction states that '*the plan may be supported by a number of Supplementary Planning Documents (SPD)*'.

In our letter of April 2025, we highlighted that we are keen to see Havant Borough Council adopt a health infrastructure Supplementary Planning Document (SPD), which would set out to developers how NHS Hampshire and Isle of Wight Integrated Care Board assess the improvements required to health infrastructure to mitigate the impacts from new housing developments.

For clarity these improvements would be for infrastructure only (e.g. new or extended health premises) and not health services (e.g. more GPs).

The introduction continues by highlighting that the proportion of the older population in Havant is expected to rise to 30% over the plan period, which will increase pressures on health and social care infrastructure. This statement is welcomed as older populations typically experience a higher prevalence of long-term conditions, greater need for ongoing GP and community care, and increased hospital usage. These factors cumulatively place sustained and growing pressure on local primary

care, community health, mental health, and social care services. NHS Hampshire and Isle of Wight Integrated Care Board therefore strongly supports planning policies and development decisions that:

1. Recognise the impact of an ageing population on local health infrastructure.
2. Facilitate the use of Section 106 contributions to expand and adapt healthcare provision accordingly.
3. Promote the delivery of housing that meets the specific needs of older people, including accessible, adaptable, and supported housing types.

Section 2: Vision, Development Strategy and Implementation

Context and Approach to the Vision and the Development Strategy

The vision for '*communities are resilient and economically and socially vibrant*' will in part be dependent on ensuring that essential infrastructure including health services keeps pace with planned housing growth.

There will be a measurable and localised rise in demand for primary care services, particularly GP access. Primary care services must have the physical capacity to meet increased activity from new housing. Section 106 planning obligations should therefore continue to be used appropriately to mitigate the specific health impacts of new developments. Healthcare infrastructure should be planned in parallel with housing and community facilities to support integrated place-making.

Table 3 in the plan outlines that '*the projects which are needed to accommodate growth in the local plan are set out in the Infrastructure Delivery Plan*'.

NHS Hampshire and Isle of Wight Integrated Care Board is contributing to a refreshed IDP and supports the use of this document to clearly inform developers and the public where investment is required to ensure suitable healthcare infrastructure is available to mitigate and support the impact of new housing.

The Pattern of Development

One of the achievement areas in 'Policy 1: Spatial Strategy' is for '*Development which promotes better self-containment and reduces the need to travel, by supporting commercial, retail and service uses to serve local communities*'.

The NHS 10-year plan is due to be published shortly and will provide further detail on how neighbourhood health will be delivered; after this time NHS Hampshire and Isle of Wight Integrated Care Board will be able to determine how national health policy can be aligned to the proposals in the draft Local Plan.

Policy 2: Defined Urban Areas

Within this policy it is stipulated that permission will only be granted if '*It provides infrastructure that meets an evidenced need and requires the location in question*'.

NHS Hampshire and Isle of Wight Integrated Care Board welcome the policy's recognition that infrastructure-led development may, in exceptional circumstances, be permitted outside the urban area, where a specific evidenced need exists.

NHS Hampshire and Isle of Wight Integrated Care Board would like to emphasise that healthcare infrastructure including new or expanded GP premises, primary care hubs and community health facilities can represent such an infrastructure need.

Policy 4: Infrastructure and Environmental Mitigation to Support Development

2.60 states 'Positively planning through a Local Plan is the best way to avoid infrastructure being over-burdened by new development as the additional infrastructure use arising from it can be considered early in the planning process'.

We agree that positively planning for future development is necessary as the current primary care healthcare infrastructure in Havant is over-capacity; new development will require early agreement on new or expanded infrastructure for health, so that capacity can be built prior to new population growth.

2.62 states 'New and improved infrastructure will also be needed to support development as some infrastructure within the Borough is at or near capacity and will need upgrading to support additional use'.

The current primary care healthcare infrastructure in Havant is mixed in its condition and ability to expand. Some practices will require new build solutions to enable additionality for new patients and tail estate to be disposed of, some will require modernisation and / or expansion to allow for additionality. Some practices may not have the ability to further expand and therefore primary care networks in Havant Borough Council area will need to work collaboratively with NHS Hampshire and Isle of Wight Integrated Care Board, Havant Borough Council and developers to agree how new populations can be best supported.

2.63 states 'Some infrastructure may be delivered via contributions from developers through the planning system or by the developers directly'

NHS Hampshire and Isle of Wight Integrated Care Board continue to take the view that all mitigations towards primary care must be via a Section 106 agreement and not rely on developers providing infrastructure that is then only available to the NHS at commercial market rates, as this does not represent a true mitigation and would be unaffordable. The NHS does not receive additional revenue funding for new build surgeries required as a result of significant housing development.

Within this policy it is states the following:

- o) The applicant has demonstrated due consideration of all the infrastructure needs arising from the development including cumulative effects of nearby sites*
- p) The proposal meets all the identified on-site and/or off-site infrastructure requirements*
- r) A programme of delivery has been agreed with the relevant infrastructure provider before development begins, which coordinates both financial and physical*

contributions from the development with other investment streams and ensures that expected impacts are mitigated before they arise

Primary care and community health services are essential forms of infrastructure required to support population growth from new development.

- The impact on healthcare is cumulative and can be underestimated unless neighbouring allocations and local capacity constraints are considered holistically.
- Where existing GP practices and health facilities are operating at or near capacity, financial contributions via Section 106 agreements are often required to expand or adapt facilities.
- Early engagement with NHS Hampshire and Isle of Wight Integrated Care Board is crucial to identify appropriate mitigation, which may include physical expansion of premises, digital infrastructure, or workforce accommodation measures.

NHS Hampshire and Isle of Wight Integrated Care Board therefore supports the inclusion of healthcare infrastructure within the scope of this policy.

2.64 states 'During the preparation of the Local Plan the Council worked closely with infrastructure and service providers' and 'It considers current provision, the extent to which there is capacity to cope with the demands of additional development, and where further infrastructure is necessary, how it may be provided and by whom'.

NHS Hampshire and Isle of Wight Integrated Care Board has appreciated the opportunity to engage with the Council during the preparation of the Local Plan and supports the collaborative approach taken to understanding the current and future demands on health and care infrastructure.

NHS Hampshire and Isle of Wight Integrated Care Board note that:

- Health services, especially primary care and community health provision, are critical to the success of sustainable development.
- Existing NHS estate in many parts of the Borough is under significant pressure and lack the capacity to absorb growth without targeted investment.
- The cumulative impact of development needs to be fully recognised and funded through coordinated use of Section 106 agreements and other mechanisms.

2.65 states 'The Council will work with developers and infrastructure providers to coordinate the delivery of infrastructure improvements in the Borough to support the development that is proposed, and to improve infrastructure provision in the local area'.

NHS Hampshire and Isle of Wight Integrated Care Board would work in partnership with the Council and Developers to support:

- Ongoing collaboration to identify health infrastructure needs at site and neighbourhood level.
- The inclusion of healthcare infrastructure in the Infrastructure Delivery Plan (IDP) and associated funding strategies.

- Early engagement on master planning and development phasing to ensure health infrastructure is delivered in a timely and viable manner.

2.72 refers to the '*Council's Developer Contributions Guide*'.

NHS Hampshire and Isle of Wight Integrated Care Board has published a technical guide to inform developers on the potential impacts that are created from new development, explains the process for assessing GP capacity and explains the methodology used to calculate the mitigation. We have suggested above in our response that the Council develops a separate SPD which would then be referenced as part of the Council's Developer Contributions Guide.

The Quality of Development

Policy 8: Health and Climate Change

2.111 states '*Health and wellbeing are influenced by many local factors including transport, open space, housing, employment, food and environmental quality.*'

NHS Hampshire and Isle of Wight Integrated Care Board would like to add that health and wellbeing is also directly influenced by having sustainable access to healthcare services that have the capacity to triage, diagnose and treat patients.

Within the policy requirements it states that '*planning permission will be granted for development proposals that promote and facilitate healthy and inclusive communities by achieving the following criteria where relevant to the application in question*'

g) Facilitating easy and safe access to education and employment;

NHS Hampshire and Isle of Wight Integrated Care Board believe this should read 'facilitating easy and safe access to education, **healthcare** and employment.

2.129 states '*An appropriate type of HIA³⁰ proportionate to the scale, scope, focus, type and location of the development will be required*'.

To ensure that HIAs are meaningful and lead to practical, evidence-based mitigation measures, NHS Hampshire and Isle of Wight Integrated Care Board recommends that the policy and its supporting guidance include a clear expectation for early engagement with the NHS during the preparation of the HIA. This enables the developer to:

- Access current data on local primary care capacity,
- Understand healthcare infrastructure pressures in the area,
- Quantify the likely impact of population growth on NHS services, and
- Agree appropriate and viable mitigation measures, including physical capacity expansion or financial contributions.

NHS Hampshire and Isle of Wight Integrated Care Board suggests the following practical steps to strengthen the policy's effectiveness:

- Explicitly state in policy or guidance that developers should consult with NHS Hampshire and Isle of Wight Integrated Care Board when preparing a HIA, particularly for major development or where NHS services are known to be under pressure.
- Include NHS Hampshire and Isle of Wight Integrated Care Board as a statutory consultee for planning applications requiring a HIA.
- Provide a checklist for HIAs that includes a dedicated section on healthcare infrastructure and service capacity, to standardise quality and completeness.
- Encourage applicants to share draft HIAs with NHS Hampshire and Isle of Wight Integrated Care Board for feedback prior to submission, to support collaborative and solutions-focused planning.

Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development

Within the policy it states that *‘The Council is committed to the delivery of the Building a Better Future Plan and increasing the supply of new housing, commercial and leisure facilities, where this would constitute sustainable development’* and that developers at the pre-application stage should use the *‘Council’s pre-application advice service’*.

NHS Hampshire and Isle of Wight Integrated Care Board suggest that the following should be included in the Pre-Application Protocols and Guidance:

The Council recognises NHS Hampshire and Isle of Wight Integrated Care Board as a key infrastructure stakeholder. Where development may place pressure on existing health services (20 dwellings plus), applicants are strongly encouraged to engage with NHS Hampshire and Isle of Wight Integrated Care Board at pre-application stage to ensure health impacts are understood and mitigation is agreed early. The Council’s pre-application service will facilitate engagement with NHS Hampshire and Isle of Wight Integrated Care Board on qualifying schemes.

Section 3: Development Allocations

NHS Hampshire and Isle of Wight Integrated Care Board is concerned that throughout this section there are no mentions of the local primary care requirements for each of the allocations, despite there being specific reference to local centres and primary schools.

Whilst it is appreciated that the healthcare requirements are listed in the IDP we strongly believe that GP surgeries should have the same equal weight as schools within the plan.

Specific allocations concerns are:

Southleigh Allocation Requirements (Page 82)

There is no mention of health infrastructure but is there a need for a new surgery or an expansion of existing surgeries whose catchment includes this development.

NHS Hampshire and Isle of Wight Integrated Care Board notes with concern that the Southleigh strategic site allocation does not reference healthcare infrastructure needs, except in the IDP Appendix 2B ref H010, nor identifies how primary care services will be supported or expanded to accommodate the new population. These GP surgeries are:

- The Bosmere Medical Centre
- Emsworth Medical Practice
- Homewell Curlew Practice
- Blossom Health, Havant

These surgeries are already over capacity as of June 2025. Based on standard NHS population planning metrics, a site of this scale (typically 1,650 dwellings) could result in a population increase of 3,800 to 4,000 people or more. This would require a 270 m2 increase in cumulative Gross Internal Area. This number of new patients will place measurable demand on existing GP practices, all of which are already experiencing workforce and premises pressures and may not have capacity to absorb the growth without further investment.

NHS Hampshire and Isle of Wight Integrated Care Board recommends the following:

- Explicit reference to the need for health infrastructure provision, including new build or expanded GP capacity, within the Southleigh policy or supporting text.
- That the Infrastructure Delivery Plan (IDP) is updated to include a specific entry for primary care mitigation linked to Southleigh, with an indicative cost (based on NHSE/ICB planning benchmarks of £619 per dwelling for capital patient infrastructure). The NHS Hampshire and Isle of Wight Integrated Care Board has published its “Health Contributions for GP Provision – Technical Note for Developers” guide on its website.
- That NHS Hampshire and Isle of Wight Integrated Care Board is consulted early in the master planning or design framework process for Southleigh, so that suitable land or financial contributions can be secured via S106 or other mechanisms.
- That any phasing strategy for the site includes a trigger for health mitigation to be delivered in advance of first occupation, or at an early stage of population growth, to avoid strain on nearby GP surgeries.

Homes For All

Policy 34: Retirement and Specialist Housing

Within this policy it states ‘*Planning permission for retirement and specialised housing designed to meet the needs of those with locally identified support or care needs will be granted where:*

- a) The location is appropriate in terms of accessibility of goods, services and public transport, bearing in mind the requirements of the end user;*

NHS Hampshire and Isle of Wight Integrated Care Board recognises the value of delivering specialist and retirement housing to meet local needs, particularly in a Borough like Havant that has an increasing ageing population. However, it is

essential to acknowledge that this type of accommodation often results in a higher and more sustained demand for local health and care services especially primary care, community nursing, pharmacy, and frailty management. In contrast to general market housing, older residents:

- Visit GPs more frequently (up to 4-6 times more often per capita).
- Require longer appointments and increased home visiting.
- Are more likely to have multiple long-term conditions and medication regimes.
- Create greater demand for community and urgent care pathways.

Accordingly, NHS Hampshire and Isle of Wight Integrated Care Board strongly recommends that:

- 1) The policy includes a reference to the need to assess and mitigate the healthcare infrastructure impacts of specialist/retirement housing.
- 2) Where planning proposals would result in a concentration of older persons' accommodation, a targeted Health Impact Assessment (HIA) should be required.
- 3) The location test (i.e. access to goods, services, and transport) should also include proximity and capacity of local GP surgeries.

Section 106 contributions should be considered for such schemes, especially where they cumulatively impact the same practices.

Infrastructure

4.462 states '*new development cannot be required to address any existing capacity issues. Neither does the planning regime allow councils to halt development pending improvements to certain services, such as GPs or dentists*'.

NHS Hampshire and Isle of Wight Integrated Care Board acknowledges that planning obligations cannot be used to remedy pre-existing capacity deficiencies in health infrastructure. However, it is important to clarify that where development generates new demand, planning policy can and should require mitigation to address the impact of that growth even if that impact occurs within a system already under pressure.

In areas where GP surgeries are already operating at or near capacity, new development can tip provision into unsustainability, triggering access delays, staff overload, and quality concerns.

Therefore, NHS Hampshire and Isle of Wight Integrated Care Board expects that healthcare impacts from new development are assessed using up-to-date evidence on primary care capacity, estate suitability, and patient growth forecasts. Where a development would exacerbate existing service pressures, mitigation can be sought through Section 106 contributions (e.g. for surgery expansion), if it meets the CIL Regulation 122 tests.

4.463 states '*Cooperation with developers, infrastructure providers and other plan-making authorities is key to successful strategic planning and timely infrastructure delivery*'.

NHS Hampshire and Isle of Wight Integrated Care Board are concerned that healthcare provision is not given adequate weight within this strategic infrastructure context, despite:

- A growing and ageing population across the Borough
- Known primary care capacity constraints in key settlements; and
- Large-scale allocations (e.g. Southleigh) that will generate significant healthcare demand.

While land is being safeguarded for various infrastructure projects, no equivalent safeguarding or planning policy exists for health facilities, nor are health infrastructure needs consistently embedded within the Infrastructure Delivery Plan (IDP).

NHS Hampshire and Isle of Wight Integrated Care Board therefore strongly recommends that the Council include a dedicated Health Infrastructure Policy, setting out how healthcare impacts from development will be assessed, mitigated, and funded through the planning system. This policy should:

- a) Recognise NHS Hampshire and Isle of Wight Integrated Care Board as a key infrastructure provider.
- b) Require proportionate Health Impact Assessments for strategic or sensitive developments
- c) Commit to securing S106 contributions where capacity gaps are identified.
- d) Require early developer engagement with NHS Hampshire and Isle of Wight Integrated Care Board during pre-application and master planning stages.

Update the Infrastructure Delivery Plan (IDP) to:

- a) Identify specific investment needs in primary care and other community health services;
- b) Align with NHS Hampshire and Isle of Wight Integrated Care Board's estate strategy and local GP practice constraints
- c) Include cost estimates for growth-related expansion, based on NHS planning benchmarks.
- d) Commit to ongoing engagement with NHS Hampshire and Isle of Wight Integrated Care Board, including formal recognition as a consultee in both plan-making and planning application stages.

NHS Hampshire and Isle of Wight Integrated Care Board is committed to being part of all the plan-making stages and future planning applications and as a formal consultee would welcome regular ongoing consultation with the council on all planning matters.

Response received from Southern Water

Havant Borough Draft Building a Better Future Plan consultation

Thank you for consulting Southern Water on the Havant Borough Draft Building a Better Future Plan consultation.

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough.

Please find further below our comments in respect of the Plan.

We hope that you find our response useful and look forward to being kept informed of progress.

Havant Borough Council Local Plan Building a Better Future Plan Consultation Southern Water Response

Policy 1: Spatial Strategy

Southern Water is preparing a refreshed Water Resources Management Plan, to set out how water supply will be maintained over its supply area (which does not include Havant Borough) in the future. In particular, there is a need to reduce abstraction on the Rivers Test and Itchen to protect the chalk stream habitat. At the same time, there is forecast to be additional demand as a result of climate change. This has resulted in Southern Water investigating other forms of water supply, including desalination and water recycling.

Southern Water is currently in the pre application stages for a water recycling project called the Hampshire Water Transfer and Water Recycling Project (HWTWRP). This project would use water recycling from the Budds Farm Wastewater Treatment Works to top up the spring fed winter storage reservoir at Havant Thicket for eventual supply to Southern Water customers. The Project has been subject to three stages of public consultation between 2022 and 2025 in addition to continual engagement with Havant Borough Council.

The project will be determined through a Development Consent Order. As such, Havant Borough Council will not be a decision maker on the scheme. Land within Havant is, however, crucial for the delivery of this proposed nationally significant infrastructure including the site of the proposed Water Recycling Plant on land currently allocated for employment use in the development plan under policy BD11.

We note that the current Regulation 18 draft of the emerging plan proposes the removal of this site allocation, reverting the site to unallocated "white land". The development of the Water Recycling Plant accords with the principle of the employment allocation - it is employment generating industrial development - and the site is appropriate for the use and Southern Water. The DCO proposals have also had close regard to the site specific development requirements of the policy (for example the mitigation of impacts on Brent Geese, exploring enhancements to Broadmarsh Coastal Park, delivering landfill protection measures etc).

The Water Recycling Plant would not, however, deliver the scale of traditional employment use and job deliver set out in Policy BD11 under site opportunities. We welcome the recognition (as discussed through our pre application engagement with Havant Borough Council) that the site is not required to deliver the current projections for job creation through traditional employment land in the borough. This reflects our own findings having regard to the Council's evidence base.

We would, though, like to see some recognition in the emerging plan that the Council considers this to be an appropriate site for strategic infrastructure delivery rather than simply unallocated land. Officers have, through pre application engagement, advised that the principle of the use of the site for the Water Recycling Plant is appropriate in principle and discussed the potential for the site to be allocated or designated as safeguarded land for infrastructure development. This would provide specific confirmation that the site is considered to be appropriate for development and for the specific type of development proposed by Southern Water through the DCO application.

Recommendation

Therefore, we make the following recommendation.

Southern Water recommend that the site currently allocated under BD11 of the adopted development plan is allocated in the emerging plan as safeguarded land to support infrastructure development.

Notwithstanding this recommendation we note that draft Policy 1 supports the principle of the proposals at the site – including through maximising development within established urban areas and on brownfield land.

Policy 2: Defined urban areas

For similar reasons to those set out in our consultation response for Policy1, Southern Water supports the principles established in Policy 2, which confirm that development within the urban area defined on the Policies Map is acceptable in principle.

The site is within the defined urban area and Policy 2 therefore supports the principle of development of the site with or without a specific allocation. As per the recommendation further above Southern Water would, however, recommend the specific type of development proposed – for nationally significant infrastructure – is recognised in a site-specific allocation.

Policy 4: Infrastructure and Environmental Mitigation to Support Development

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough. We greatly welcome a Policy that supports the timely provision of infrastructure to support the level of development proposed in various locations across the Borough.

We appreciate the intention of Havant Borough Council to work with infrastructure providers, in particular the areas of focus set out below pertaining to flood risk and foul water conveyance and treatment.

c) Reducing flood risk from rivers, surface and ground water through sustainable drainage and flood alleviation schemes;

d) Facilitating the delivery of sufficient capacity in water supply and foul water conveyance and treatment;

It is vitally important that the necessary wastewater and water infrastructure is in place to serve new development, as required.

You may be aware that Southern Water will assess wastewater network capacity in relation to the flows proposed for a development site during the planning process (when consulted), any capacity constraints will be managed through the regulatory funding mechanism for the reinforcement of our network; currently that mechanism is the Infrastructure Charge paid by developers.

Whilst assessing capacity during the planning application process, should it be determined that the flows from the development will cause detriment to the operation of the sewer, we will progress the reinforcement work through our capital delivery programme.

Note that the catalyst for progression is that the site receives **outline planning approval**. This is to ensure that there is an element of certainty that the development will progress and therefore funding is being utilised to provide reinforcement of the network in the right locations at the right time. It also ensures that there is not a misuse of funds through us delivering reinforcement work and then the development does not move forward.

The above process will ensure that any development does not contribute to any existing flooding issues on a sewer catchment through the discharge of foul flows from the new dwellings. However, it is also vital that surface water is managed on site through sustainable drainage systems to ensure that there is no surface water run-off into the sewer network and that the discharging of surface water to a foul or combined sewer is not permitted.

For development sites where capacity constraints have been identified, we will ask for planning policy and conditions that stipulate the phasing of the occupation of the development whilst we deliver the required network reinforcement. This is required as we have limited powers to prevent connections to our network, even when capacity is limited; for example, under Section 106 of the Water Industry Act, developers have a right to connect foul drainage on 21 days' notice.

An example of the policy wording that is used where there are capacity constraints is set out below, this supersedes previous wording which stipulated a connection at the nearest point of capacity.

Occupation of development may be required to be phased to align with the delivery of sewerage infrastructure, in consultation with the service provider.

Using the planning process in this way is supported by the **National Planning Policy Guidance (NPPG)** section dealing with water supply, wastewater and water quality (Para 20) "If there are concerns arising from a planning application about the capacity of wastewater infrastructure, applicants will be asked to provide information about how the proposed development will be drained and wastewater dealt with...The timescales for works to be carried out by the sewerage company do not always fit with development needs. In such cases, local planning authorities will want to consider how new development can be phased, for example so it is not occupied until any necessary improvements to public sewage system have been carried out."

Note that this is applicable to upgrades of our sewer network and any capacity constraints at a wastewater treatment works is addressed through a different funding mechanism, that being the delivery of investment through our business plan.

Wastewater Treatment Works (WTWs) treat wastewater collected from homes and businesses within their 'catchment' via a network of connecting pipes and pumping stations. WTWs are significant assets, upgrades to which are funded through the water industry's 5 yearly investment plan which sets out spending requirements over the next 5 year period (AMP) using customer generated income.

Therefore, we welcome early engagement on any new site allocations, once they have been confirmed, to ensure that we can assess the impact on our infrastructure, and we encourage planning referrals during the planning process. As such we welcome and support the Paragraph below which states that infrastructure providers will be consulted on planning applications to confirm their requirements.

2.73 Statutory undertakers and other service and infrastructure providers will be consulted on planning applications to confirm their requirements and detailed specifications to mitigate the expected impacts of the development on the infrastructure network. Appropriate planning conditions will be used where necessary and appropriate to secure delivery of infrastructure. However, there remains an expectation that landowners and developers will undertake the necessary technical analysis and modelling work, collaborating with infrastructure providers and other stakeholders at an early stage, before a planning application is made, to identify any infrastructure capacity issues. This must include consideration of cross-boundary impacts.

Policy 6 – Amount of Employment

As we set out in our consultation response to Policy 1, Southern Water supports and agrees with the recognition that the site of the proposed Water Recycling Plant (*currently allocated under Policy BD11 in the adopted development plan*) is not required to meet the identified need for employment land floorspace across the Borough over the plan period to 2043.

We note again, however, that the development of the site for the Water Recycling Plant will still provide employment generating use as an associated benefit of the delivery of nationally significant infrastructure.

Policy 8: Health and Climate Change

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough. We welcome and fully support Policy 8 Health and Climate Change, in particular the recognition of an increased flood risk caused by climate change and the need for sustainable drainage solutions to the management of surface water.

2.107 Climate change has the ability to completely reshape the built and natural environment if not addressed. Predictions from the Environment Agency include more winter rainfall, less summer rainfall, higher peak river flows and a substantial increase in summer temperatures this century. The UK is facing higher flood risk, increased temperatures, greater frequency of storms and natural events and reductions in water supply.

d) Being designed and constructed to be resilient and adaptive to the needs of our changing climate, including the use of SuDS;

We believe SuDS should be a requirement for all new development. Whilst some parts of the sewer network were originally designed to accommodate surface water, the expansion of towns and cities, in particular of 'urban creep' can exacerbate capacity issues.

As stated in Water UK's 21st Century Drainage Programme; *"The country's built environment is constantly changing and "urban creep" – home extensions, conservatories and paving over front gardens for parking – can all add to the amount of water going into our sewers and drains. Green spaces that would absorb rainwater are covered over by concrete and tarmac that will not. In fact, studies show that "urban creep" results in a larger increase in predicted flooding than new housing, because it adds more rainwater to these systems'*. Therefore, any areas utilised for SuDS should be safeguarded from future alterations or development that would impede their effectiveness.

In terms of flood risk, better rainwater management is key to achieving not only a reduced risk of flooding, but also a reduction in storm overflow releases and reduced demand on water resources. To help achieve this, Southern Water supports policies that prioritise on-site surface water management through effective SuDS provision.

Recommendation

In relation to criterion '(b) *Minimising greenhouse gas emissions from buildings and their use;*' –

We recommend that the criterion be amended to align with national policy in the National Policy Statement for Water Infrastructure which requires that the decision maker should consider the "effectiveness of the mitigation measures in order to ensure that the greenhouse gas emissions are as low as reasonably practicable".

We suggest that this represents a more measurable and effective objective in relation to greenhouse gas emissions than requiring them to be 'minimised' as currently set out in criterion (b).

Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough.

In accordance with the paragraph below from **Policy 4 Infrastructure and Environmental Mitigation to Support Development** of the Draft Local Plan, you may wish to consider setting this out as Policy Requirements within **Policy 11**.

2.73 Statutory undertakers and other service and infrastructure providers will be consulted on planning applications to confirm their requirements and detailed specifications to mitigate the expected impacts of the development on the infrastructure network. Appropriate planning conditions will be used where necessary and appropriate to secure delivery of infrastructure. However, there remains an expectation that landowners and developers will undertake the necessary technical analysis and modelling work, collaborating with infrastructure providers and other stakeholders at an early stage, before a planning application is made, to identify any infrastructure capacity issues. This must include consideration of cross-boundary impacts.

Recommendations

We have set out below Policy Requirement wording that could be included in Policy 11, for your consideration.

The Council will consult with Statutory undertakers and other service and infrastructure providers on planning applications to confirm their requirements and detailed specifications to mitigate the expected impacts of the development on the infrastructure network.

The Council will apply Appropriate planning conditions where necessary and appropriate to secure delivery of infrastructure.

Applicants will undertake the necessary technical analysis and modelling work, collaborating with infrastructure providers and other stakeholders at an early stage, before a planning application is made, to identify any infrastructure capacity issues.

This would support in ensuring the timely delivery of the necessary infrastructure to support housing growth in the Havant Borough.

Housing Allocations

Allocation 1: Southleigh

Southern Water is the Statutory Wastewater Undertaker for the area where this site is allocated. In accordance with this, we undertook an assessment of the existing capacity of our infrastructure and its ability to meet the forecast demand for the proposed number of dwellings at site.

The assessment revealed that local sewerage infrastructure in closest proximity to the site has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of wastewater infrastructure.

Proposals for the number of dwellings at each site will generate a need for reinforcement of the wastewater network in order to provide additional capacity to serve the development. This reinforcement will be provided through the New Infrastructure charge, but Southern Water will need to work with site promoters to understand the development programme and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development at this site ahead of new infrastructure delivery could lead to an **increased risk of flooding**, unless the requisite works are aligned with the occupation of the dwellings.

Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and planning conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 187(e) of the revised National Planning Policy Framework (NPPF) (December 2024).

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 1: Southleigh**

Occupation of development may be required to be phased to align with the delivery of sewerage infrastructure, if required, in consultation with the service provider.

Our assessment also ascertained that Southern Water's infrastructure is located within the top part of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 1: Southleigh**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 2: Long Copse Lane

Our assessment ascertained that Southern Water's infrastructure is located in the southern part of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 2: Long Copse Lane**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 4: Helmsley House

Our assessment ascertained that Southern Water's infrastructure is located in the south west part of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 4: Helmsley House**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 5: Southleigh Park House

Our assessment ascertained that Southern Water's infrastructure is located in the south east part of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or

require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 5: Southleigh Park House**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 6: Land East of Castle Avenue

Southern Water is the Statutory Wastewater Undertaker for the area where this site is allocated. In accordance with this, we undertook an assessment of the existing capacity of our infrastructure and its ability to meet the forecast demand for the proposed number of dwellings at site.

The assessment revealed that local sewerage infrastructure in closest proximity to the site has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of wastewater infrastructure.

Proposals for the number of dwellings at each site will generate a need for reinforcement of the wastewater network in order to provide additional capacity to serve the development. This reinforcement will be provided through the New Infrastructure charge, but Southern Water will need to work with site promoters to understand the development programme and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development at this site ahead of new infrastructure delivery could lead to an **increased risk of flooding**, unless the requisite works are aligned with the occupation of the dwellings.

Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and planning conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 187(e) of the revised National Planning Policy Framework (NPPF) (December 2024).

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 6: Land East of Castle Avenue**

Occupation of development may be required to be phased to align with the delivery of sewerage infrastructure, if required, in consultation with the service provider.

Our assessment also ascertained that Southern Water's infrastructure crosses the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 6: Land East of Castle Avenue**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 7: Former Oak Park School

Our assessment ascertained that Southern Water's infrastructure running east to west across the top of the site boundary, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 7: Former Oak Park School**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 8: Palk Road

Our assessment ascertained that Southern Water's infrastructure running through the north and east of the site boundary, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 8: Palk Road**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 11 Kingscroft Farm

Our assessment ascertained that Southern Water's infrastructure running across the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 11 Kingscroft Farm**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 14: Strouden Court

Our assessment ascertained that Southern Water's infrastructure running across the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 14: Strouden Court**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 15: Land West of Hulbert Road

Our assessment ascertained that Southern Water's infrastructure is located to the east of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 15: Land West of Hulbert Road**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 18: Former Electricity Board, Bartons Road

Our assessment ascertained that Southern Water's infrastructure is located to the west of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 18: Former Electricity Board, Bartons Road**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 20: Land at Cowplain School

Our assessment ascertained that Southern Water's infrastructure is located to the east of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 20: Land at Cowplain School**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 21: Blue Star

Our assessment ascertained that Southern Water's infrastructure is located to the east of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 21: Blue Star**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 22: Goodwillies Timber Yard & Allocation 23: MDA Newlands Phase 1 Hambledon Road (Phases 4 and 8)

Please note that whilst assessment confirmed that there is currently capacity on the public sewer network to accommodate foul flows drained through gravity sewers on these developments, should the flows be pumped via a pumping station on the site, there would be insufficient capacity to accommodate the flows.

Allocation 25: Campdown

Our assessment ascertained that Southern Water's infrastructure is running across the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 25: Campdown**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 26: Waterloo Park

Southern Water is the Statutory Wastewater Undertaker for the area where this site is allocated. In accordance with this, we undertook an assessment of the existing capacity of our infrastructure and its ability to meet the forecast demand for the proposed floor space.

The assessment revealed that local sewerage infrastructure in closest proximity to the site has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of wastewater infrastructure.

Proposals for the number of dwellings at each site will generate a need for reinforcement of the wastewater network in order to provide additional capacity to serve the development. This reinforcement will be provided through the New Infrastructure charge, but Southern Water will need to work with site promoters to understand the development programme and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development at this site ahead of new infrastructure delivery could lead to an **increased risk of flooding**, unless the requisite works are aligned with the occupation of the dwellings.

Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and planning conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 187(e) of the revised National Planning Policy Framework (NPPF) (December 2024).

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 26: Waterloo Park**

Occupation of development may be required to be phased to align with the delivery of sewerage infrastructure, if required, in consultation with the service provider.

Our assessment also ascertained that Southern Water's infrastructure crosses the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe

size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 26: Waterloo Park**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Please note that there is a wastewater pumping station located beyond the boundary of the site, marked with WPS in the mapping excerpt provided below.



In order to mitigate any noise and/or vibration generated by the essential operation of this site, a 15 metre gap between the pumping station and any residential dwelling would be required.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 26: Waterloo Park**

A 15 metre gap between the wastewater pumping station at the boundary of the site and any sensitive development (such as housing) should be taken into consideration in the site layout.

Allocation 27: Dunsbury Park strategic site

Southern Water is the Statutory Wastewater Undertaker for the area where this site is allocated. In accordance with this, we undertook an assessment of the existing capacity of our infrastructure and its ability to meet the forecast demand for the proposed floor space.

The assessment revealed that local sewerage infrastructure in closest proximity to the site has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of wastewater infrastructure.

Proposals for the number of dwellings at each site will generate a need for reinforcement of the wastewater network in order to provide additional capacity to serve the development. This reinforcement will be provided through the New Infrastructure charge, but Southern Water will need to work with site promoters to understand the development programme and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development at this site ahead of new infrastructure delivery could lead to an **increased risk of flooding**, unless the requisite works are aligned with the occupation of the dwellings.

Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and planning conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 187(e) of the revised National Planning Policy Framework (NPPF) (December 2024).

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 27: Dunsbury Park strategic site**

Occupation of development may be required to be phased to align with the delivery of sewerage infrastructure, if required, in consultation with the service provider.

Allocation 30: Langstone Park

Southern Water is the Statutory Wastewater Undertaker for the area where this site is allocated. In accordance with this, we undertook an assessment of the existing capacity of our infrastructure and its ability to meet the forecast demand for the proposed floor space.

The assessment revealed that local sewerage infrastructure in closest proximity to the site has limited capacity to accommodate the proposed development. Limited capacity is not a constraint to development provided that planning policy and subsequent conditions ensure that occupation of the development is phased to align with the delivery of wastewater infrastructure.

Proposals for the number of dwellings at each site will generate a need for reinforcement of the wastewater network in order to provide additional capacity to serve the development. This reinforcement will be provided through the New Infrastructure charge, but Southern Water will need to work with site promoters to understand the development programme and to review whether the delivery of network reinforcement aligns with the occupation of the development. Connection of new development at this site ahead of new infrastructure delivery could lead to an **increased risk of flooding**, unless the requisite works are aligned with the occupation of the dwellings.

Southern Water has limited powers to prevent connections to the sewerage network, even when capacity is limited. Planning policies and planning conditions, therefore, play an important role in ensuring that development is coordinated with the provision of necessary infrastructure, and does not contribute to pollution of the environment, in line with paragraph 187(e) of the revised National Planning Policy Framework (NPPF) (December 2024).

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 30: Langstone Park**

Occupation of development may be required to be phased to align with the delivery of sewerage infrastructure, if required, in consultation with the service provider.

Our assessment also ascertained that Southern Water's infrastructure crosses the top of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 30: Langstone Park**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 32: Interbridges East

Our assessment also ascertained that Southern Water's infrastructure crosses the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion.

This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 32: Interbridges East**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Allocation 33: Gas Site, Palmers Road, Emsworth

Our assessment also ascertained that Southern Water's infrastructure crosses the east side of the site, which needs to be taken into account when designing the layout of any proposed development. An easement width of 6 metres or more, depending on pipe size and depth, would be required, which may affect site layout or require diversion. This easement should be clear of all proposed buildings and substantial tree planting.

Recommendation

Therefore, we recommend the following Allocation Requirement for **Allocation 33: Gas Site, Palmers Road, Emsworth**

Layout of the development must be planned to ensure future access to existing underground water company infrastructure for maintenance and upsizing purposes.

This policy requirement is important as we will not allow development to be built over Southern Water assets and the costs of diverting the assets can be prohibitive.

Relationship between emerging site allocations and Hampshire Water Transfer and Water Recycling Project (HWTWRP)

In relation to the HWTWRP the following allocations would be located in proximity with the Order Limits for the DCO application:

- Allocation 8: Palk Road – housing allocation - NE of Bedhampton Springs (under Portsmouth Water responsibility);
- Allocation 10: Land south of Lower Road (Phase 2) – housing allocation - Tunnel from WRP to Portsdown partially routes beneath site;
- Allocation 11: Kingscroft Farm – housing allocation – Draft Order Limits are adjacent to northern part of the site;
- Allocation 13: Cabbagefield – housing allocation - HTR adjacent to site;
- Allocation 16: Dunsbury Way and Allocation 17: Former Dairy Crest Depot, Dunsbury Way - Close to sites (under Portsmouth Water responsibility)

These emerging allocations are, as discussed with Havant planning officers, being considered within the Cumulative Effects Assessment (CEA) by SW EIA team in consultation with HBC. They have all been identified with potential for cumulative effects and will be assessed in the Environmental Statement that will support the DCO application.

CLIMATE CHANGE

Policy 18: Water Efficiency

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough and Portsmouth Water is the Statutory Water Service Provider

Whilst not the Water supplier to the Borough, as a Water Company we welcome a Policy on Water Efficiency, and the Policy Requirement set out below.

a) All proposals (including replacement dwellings, conversions and changes of use) which result in a net gain of overnight accommodation, include measures to achieve a water efficiency standard of no more than 110 litres per person per day;

Water is a finite resource and one of the key issues facing our environment is fresh water scarcity.

The South East of England is classified as a seriously water stressed area by the Environment Agency as it has the lowest levels of rainfall and high population density. Southern Water are currently investigating ways to tackle leakage, targeting households to save water and investigating new areas of investment to safeguard future water supplies.

This all comes at a time when climate projections point to drier and warmer summers with more extreme weather events and more frequent/severe droughts. These events are expected to result in a higher demand for water whilst adversely impacting supply.

The more water that is abstracted from the ground to meet this growing demand the less water there is for rivers, streams and wildlife. This means that there are a number of competing demands on the use of water. This balancing act is anticipated to become even more challenging in the future, when taking into account an increased population (through additional development) and the likely effects of a changing climate on the availability of water resources. This means that Local and Neighbourhood Plans have a key role in ensuring that new development is designed to be water efficient.

Water efficiency is regulated by Part G of the Building Regulations which require (section G2) that reasonable provision must be made by the installation of fittings and fixed appliances that use water efficiently for the prevention of undue consumption of water. For new dwellings, daily water use per person must not exceed 125 litres per person per day, with an optional tighter target of 110 litres per person per day where there is a clear local need.

Southern Water has a 'T100 target' which is based on a maximum water capacity use of 100 litres per person per day whilst at the same time reducing leakage by 15% by 2025 and 40% by 2040. Given that the South East of England is located in a water stressed area, we welcome policy aligned with the Southern Water T100 target. Water efficiency measures beyond this requirement will also be encouraged.

Although we are not the Statutory Water Service Provider for the Borough, we would welcome a more ambitious target for water efficiency standards, that recognises the challenges posed to water demand by climate change.

Recommendation

We have provided recommended Policy Requirement wording below for your consideration.

Residential developments will be required to meet either a water efficiency standard of 100 litres or less per person per day, or any future national standards, whichever is lower.

To support the above, we have provided some examples below of where other Local Authorities have set ambitious targets for water efficiency in their Local Plans –

Winchester Local Plan Policy CN4 Water Efficiency Standards in New Developments

Residential developments should be designed to achieve a maximum water capacity use of 100 litres/ person/day from mains/private water supply in order to help manage the demand for water unless it can be demonstrated that this is not feasible.

South Downs STRATEGIC POLICY SD48: CLIMATE CHANGE AND SUSTAINABLE USE OF RESOURCES

All development proposals will be required to meet the following internal maximum water consumptions standards: a) Residential and visitor accommodation: predicted mains water consumption $\leq$ 90 litres/person/day

Horsham Local Plan Policy 39 - Sustainable Design and Construction

All new residential development must limit water use to 100 litres/person/day;

Wiltshire Local Plan Policy 96 Water resources

new residential development should have a predicted mains water consumption of no more than 85 litres per person per day;

In regard to Paragraph 4.114 below, we would recommend a programme of inspections to ensure that the new dwellings are compliant with the water efficiency standards under the Building Regulations.

4.114 The requirements of the policy will be subject to the submission of a water use calculation as part of any application alongside a planning condition. This same approach will be used at implementation of a scheme to demonstrate compliance with the water efficiency standards under the Building Regulations. The Government under the optional technical standards allow Local Planning Authorities to have the

option to set additional technical requirements exceeding the minimum standards required by Building Regulations in respect of access and water. Havant Borough Council operate within this framework and the standards are an expected requirement across a large area of the Country and particularly in the Solent due to nutrients.

To support this recommendation, we point to the study by the Water Research Centre [Building Regulations Water Efficiency Review](#) | WRc which focussed on Wales.

In relation to the study, the Water Research Centre advises the following.

“An investigation of 80 properties across Wales in 2022/23 found that none met the requirements of the fittings-based approach, requiring the use of a calculation method instead. The calculated Per Capita Consumption (PCC) averaged 135 l/p/d—well above the required 110 l/p/d—meaning no properties were fully compliant.

Enforcement of Part G2 regulations falls under Building Control bodies, yet responses from developers and regulators showed inconsistent awareness and enforcement. Most relied on design calculations rather than verifying actual water usage on-site. Additionally, a review of over 50,000 properties built between 2015 and 2022 revealed that the expected reduction in water use following the 2018 regulation update was not fully realised, raising concerns about its effectiveness.

Without stronger enforcement and more accurate compliance methods, new homes continue to exceed the intended water efficiency targets, impacting long-term water resource management in Wales.”

The study proposes the following –

“The study assessed compliance with Part G2 of the Building Regulations, which sets limits on water consumption in new dwellings. A comprehensive review of Building Regulation Part G2 and its enforcement is essential to ensure real-world compliance. Key recommendations include:

- On-site assessments: Physical inspections of flow rates and fittings should supplement design calculations to provide an accurate measure of actual water use.
- Revised compliance methods: Theoretical models alone are not enough—compliance should reflect real-world water consumption patterns.
- Stronger enforcement: A clearer, more effective enforcement framework is needed, considering which organisation should oversee compliance.
- Future-proofing water efficiency standards: If tighter regulations, such as reducing PCC limits to 100 l/p/d, are introduced without improved enforcement, the impact on actual water use will be minimal. A more robust approach is required to support sustainable housing and water management in the UK.”

Recommendation

Therefore, we recommend policy wording that promotes physical inspections of dwellings by Building Control, to ensure that water efficiency targets are realised.

BIODIVERSITY NET GAIN

Policy 19: Biodiversity Net Gain (BNG)

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough.

Policy 19 requires development to achieve a minimum of 10% BNG and that BNG measures are guided by the Local Nature Recovery Strategy for Hampshire and the Local Ecological Network. This is in accordance with national policy in relation to applications made under the Town and Country Planning Act (TCPA).

BNG is not yet mandatory for applications under the 2008 Planning Act but is expected to be brought in line with planning applications under the TCPA in 2026. Southern Water is in any event working closely with HBC to provide a BNG strategy for the Hampshire Water Transfer and Water Recycling Project, which delivers on the emerging policy requirement for 10% net gain.

FLOOD RISK AND THE COAST

Policy 27: Drainage

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough. We welcome and support Policy 27 for Drainage.

Climate Change will bring greater variability of our weather with warmer wetter winters and hotter drier summers. The impacts we will see will be more intense summer storms that exceed the capacity of the drainage and wastewater networks and cause localised flooding.

Climate change is expected to have an impact on the risk of flooding in several wastewater systems in the wider area, and the flooding risk will increase by 2050 in all wastewater systems unless measures are taken to manage and reduce these risks.

Adaptation will need to consider options for reducing the volume of surface water entering the sewer network in order to avoid the need for significant increases in the capacity of the existing drainage and wastewater networks.

We need planning policy to recognise that climate change now demands we re-think and re-design communities and ensures that rainwater will not run off homes and surfaces so fast that it causes flooding and storm discharges into rivers and seas.

In terms of flood risk, better rainwater management is key to achieving not only a reduced risk of flooding, but also a reduction in storm overflow releases and reduced demand on water resources. To help achieve this, Southern Water supports Planning Policy that prioritises on-site surface water management through effective provision of Sustainable Drainage Systems (SuDS).

We will refuse any request to discharge surface water into our foul only sewer network, on the grounds that the discharge is prejudicial to our sewerage network and detrimental to the environment. This includes where the surface water hierarchy has been followed and all alternative options have been exhausted.

In addition, a surface water discharge to any combined sewer will only be permitted under exceptional circumstances. This approach ensures that we work together to better protect the environment, improve water quality, and reduce flood risk.

This also supports our work to separate rainwater from sewage at source to meet storm overflow reduction targets under Defra's Storm Overflows Discharge Reduction Plan, as well as to reduce the number of sewer flooding incidents that are caused by hydraulic overload of our sewer network during rainfall periods.

The above is supported by our surface water management policy, which is available to [view on our website](#).

Local Plans can play a key role in preventing additional surface water entering wastewater sewer networks through effective Policy.

Recommendations

Therefore, we have made some recommendation below for inclusion as Policy Requirements in Policy 27, including more elaborate wording on the provision of SuDS for your consideration.

Development should take account of flood risk through their location and design, existing flow routes and drainage features within the site should be identified and preserved eg ditches, seasonally dry watercourses, historic ponds.

Development should integrate sustainable drainage systems, to minimise and control surface water run-off, provide flood storage capacity and improve habitats and species migration. SuDS measures should include source control components such as rainwater re-use/harvesting, green roofs, rain gardens, trees, permeable paving. Multi-functional SuDS features should be used to meet several planning policy requirements within the same area of the site eg biodiversity, amenity, green infrastructure, flood risk, drainage.

Surface water from new development will not be permitted to discharge to the foul or combined sewer network, to minimise the risk of sewer flooding and protect water quality.

The above Policy Requirement means that where the hierarchy has been followed and the developer does wish to discharge to a combined sewer, as set out in **Paragraph 4.242** below, we will not approve the sewer connection in the first instance, and approval would only subsequently be given under exceptional circumstances.

4.242 Generally, the aim should be to discharge surface water run-off as high up the following hierarchy of drainage options as reasonably practicable:

- Into the ground (infiltration)
- To a surface water body,
- To a surface water sewer, highway drain, or another drainage system, then
- To a combined sewer.

Foul water infrastructure

In regard to the **Paragraph 4.253** below from the section titled **Foul water infrastructure**, we could not locate any wording in **Policy 46 Contaminated Land** that covered the requirements for the provision of connections to foul water infrastructure, and the safeguarding of existing infrastructure.

4.253 The requirements for the provision of connections to foul water infrastructure, and the safeguarding of existing infrastructure is covered by Policy 46.

Recommendations

As advised, we recommend the following Policy Requirement in relation to provision of connections to foul water infrastructure.

Surface water from new development will not be permitted to discharge to the foul or combined sewer network, to minimise the risk of sewer flooding and protect water quality.

For **Paragraph 4.254**, we recommend the following changes (previous wording struck through, new wording underlined), to provide greater clarity regarding the funding mechanism for site specific network reinforcement.

4.254 Southern Water, the main service provider for foul water management across the Borough, advises that sewerage infrastructure that is specifically required to service individual development sites ~~should~~ due to capacity constraints be funded ~~by the developer~~ an Infrastructure Charge paid by developers. Southern Water will fund any requisite network reinforcements using the monies procured through this Charge ~~through their Infrastructure Charge~~. To ensure reinforcement is delivered in tandem with development, developers should discuss their requirements with Southern Water at the earliest opportunity and can request a capacity assessment through a pre planning enquiry application. Occupation ~~should~~ may be required to be phased to align with the delivery of sewerage network reinforcement. Detailed guidance on the application process for sewage connections is provided on Southern Water's website.

We welcome and support **Paragraph 4.255** below. It is important that any existing public sewerage infrastructure crossing a site is considered in the lay out for the site, as diverting a public sewer can be complex and cost prohibitive.

4.255 Where existing sewerage infrastructure crosses a development site, this needs to be taken into account in site layout, in order to safeguard future access for maintenance or upgrades to the system. To this end, an easement of 6 metres width centred on the infrastructure may be required, which should be clear of all buildings and substantial tree planting.

Southern Water endeavours to operate its sewage and sludge treatment works efficiently and in accordance with best practice to prevent pollution. However, unpleasant odours inevitably arise as a result of the treatment processes that occur. New development must be adequately separated from WTWs to safeguard the amenity of future occupiers. This is in line with Paragraph 198 of the National Planning Policy Framework (NPPF, 2024), which states that *'Planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on [...] living conditions'* and Paragraph 200 which states *'Planning policies and decisions should ensure that new development can be integrated effectively with existing businesses and community facilities [...] Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established.'*

In addition, paragraph 7.6.5 of the Kent Waste & Minerals Local Plan 2016 (p106) states that *'certain types of development which require a high quality amenity environment (e.g. residential) may not always be compatible with [...] waste management activities which are industrial in nature.'* Policy DM 8 further stipulates *'Planning applications for development within 250m of safeguarded facilities need to demonstrate that impacts, e.g. noise, dust, light and air emissions, that may legitimately arise from the activities taking place at the safeguarded sites would not be experienced to an unacceptable level by occupants of the proposed development and that vehicle access to and from the facility would not be constrained by the development proposed.'*

Southern Water believe that development that is sensitive to odour should only be permitted if the distance to the works is sufficient to allow adequate odour dispersion. We would expect an assessment to be carried out that would demonstrate that there would not be a detrimental impact on amenity by reason of odour.

Recommendation

Therefore, we recommend the Paragraph is added to the section titled **Foul water infrastructure**

4.257 The development layout must provide sufficient distance between a Wastewater Treatment Works/Pumping Station and sensitive land uses, such as residential units, schools and recreational areas, to allow adequate odour dispersion.

Policy 49: Protecting Open Space

Southern Water understands the desire to protect countryside areas and open spaces. However, the current wording of the policy could create a barrier to statutory utility providers, such as Southern Water, from delivering essential infrastructure required to serve existing and planned development.

in terms of the delivery of new water or wastewater infrastructure (e.g. a new pumping station), there may be limited options available for its location due to the need to connect into the existing sewerage network.

The National Planning Practice Guidance (ref: 34-005-20140306) recognises this scenario and states that *'it will be important to recognise that water and wastewater infrastructure sometimes has particular locational needs (and often consists of engineering works rather than new buildings) which mean otherwise protected areas may exceptionally have to be considered'*

Recommendation

Having regard to the issue set out above, Southern Water recommends the following additional policy requirement to Open Space.

d. for the purposes of essential utilities infrastructure (where no reasonable alternative site is available).

INFRASTRUCTURE

Southern Water is a Statutory Wastewater Service Provider for the Havant Borough. We could find no policies in the local plan (beyond the general reference in draft Policy 4) to provide for new or improved water or wastewater infrastructure to support development. In addition to the specific recognition of the appropriateness of the site of the proposed Water Recycling Plant as part of the **HWTWRP** we suggest that some broader recognition should be made in the plan to the overarching need for the improvement of water infrastructure.

The National Planning Policy Framework (NPPF) outlines the importance of achieving sustainable development and in the Strategic Policies section states the following –

'20. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places and make sufficient provision for:

b) infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);'

Also, the National Planning Practice Guidance states that *'Adequate water and wastewater infrastructure is needed to support sustainable development'*.

Recommendation

Therefore, we recommend the following wording for inclusion in the Plan.

Proposals for new and improved utility infrastructure will be encouraged and supported in order to meet the identified needs of the community.

Response received from Portsmouth Water

Portsmouth Water welcomes the opportunity to respond to the draft of the Havant Borough Local Plan.

Policy 17: Sustainable Construction Methods, Materials and Waste

We support the above policy however we have the following comments on part c.

In part c) of this policy for "...rainwater harvesting systems and greywater recycling;"

We support rainwater harvesting as this contributes towards overall water efficiency measures. Where possible, these systems could be fixed, permanent installations (storage tanks) rather than temporary water butts that can be removed.

4.100 The Council encourages all developers to maximise resource efficiency and identify, source, and use environmentally and socially responsible materials. There are four principal considerations of the waste hierarchy that should influence the sourcing of materials:

Where Imported soil and/or 'end of waste' manufactured aggregates are used to improve and prepare ground for new developments, they can contain a significant number of chemical and heavy metals which could present a risk to water quality if leaching occurs. A material analysis report from a UCAS accredited laboratory and details on the frequency of testing by the manufacturer are required to assess this risk to groundwater. We therefore recommend that developers clearly understand these risks and include information within any Materials Management Plan if required.

g) The development reduces the level of construction waste, minimise environmental pollution (eg microplastics) and enhance recycling of construction waste, demonstrated through a construction environment management plan (CEMP); &

4.99 When it comes to waste and recycling storage and management within development, these facilities should be accessible, suitable in size and location, discreet and designed for purpose. Sufficient dedicated space should be set out for current waste management and recycling needs.

We support the above statements and the requirement for a Construction and Environmental Management Plan (CEMP) to manage waste from developments. Waste generated from construction, ground preparation and/or demolition have the potential to contaminate groundwater. The CEMP should include details on the management of overland runoff, storage of hazardous materials, chemical and hydrocarbons on site. To include temporary drainage infrastructure to ensure that water resources are not put at risk from leaks or spillages. Soils from developments, ground improvements/preparation and/or demolition have the potential to impact water courses and groundwater quality (turbidity). We recommend a materials management plan should also be submitted for large developments to detail

methods for stockpiling and storage and any mitigation measures for any environmental constraints to prevent

4.104 Re-use of building materials is more environmentally friendly than recycling. Developers should re-use materials from the development site and use reclaimed or recycled materials wherever possible. The demolition of buildings should be minimised as far as possible and materials derived from any demolition should be re-used, such as crushed concrete and hardcore as aggregate in the new foundations. The reuse of existing buildings is encouraged as this has many environmental benefits including reducing carbon emissions.

We support the above statement.

Any demolition work within sensitive groundwater locations should include a Demolition Environmental Management Plan (DEMP) and Construction Environmental Management Plan (CEMP).

Policy 18: Water Efficiency

We support the above policy.

The Southeast of England is extremely water scarce, Portsmouth Water's recommendation on water efficiency is detailed below.

Portsmouth Water encourage local planning authorities to consider higher standards of water efficiency in new developments, with all new homes being built to a minimum standard of 100 litres per person per day. Planning policy can help to ensure long-term sustainability and management of water supplies, which is likely to reduce the need to take less water from the environment to protect local streams and rivers and the wildlife which rely on them.

For developments that can demonstrate meeting high standards of water efficiency of no more than 100 litres per head per day, Portsmouth water offer an incentive of a 50% discount on the Infrastructure charge. Based on a development of 200 properties with an occupancy of 3 people per property, there will be a minimum saving of 15,000 litres per day. The guide would benefit covering the importance of water efficient developments and to recommend this for all new dwellings

Policy 27: Drainage

We support the above Policy.

4.246 For the design of all SuDS, developers are advised to follow SuDS Manual C753 for technical standards, as well as the SuDS guidance provided on the Lead Local Flood Authority's (Hampshire County Council) website . The 'Water Quality Assessment for SuDS Developments (SuDS manual)' Tool61 can be a useful tool to help determine the effectiveness and suitability of different combinations of SuDS components to mitigate water quality risks.

We support the above advice that developers are advised to follow the SuDS Manual C735. We agree that the Water Quality Assessment for SuDS Developments (SuDS manual)' Tool 61 is a useful tool to help determine the effectiveness and suitability of treatment. This is a guide however, in sensitive locations we may require more bespoke measures to meet water quality standards.

Note: Portsmouth Water have a presumption against deep borehole soakaways.

Policy 45: Aquifer Source Protection Zones

Whilst we support the inclusion of this Policy and paragraphs 4.448 through to 4.452, some further clarity is required on the wording. Why is the policy only for “non-householder development”? We recommend that the policy includes householder and non-householder development. Otherwise, if householder development is not included, we could not use this policy to uphold requirements for aquifer protection and pollution mitigation. We welcome further discussion on this policy to develop it further.

Policy 46: Contaminated Land

We support the above Policy. We recommend that risks are mitigated to protect receptors that also include groundwater and surface water as well as Human Health.

Section 3 – Development Allocations

Allocation 8 Palk Road

This site lies in Source Protection Zone 1 and lies next to Portsmouth Water's Bedhampton Springs which are used for public water supply. Portsmouth Water wishes to be consulted on any planning application for any proposed development of this site. As the site lies next to our sensitive springs, any piling or ground improvements may result in pollution and water quality impacts and could potentially affect groundwater and spring flows. We would therefore wish to work with any developer and council to mitigate against these risks. In addition to this, the land may be affected by contamination and appropriate ground investigations, groundwater risk assessments and remediation strategy would need to be developed.

Further Commentary

The Havant Thicket Reservoir is a regionally significant infrastructure project designed to address long-term water supply needs across the South East. While the project benefits from planning permission (HBC ref. APP/20/00990 & APP/20/00991 granted 15 October 2021, APP/24/00312 granted 6 December 2024, and more recently on the 12 May 2025 the HBC planning committee resolved to approve the detailed planning permission for the Dual Pipeline, HBC ref. APP/24/00405), its delivery will take place over an extended period, well into the lifetime of the emerging Local Plan.

The current draft plan makes no specific reference to the reservoir or pipeline sites in its policy text or supporting evidence. The sites remains undesignated in terms of

allocation, and instead remains as a Public Parks and Garden in supporting evidence to the draft Local Plan. This does not provide the necessary level of recognition or protection for a strategic regionally significant water infrastructure project. Furthermore, there is no policy safeguarding for either the main reservoir site or the associated strategic pipelines (the latter of which has not commenced development at date of this letter) and supporting infrastructure essential to the reservoir's operation and water transfer function. Development in the vicinity of the reservoir and its associated infrastructure corridors must be controlled to prevent conflict with current or future operational requirements. This includes ensuring consultation with Portsmouth Water on any planning applications that may affect the reservoir site or pipeline corridors. This is particularly important owing to the numerous proposed site allocations in close proximity to reservoir and pipeline sites, with some even overlapping the dual pipeline red line boundary (i.e. Allocation 17).

We would welcome ongoing dialogue with Havant Borough Council to ensure the Local Plan can adequately support the delivery and protection of this vital infrastructure.

Portsmouth Water notes that the draft Local Plan includes a detailed policy on Biodiversity Net Gain (BNG). While the intention to support environmental enhancement is welcomed, we are concerned that replicating the requirements of the Environment Act 2021 within local planning policy introduces unnecessary duplication and risks long-term inflexibility. The national BNG framework is already legally binding and currently subject to active consultation on proposed changes to its implementation and exemptions. Embedding these requirements in the Local Plan — which may not be updated for many years — could result in policies becoming misaligned with future legislation or national guidance. We recommend that the plan refer to national BNG requirements in principle, but avoid setting rigid local thresholds or procedural details that may quickly become out of date.

CONSULTATION ON BUILDING A BETTER FUTURE PLAN

The Langstone Harbour Board appreciates the opportunity to review the “Draft Building a Better Future Plan”. We recognise the importance of sustainable development in the Borough and the need to balance growth with environmental protection, particularly given the unique ecological and recreational value of Langstone Harbour.

Langstone Harbour is recognised nationally and internationally for its environmental significance – it is one of the most important wetland habitats on the South Coast for breeding seabirds and is home to a significant population of overwintering waders and wildfowl. We have a statutory duty to manage activity on the water in a responsible manner, in line with conservation objectives.

Langstone Harbour’s environmental designations impose strict legal obligations under UK and international law. Any development proposals within or adjacent to the harbour must demonstrate no adverse effect on the integrity of these protected sites. We urge the Council to ensure that all allocations and policies in the Local Plan are subject to robust Habitat Regulations Assessment and Strategic Environmental Assessment, with full consideration of cumulative impacts.

Flood Risk and Coastal Management

We support the emphasis on managing flood risk and the identification of Coastal Change Management Areas (CCMAs). It is crucial to ensure that new developments are resilient to flooding and do not exacerbate flood risks elsewhere. The policy to restrict new residential development in flood-prone areas, particularly on Hayling Island, is prudent.

It is important that the Council incorporate nature-based solutions and explores the opportunities for adaptive coastal management where possible. For example, it may be possible to re-route areas of public footpaths inland from the coast to provide natural progression areas for transitional habitats, which has a coastal defence benefit.

It is important that the Council note their responsibility for marine infrastructure that provides a flood protection benefit, through their duty to the Langstone Harbour Board.

Environmental Protection

The protection and enhancement of internationally and nationally designated sites, including Langstone Harbour, is vital. We support the policies aimed at mitigating recreational disturbance and ensuring nutrient neutrality. We note the commitment to achieving a minimum of 10% Biodiversity Net Gain (BNG) on new developments, but we suggest that BNG measures (when not deliverable on-site) should prioritise enhancing the ecological connectivity of Langstone Harbour and its surrounding habitats. Through the Langstone Harbour Board, HBC have a great opportunity to

take advantage of BNG within Langstone Harbour, as a considerable landowner in a highly designated site.

Langstone Harbour is already under pressure from nutrient enrichment, particularly nitrogen and phosphorus, which threaten the ecological balance of the Harbour. In a recent condition review of the Chichester and Langstone Harbours SPA, nutrient loading was highlighted as a significant pressure and continued risk to the designated features of the site. We strongly support the Plan's commitment to nutrient neutrality and recommend that new development be supported by appropriate mitigation measures and monitoring.

Much of the fringe land around Langstone Harbour is identified under the Solent Wader and Brent Goose Strategy. We welcome that the Plan requires developers to use the mitigation hierarchy to avoid detrimental impacts to SWBG Sites, and implement associated mitigation, if required.

Infrastructure and Sustainable Development

We appreciate the strategic focus on improving transport infrastructure and promoting sustainable travel. Enhancing public transport links and active travel routes will benefit both Borough residents and the environment. The safeguarding of land for key infrastructure projects is essential. The Hayling Ferry, which operates from pontoons owned and managed by Langstone Harbour Board, is highlighted in supplementary documents to the Council's Emergency Plan as the only strategic transport, in the event of a bridge failure onto Hayling Island. It is important that the Council recognises the ferry's role in promoting sustainable transport infrastructure, and recognises its own role, through its responsibility to the Langstone Harbour Board, to ensure this infrastructure is maintained at an appropriate level.

On the theme of safeguarding land for key infrastructure projects, the Draft Plan makes no reference to Broadmarsh Coastal Park, a missed opportunity. The site is approximately 15ha, and currently the only commercial use is a small fishing club. Langstone Harbour Board commissioned a report investigating potential revenue-generating opportunities for the underused car park off Harts Farm Way. The report highlighted a wealth of opportunities, including light industrial, boat storage and maintenance, and the possibility of a visitor centre for the Harbour. It is estimated that these would generate approximately £300k/pa.

At Broadmarsh, there is also the potential for a ferry crossing to Hayling Island and Portsmouth, via the Langstone Harbour Board pontoon infrastructure. We would welcome HBC continuing to support the development of marine business at the Bedhampton Wharf site.

Specific Concerns

The plan acknowledges the vulnerability of Chichester Harbour to visual intrusion from inappropriate development. Given the flat landscape of Langstone Harbour, developments within or adjacent to the harbour can be seen from significant distances, potentially impacting the area's natural character. It is of note that Langstone Harbour Board has a responsibility as a statutory planning consultee for

development in the local area, as detailed in the Langstone Harbour Management Plan (Annex I).

Disparity in Detail

The Plan has an entire section dedicated to Chichester Harbour National Landscape, detailing its management, landscape character, and specific guidance for development. However, Langstone Harbour, despite being equal in significance, does not receive the same level of detailed consideration. It is important to note that Havant Borough Council has a part responsibility for Langstone Harbour, which is discharged through the Langstone Harbour Board. This is not mentioned in the draft plan and highlights the disparity between the local understanding and management of Langstone and Chichester Harbours.

The Langstone Harbour Board is committed to working collaboratively with Havant Borough Council to ensure that the Building a Better Future Plan achieves its goals of sustainable development while protecting and enhancing the unique environmental assets of Langstone Harbour.

The emerging Langstone Harbour Management Plan ought to be recognised as a supplementary planning document to the Havant Borough Local Plan, not least because the Harbour Board is the vehicle through which Havant Borough Council's responsibility for Langstone Harbour is discharged.

Conclusion

Langstone Harbour is a vital ecological and community asset. We support the Council's efforts to plan for a better future and urge that environmental protection remains at the heart of the Local Plan. We look forward to continued collaboration to ensure that development is compatible with the long-term health and sustainability of Langstone Harbour.

We hope that you find these comments useful. If you wish to discuss any points raised in more detail, please get in touch.

Appendix E – Promotional materials

The following photos provide the design of posters produced to promote the Building a Better Future Plan consultation.

Large format poster design (displayed at six locations across the borough)

This section also includes photos of the large format posters on display.

BUILDING A BETTER FUTURE

The council is developing a new Local Plan – a long-term strategy for development. **Informed by you**, it will influence future decisions on housing, industry, the environment and more.

We want your thoughts and feedback – attend our public exhibitions and talk to the experts involved, or visit the website below to find out more and submit your thoughts online.

We want your views on future development in the borough

Havant BOROUGH COUNCIL

Thursday 15 May	Emsworth Baptist Church, PO10 7BY	3pm to 7pm
Wednesday 21 May	St. George's Church Hall, Waterlooville, PO7 7EH	3pm to 5pm
Saturday 24 May	Meridian Centre, Havant, PO9 1UN	10am to 4pm
Wednesday 28 May	Greywell Centre, Leigh Park, PO9 5AH	10am to 2pm
Thursday 29 May	Greywell Centre, Leigh Park, PO9 5AH	10am to 2pm
Monday 2 June	Hayling Island Community Centre, PO11 0H8	3pm to 7pm
Thursday 12 June	The Spring, Havant, PO9 1BS	10am to 2pm
Thursday 19 June	Public Service Plaza, Havant, PO9 2AX	10am to 4pm
Saturday 21 June	St. George's Church Hall, Waterlooville, PO7 7EH	10am to 4pm

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QR code

Figure 47 – Design for large format poster for Building a Better Future Plan Consultation 2025

Photos of large format posters on display



Figure 48 – Photo (no. 1) of large format poster in Havant Town Centre



Figure 49 – Photo (no. 2) of large format poster in Havant Town Centre



Figure 50 – Photo (no. 3) of large format poster in Havant Town Centre



Figure 51 – Photo



Figure 52 – Photo (no. 1) of large format poster in Waterloooville Town Centre



Figure 53 – Photo (no. 2) of large format poster in Waterloooville Town Centre



Figure 54 – Photo (no. 3) of large format poster in Waterloooville Town Centre



Figure 55 – Photo (no. 4) of large format poster in Waterloooville Town Centre





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Figure 56 – Design for A4 posters for Building a Better Future Plan Consultation 2025



Don't miss your chance to shape the future of your area!

This is **your opportunity** to take part in our important project that will set out the future development in the borough.

The Building a Better Future Plan covers it all – give us your views on what housing, transport links and places to work we need in the future and what natural areas we need to protect.

Your thoughts and feedback will influence the final Plan – don't miss the chance to have your say!

Use the details below to take part before the 2nd of July!





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Figure 57 – Design for A4 youth engagement posters for Building a Better Future Plan Consultation 2025

Business card design

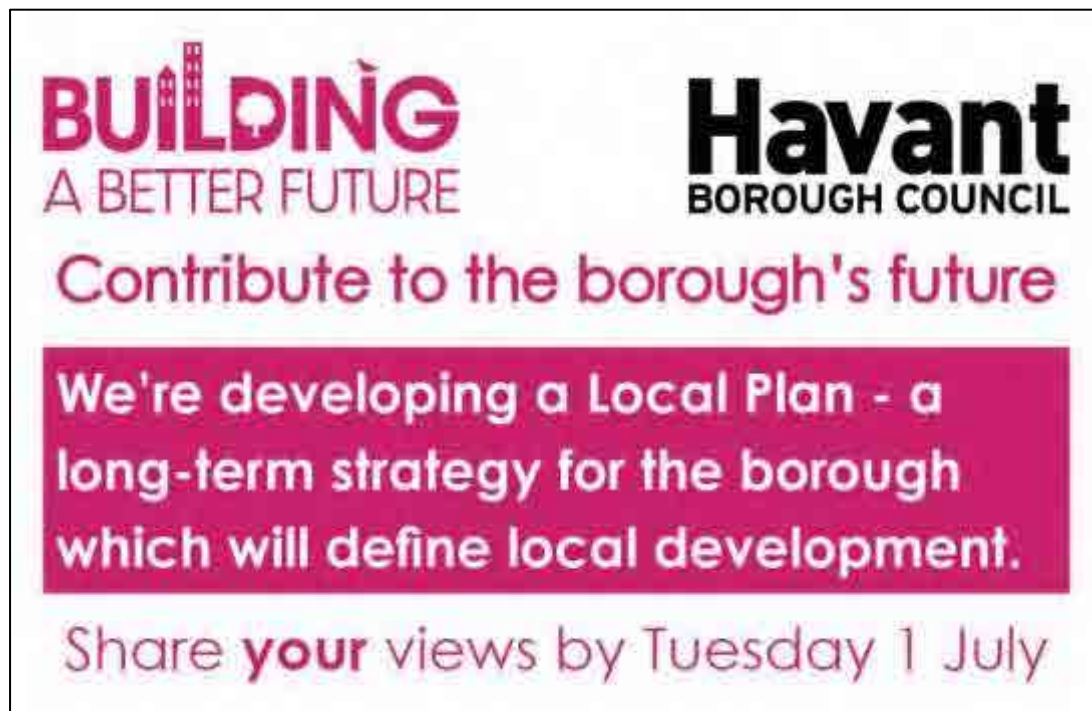


Figure 58– Design for Building a Better Future consultation business card (front)



Figure 59 – Design for Building a Better Future consultation business card (back)

Appendix F – Survey Respondent Demographics

Q100. How did you hear about these consultations? Please select all that apply.

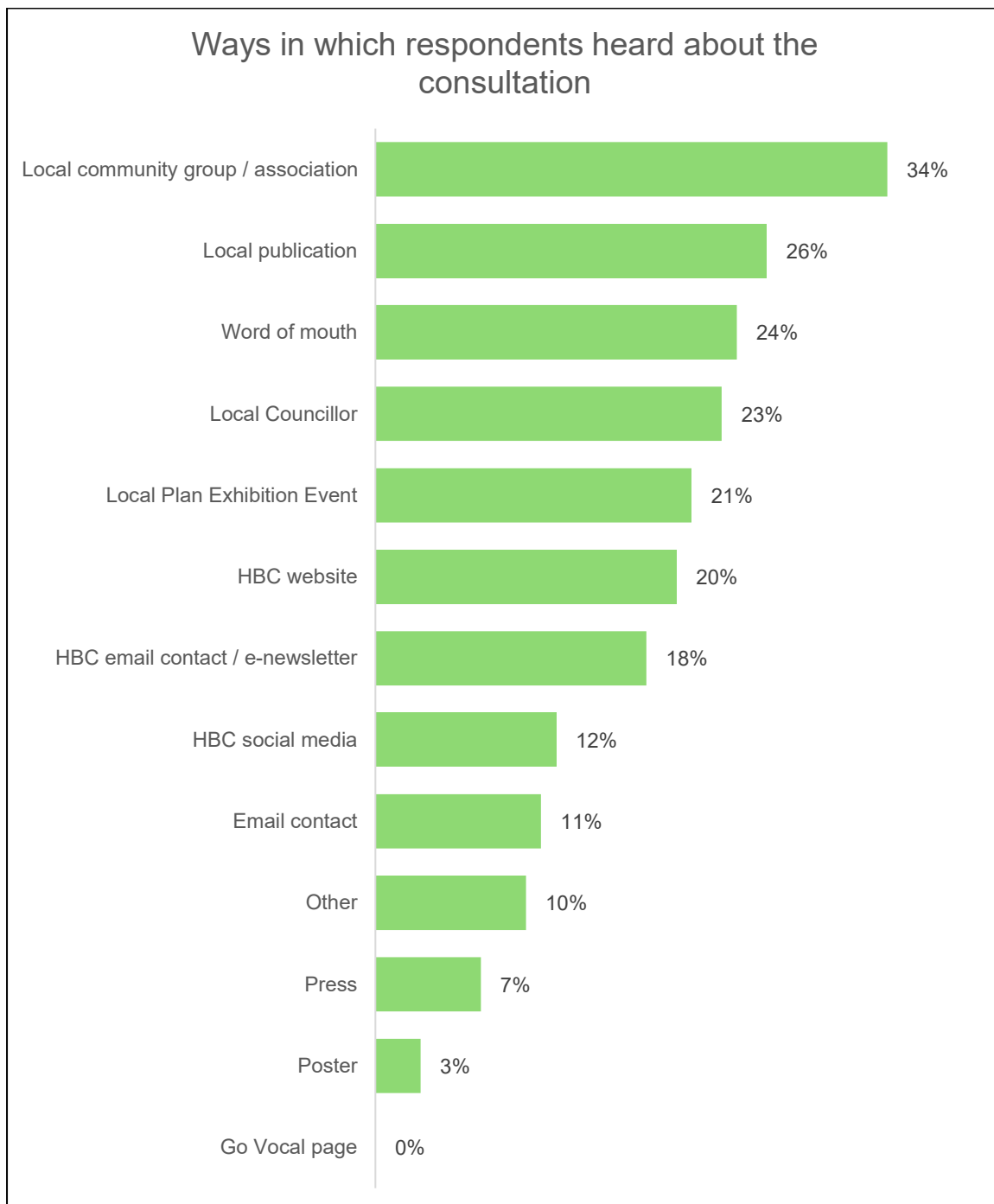


Figure 60 – Responses to Q100 – How did you hear about these consultations? Please select all that apply.
SAMPLE: 642

Q101. What has been your main source of information that you have used to inform your response to this survey? If you have referred to multiple sources, please select the main one you have used.

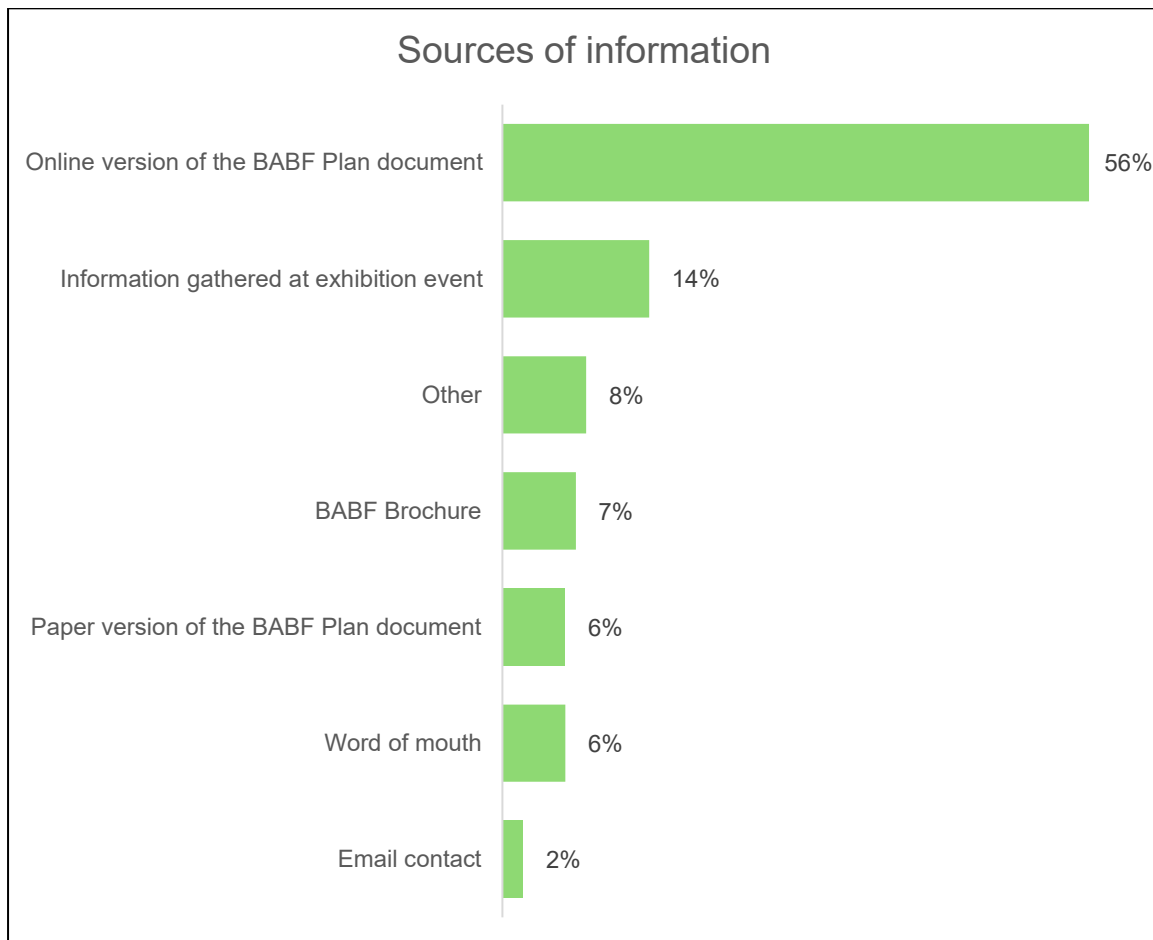


Figure 61 – Responses to Q100 – How did you hear about these consultations? Please select all that apply.
SAMPLE: 627

Appendix G – Exhibition materials

The following photos provide a breakdown of the design of banners displayed at the face-to-face exhibition events. Please note that due to space constraints or topic matter, not all banners may have been displayed at each event.

This section also provides the design for the supporting brochure, comment cards and business cards that were available to collect from each exhibition event.

Design for exhibition banner 1 – Introduction

BUILDING
A BETTER FUTURE

AN INTRODUCTION...

A Local Plan sets out where new development should take place, where it should not and what infrastructure and environmental safeguards are needed.

Each and every local authority in England has a multitude of obligations and legal duties set by government. New development is no exception, with government policies, guidance and legal requirements providing a strong steer.

The ability of a local authority to meet short term development supply for housing is strictly measured, with each local authority required to produce a Local Plan – a long-term strategy which identifies local needs and requirements. A Local Plan:

- Through policies and guidance addresses recognised local needs to help secure relevant housing and commercial development.
- Looks at what safeguards need to be put in place to protect the environment and make sure that the necessary infrastructure is in place.
- Carries considerable weight in informing local planning decisions, as the final document is examined by the Secretary of State.

Havant Borough Council is no exception in this requirement. This exhibition is part of its consultation process for a proposed Local Plan. The plan is available for scrutiny and feedback, and this exhibition will help you understand the important themes and some of the headline topics within it.

Please view our exhibition to find out more and ask questions of staff as required.

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Figure 62 – Design for exhibition banner 1 - Introduction

Design for exhibition banner 2 – What is our Local Plan?



A Local Plan must – by its very nature – cover local requirements



The Local Plan must also meet national requirements such as housing development



The plan must satisfy and satisfy local housing and commercial needs



It must deliver policies and objectives that will help meet known long term needs



Environmental considerations must be taken into account when development is possible (and where)



It also sets standards for the quality of development, making sure that new development is fit for the future

The proposed Local Plan has identified local requirements that define the strategy's core approach:

- Actively encourage, support and enable the provision of social rent accommodation and affordable housing.
- Protect, enhance and conserve the natural environment whilst still providing sustainable development.
- Mitigate against climate change with robust policies to make sure new development reduces energy use and can cope with projected environmental changes.
- Manage sustainable economic growth through an Infrastructure Delivery Plan whilst supporting active travel and public transport use.





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Figure 63 – Design for exhibition banner 2 – What is our Local Plan?

Design for exhibition banner 3 – What happens if we do not produce a Plan?



WHAT HAPPENS IF WE DO NOT PRODUCE A PLAN?

Doing nothing regarding development is not an option; government intervention (seen elsewhere) would be inevitable, with decisions not made locally.

Simply put – **doing nothing is not an option**. Development is an integral part of maintaining the social, economic and environmental fabric of an area. The Council is pro-development to meet local need, but only in a considered, well-informed and reasoned manner.

In recent years, some local authorities have made deliberate efforts to limit or even stop development in their areas. For example:

- In 2024, Lewes District Council had its planning powers removed for larger developments (of ten houses or more), with decisions made nationally instead by the Planning Inspectorate.
- The government explicitly directed Eastleigh Borough Council to submit a local plan by a set date.

Planning decisions made at a national level can lack the context that decisions made locally have, without wider consideration of local issues or wider aims for the area. The borough itself has seen isolated instances of national decision-making impacting on local communities; in 2021, an appeal by a developer led to the Secretary of State approving a development in Old Bedhampton which – by their own judgment – meant the “distinctive character of the landscape would be diminished”. In their view, housing need took precedence over all other considerations.

Therefore, it is critical the council engages with government and actively develops a Local Plan to limit risk of government intervention.







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Figure 64 – Design for exhibition banner 3 – What happens if we do not produce a Plan?

Design for exhibition banner 4 – Constraints, targets and work to date



Figure 65 – Design for exhibition banner 4 – Constraints, targets and work to date

Design for exhibition banner 5 – Infrastructure and Economy

BUILDING

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INFRASTRUCTURE AND ECONOMY

An approved Local Plan – once accepted by government – can help leverage development to secure the right infrastructure for society and industry to thrive.

The council will work with partners to help secure strategic investment in areas including:



Improving infrastructure to the borough's transport network, connecting the urban and sustainable mobility



Developing business districts - as well as food and urban regeneration schemes in the borough's urban



Sustainably managing flood risk from rivers, surface and ground water with rising rainfall



Securing land for environmental mitigation to offset the impact of new development



Expanding the delivery of school places for every child when and where it is needed



Protecting and enhancing recreational open space and sports facilities

An approved Local Plan provides leverage to negotiate and secure meaningful infrastructure to support development (something that could be lost if there is no plan in place).

The overarching aim of the Local Plan is to:

- Ensure sustainable development within environmental and infrastructure limits.
- Only permit development that provides supporting infrastructure to meet demonstrated need.
- Improve the viability of potential sites through bidding for and securing funding that provides supporting infrastructure.
- Land is safeguarded to ensure critical infrastructure – such as education provision – can be met in the future.
- Conserve - and enhance where possible – the existing ecological and green infrastructure of the borough.







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Figure 66 – Design for exhibition banner 5 – Infrastructure and Economy



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DEVELOPMENT QUALITY AND THE ENVIRONMENT

Success is not just through the quantity of development, but its **quality** too. Considered local development provides many public and commercial benefits.

Well planned development (as opposed to ad-hoc, speculative development) offers much more potential to provide better outcomes - not only in the design of the finished product, but in the associated benefits that can be provided. The Local Plan can be critical in securing this care and diligence in new development.

Whether in the mix of housing, the energy-saving features they use, local amenities or infrastructure provided, well-planned development can bring a host of environmental, social and economic benefits to the borough.

Ensuring a high-quality environment is a key part of providing sustainable development. The borough has an internationally important natural environment, and its conservation is essential for the boroughs' future. The plan would protect our existing valuable habitats whilst also making sure that each development provides for a net gain in biodiversity.

An approved Local Plan provides leverage for the council to secure benefits with developments. Benefits could include:

The Environment:

- Local net gains in biodiversity
- Nature preservation / enhancement
- Energy-efficient features in new homes

Local amenity:

- Play areas and open spaces
- Mix of housing to meet local need
- Better connectivity, such as cycle lanes

Commercial:

- Energy efficient work units
- Suitable charging infrastructure
- Thriving town centres





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Figure 67 – Design for exhibition banner 6 – Development Quality and the Environment

Design for exhibition banner 7 – How sites were assessed



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HOW SITES WERE ASSESSED

A rigorous and detailed process was followed to carefully consider, validate and approve (where suitable) sites for development across the borough.



The Call for Sites process identified available opportunities for development within the borough.



Landowners and site promoters were closely consulted by the council.



The council also undertook detailed assessments of development in the borough.



Landscaping and environmental issues were also considered by the council in the assessment.



The council also consulted the development community at every stage of the process.



The council also consulted the development community at every stage of the process.

In total, 33 development sites across the borough are included in the Draft Local Plan.

In an effort to best identify available – and suitable – sites for development within the borough, the council has worked extensively with a number of landowners. It has undertaken significant engagement work to meticulously assess each submitted site to check its suitability.

Although the council always has an open-door approach to considering new development opportunities, a focussed effort on a “Call for Sites” sites in the borough was instigated in 2022 and 2024 to help identify sites to meet government targets.

85 landowners and site promoters were contacted as part of this exercise, with 33 sites deemed viable following council assessment. **The total projected number of homes these new sites can provide is 3,556.**





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Figure 68 – Design for exhibition banner 7 – How sites were assessed

Design for exhibition banner 8 – Hayling Island: A bespoke approach



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HAYLING ISLAND: A BESPOKE APPROACH

Extensive research was undertaken to assess long-term development potential in the borough. Hayling Island's circumstances resulted in a bespoke approach...



Flood risk – direct and indirect – a significant issue for Hayling Island.



Some potential development sites are directly at risk of flooding, either now or in the future.



All island development also sits on a single road. All island development also sits on a single road. All island development also sits on a single road.



Your development couldn't exist without more houses or jobs here.

With regards to new development, Hayling Island has two particularly substantial constraints it must work within; those arising from the natural environment, and those from ensuring an appropriate level of infrastructure for the island's residents.

With its island setting and expansive natural coastal assets, Hayling Island is by its very nature at risk of flooding.

A primary concern is the risk of tidal flooding to the single access road onto the island, which is only predicted to increase with the effects of climate change on sea levels. The proposed Local Plan deems additional greenfield residential development as not appropriate on the island.

Development to sustain the island's existing main settlement would be permissible within the defined urban area.

On Hayling Island the draft plan proposes:



No housing development outside of the defined built up area.



Development to sustain the existing community would still be permitted.





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Figure 69 – Design for exhibition banner 8 – Hayling Island: A bespoke approach



Figure 70 – Design for exhibition banner 9 – Gaps in meeting government targets

Design for exhibition banner 10 – Is this needed with Devolution underway?



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IS THIS NEEDED WITH DEVOLUTION UNDERWAY?

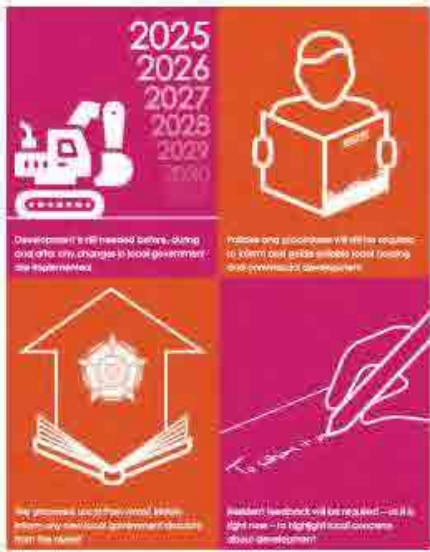
Whatever path devolution follows, there will be still a critical need to both understand local development requirements and understand public concerns.

In December 2024, the government published the English Devolution White Paper as part of a commitment to "rewire national government".

An early submission by parties representing Hampshire and the Isle of Wight and their interest to be early adopters of the new process was submitted in January 2025. Work is still on-going as to the outcomes and the institutional forms they will produce.

Regardless of the outcomes and the possibility that Havant Borough Council will cease to exist as an organisation, the production of the Local Plan and the involvement of residents in producing it is still critical: any future planning requirements for our local area would rely on the Local Plan, its research and the consultation feedback.

Whatever local government structure is put in place, the Local Plan is still required to inform, advise and protect the best interests of the borough regarding development and the government requires work to continue whilst devolution takes place.







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Figure 71 – Design for exhibition banner 10 – Is this needed with Devolution underway?

Design for exhibition banner 11 – Now is your best chance to have a say



BUILDING

A BETTER FUTURE

NOW IS YOUR BEST CHANCE TO HAVE A SAY

Throughout the formal process that producing a Local Plan must follow, this stage provides the single greatest opportunity to shape the plan.

2022

- Initial consultation on proposals

2023-24

- Preparation of the draft Local Plan

2025-26

- Consultation on the draft Local Plan
- Preparation of the Pre-Submission Plan

2027

- Consultation on the Pre-Submission plan
- Submission of the plan
- Examination of the plan

You are here!





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Figure 72 – Design for exhibition banner 11 – Now is your best chance to have a say



HOW TO TAKE PART

There are lots of ways to learn more about the Building a Better Future Plan, ask your questions - online or in person – and provide your views. Please take part!

Online

Simply visit www.havant.gov.uk/localplan and take part in our consultation. You can provide as much – or as little – detail as you want and can save progress if you want to spend a bit more time on things!





In person at this event

Staff – identifiable by their badges – can answer your queries, explain what is being asked, and more besides! You can provide your feedback today through the survey as well, or take a copy home.

The time taken to submit your view will vary depending on what points you'd like to raise, but we'd recommend a minimum of 20 minutes for the process.





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BOROUGH COUNCIL

Figure 73 – Design for exhibition banner 12 – How to take part

BUILDING
A BETTER FUTURE

WATERLOOVILLE TOWN CENTRE MASTERPLAN

Waterlooville Town Centre is experiencing a new lease of life with a series of rejuvenating initiatives. The new Masterplan will help maintain this impetus.

The Waterloooville Masterplan is a strategic framework that not only promotes regeneration, development and investment opportunities for the town centre, but also outlines how to achieve them. Such is its significance, it will be adopted as a Supplementary Planning Document (SPD), which will build on the policies in the proposed Local Plan.

The Masterplan is the end-product of an intensive public consultation process, which has led to a vision defined by seven key values. This vision has informed a considered, nuanced development of the town over time to incorporate cultural assets, a redefined town landscape, improvements to aid wellbeing and more.

In relation to the proposed Local Plan, the Waterloooville Masterplan would act as the primary tool to ensure relevant development is made within the town centre. This is to best implement the shared vision for the town centre, and to clearly reflect the public views that defined the development priorities for the town centre's future.

View the Masterplan
Access via the QR
code or look through
a copy here today!

Seven core values underpin the Waterloooville Town Centre Masterplan. These are:

- 1 Prosperity for all
- 2 Encourage mixed uses
- 3 Excellent public realm
- 4 Design
- 5 Green and pleasant environment
- 6 Economy
- 7 Convenient access and movement

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Figure 74 – Design for exhibition banner 13 – Waterloooville Town Centre Masterplan

Design for exhibition banner 14 – Coastal Partners and the Local Plan



COASTAL PARTNERS AND THE LOCAL PLAN

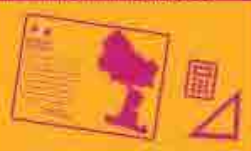
Our coast needs to be respected and managed in a considered, practical manner. Coastal Partners - a coastal management team - provide the council with local expertise.



Coastal Partners manage coastal risk at Havant's coastline within the parameters of funding and legislation.



The team works to ensure that management plans, informed by expert knowledge, are effective and resilient.



Coastal Partners advise government funding to design and implement coastal defence schemes.



Continuously funding coastal management plans that reduce flood risk at locations on Havant beach.



Coastal Partners co-developed a Coastal Management Strategy for Langstone.



They 100 year strategy for Havant beach is designed to deliver local risk and support sustainable development.

Coastal Partners is a nationally acclaimed team of experts trained in managing coastal flood and erosion risks, covering 246km of coastline on behalf of five local authorities.

A Havant-based comprehensive coastal management service, the team manages key coastal projects on behalf of Havant Borough Council. Naturally – as through their landscape management role they need to anticipate long term issues – their work intertwines with the Local Plan.

Key projects involving the Langstone shoreline, the long and varied beach of South Hayling and a recently approved 100-year plan for the entirety of Hayling Island – all of which are reflected in the proposed Local Plan.

To find out more about the team, visit www.coastalpartners.org.uk.





www.havant.gov.uk/localplan

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Figure 75 – Design for exhibition banner 14 – Coastal Partners and the Local Plan

Design for exhibition banner 15 – The proposed sites for development

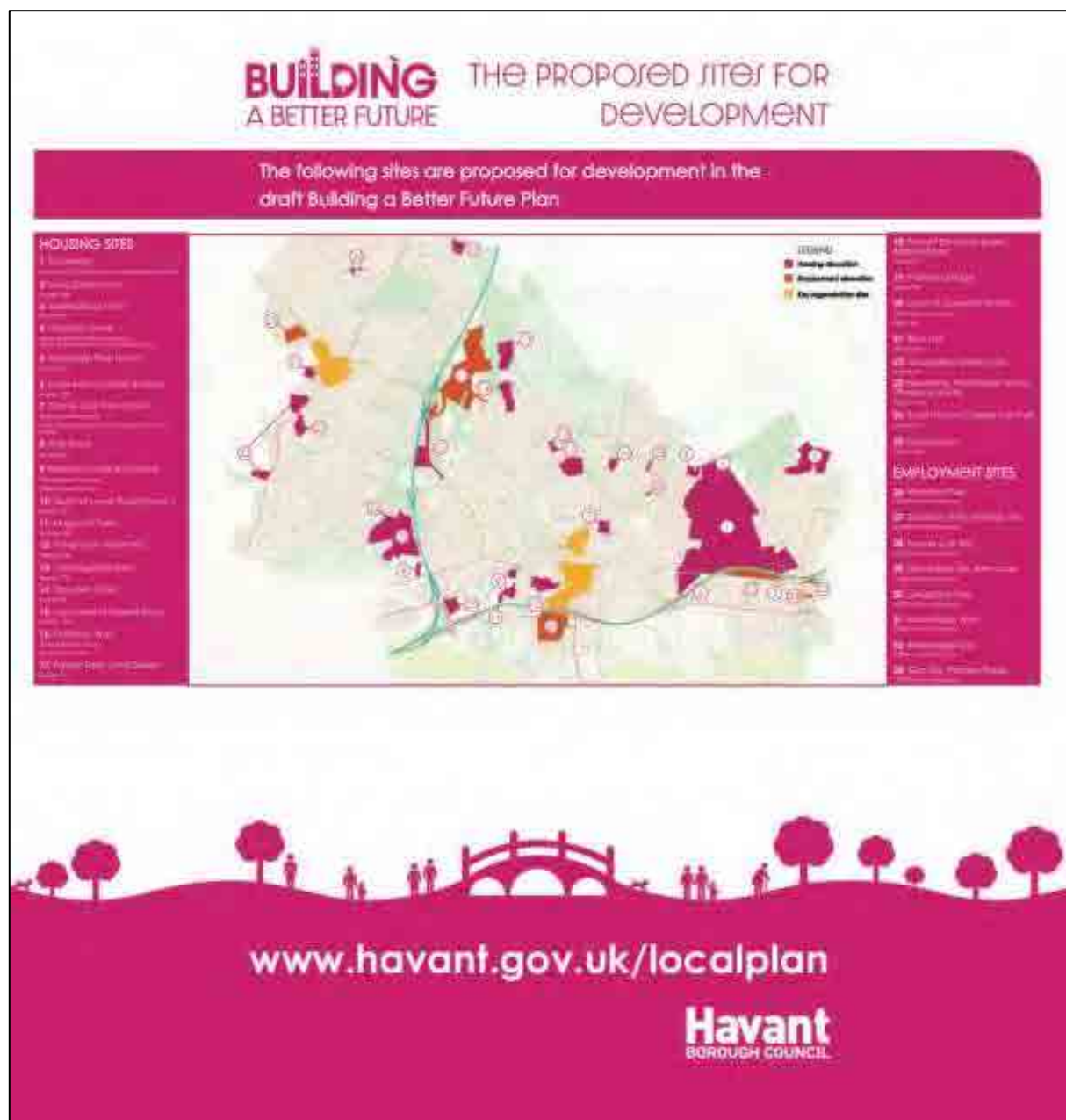


Figure 76 – Design for exhibition banner 15 – The proposed sites for development



Figure 77 – Design for supporting brochure – front cover



Figure 78 – Design for supporting brochure page 2 (Introduction)

What happens if we do not have a Local Plan?

Simply put – **doing nothing is not an option.** Government intervention would be inevitable. Planning decisions made at a national level lack the context that decision-makers locally can have – without wider understanding of local issues or wider aims for the area.

Therefore, it is *crucial* the council engages with government and actively develops a local plan to list a list of government intervention.



Figure 79 – Design for supporting brochure page 3 (What is a Local Plan?)

OUR APPROACH TO THE BOROUGH'S FUTURE



The Draft Local Plan will focus future development within the Sprouge's existing urban areas, brownfield sites and regeneration in the town centre. Greenfield urban extension sites will also be needed in order to effectively address the borough's housing need. Greenfield development on Hayling Island is not proposed given flood risk to the single access road on and off the island.

In addition to the above, the strategy

- Actively encourages support and enables the provision of social/housing accommodation and affordable housing
- Enables new housing and commercial development wherever we can't provide homes and jobs for residents
- Protects, enhances and enhances the natural environment whilst providing sustainable development
- Mitigates against climate change with robust policies to make sure new development reduces energy use
- Improves infrastructure to accommodate development

The Draft Local Plan will align with other policies and strategies including the government's National Planning Policy Framework, Hampshire County Council's Local Transport Plan 3 and Local Nature Recovery Network and the council's Corporate Strategy.

Supporting policies in the Local Plan include:

- Policy 1: Spatial Strategy
- Policy 2: Deliver Urban Regeneration
- Policy 3: Regeneration
- Policy 4: Infrastructure and Environmental Mitigation to Support Development
- Policy 5: Affordable Housing and Supply
- Policy 6: Health and Climate Change
- Policy 7: New Homes for Sustainable Communities
- Policy 8: Supporting a Strong and Prosperous Economy
- Policy 9: The Role of Apprenticeships in the Local Planning Authority in Shaping Development

Figure 80 – Design for supporting brochure page 4 (Our approach to the borough's future)



Figure 81 – Design for supporting brochure page 5 (The amount of development)

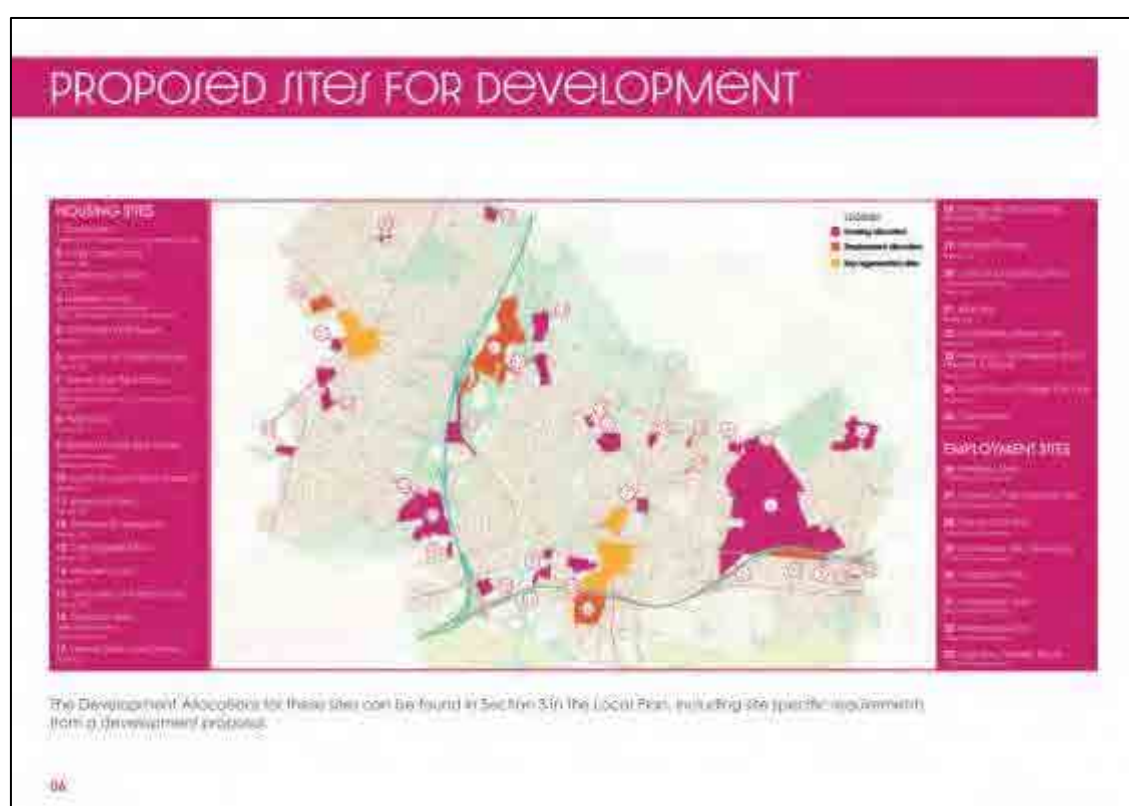


Figure 82 – Design for supporting brochure page 6 (Proposed sites for development)



Figure 83 – Design for supporting brochure page 7 (High quality development)

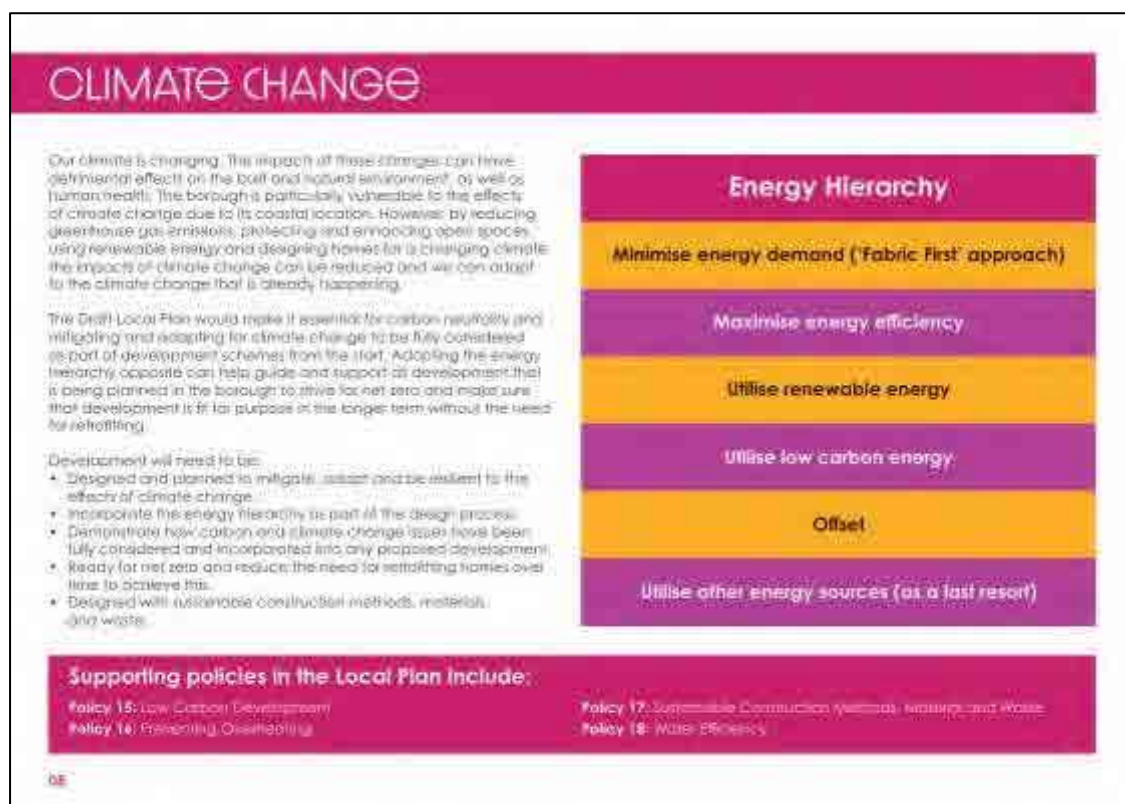


Figure 84 – Design for supporting brochure page 8 (Climate change)

NATURAL ENVIRONMENT

Conserving and enhancing the natural environment is essential for the borough's future and a key part of sustainable development.

Containing significant areas of countryside and coast, the borough includes nearly 30km of internationally important coastline and many protected species and habitats. The conservation of the natural environment is essential, and the Draft Local Plan places great weight on ensuring development is sensitive, considered and not to the worse detriment of the environment.

Development will need to:

- Provide a minimum of 10% biodiversity Net Gain (BNG)
- Protect, conserve and enhance the internationally and nationally designated sites, both individually and as part of a network.
- Protect and enhance the borough's locally designated sites: important habitats, priority habitats and one of local biodiversity value.
- Incorporate and follow locally led strategies with address environmental issues.
- Follow the mitigation hierarchy of avoid, mitigate, compensate.

Supporting policies in the Local Plan include:

- Policy 19: Biodiversity Net Gain
- Policy 20: International and nationally designated sites
- Policy 21: The Local Ecological Network
- Policy 22: Recreation (landscape by experiencing sites)
- Policy 23: Water quality, action on international sites
- Policy 24: Priority and nature species
- Policy 25: Coast Water and Beach Goods Strategy sites



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Figure 85 – Design for supporting brochure page 9 (Natural environment)

FLOOD RISK AND OUR COASTLINE



Havant borough has an extensive coastline and several rivers. As such, flood risk is a key consideration in planning for new development.

Climate change will bring with it an increased risk of tidal flooding. Surface water and flooding from rivers will also increase. Flood risk avoidance, as well as mitigation and management of all sources of flooding are therefore key questions for the location and design of all new development.

The Council is taking a strong stance on flood risk in the Draft Local Plan. As a guiding principle in selecting sites, we have avoided areas at risk of flooding both now and at flood risk increases with climate change for Havant Island. We also consider the vulnerability of the land itself as a water area.

Development will need to be:

- Safe over its lifetime without increasing flood risk elsewhere.
- Include flood protection measures, specifically addressing the requirements of the site and which are appropriate to the character, amenity and biodiversity of both the site and the wider area.
- The drainage needs of the site are met without increasing flood risk elsewhere.
- Where necessary, contribute towards any identified flood prevention or defence schemes.

Supporting policies in the Local Plan include:

- Policy 26: Flood Risk
- Policy 27: Coasts
- Policy 28: Development in the Coast

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Figure 86 – Design for supporting brochure page 10 (Flood risk and our coastline)



Figure 87 – Design for supporting brochure page 11 (Heritage and Landscape / Amenity and Pollution)

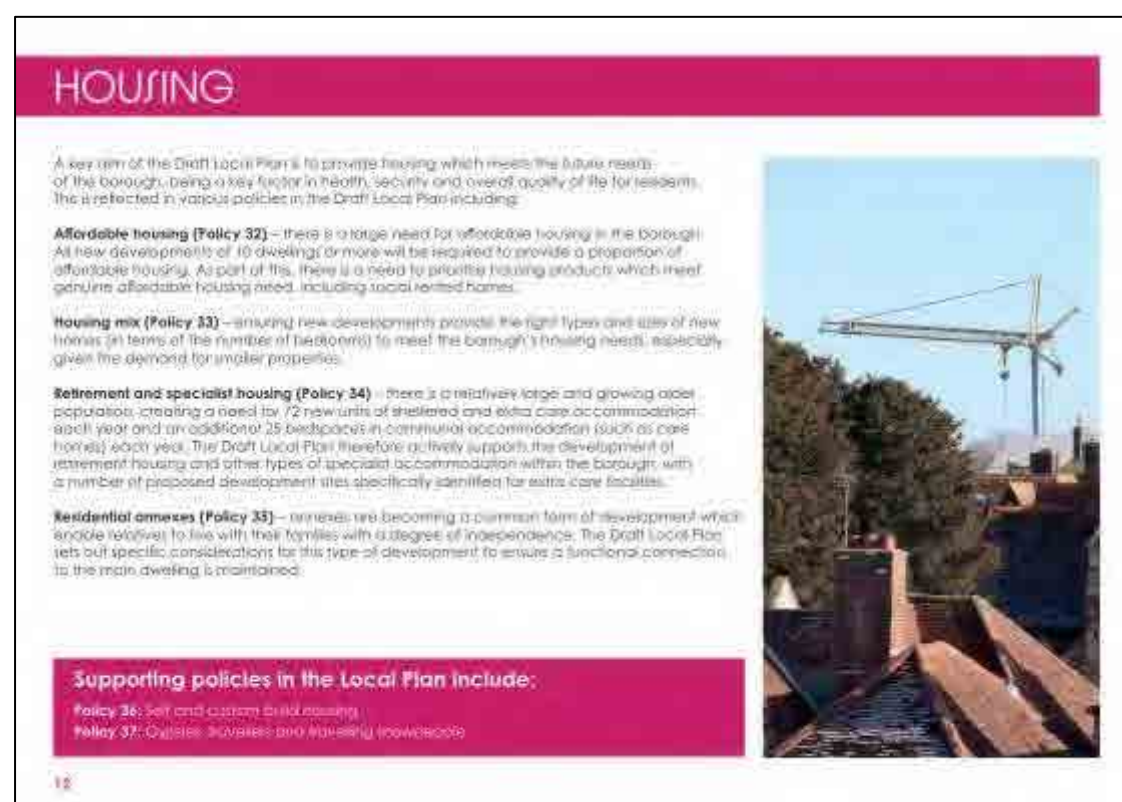


Figure 88 – Design for supporting brochure page 12 (Housing)

ECONOMY AND TOWN CENTRES

The borough has a strong, diverse and varied industrial economy supported by a wealth of micro-sized enterprises. Manufacturing and construction are strong local sectors, with startup businesses attracted by affordable rents.

Recognising the limited land available for new significant commercial development, we must carefully and productively manage the portfolio of existing employment sites. Development proposals which secure the appropriate internalisation and redevelopment within existing employment areas will be supported to improve the quality of built stock. This will help to ensure that these continue to be a choice of sites available to meet business needs.

Town, district and local centres alongside local shops and services also provide a key source of employment and are at the heart of the borough's communities. They help to reduce the need to travel with residents being able to easily access goods and services.

With the growth in the retail sector food, drink and entertainment venues are one which provide vitality and vibrancy within our town centres through opportunities for social interaction. However, it is important that these are managed in a way which contributes to the prosperity of the economy and do not adversely affect the health and wellbeing of communities, or residential amenity.

Supporting policies in the Local Plan include:

- Policy 38: Promoting Employment Uses
- Policy 39: Town, District and Local Centres
- Policy 40: Local Shops Outside of Designated Centres
- Policy 41: Food, Drink and Entertainment Uses
- Policy 42: Protecting Existing Community Facilities



13

Figure 89 – Design for supporting brochure page 13 (Economy and Town Centres)

INFRASTRUCTURE

An approved Local Plan will enable the council to secure appropriate infrastructure to support new development (something that could be said if there is no plan in place). The timely delivery of infrastructure is important to maintain the quality of life for existing communities. Infrastructure may be delivered through financial contributions made by the developer or through the provision of on-site physical infrastructure, such as roads, open space and recreation facilities.

New development cannot, however, be expected to address any existing capacity issues. Nor can development be relied upon to fund improvements to certain services, such as GPs or dentists. The council is limited in its power to require infrastructure improvements through the Local Plan – still the delivery of improvements largely in the hands of other bodies. The council is, however, committed to working with infrastructure providers to secure the timely delivery of improvements alongside new development.

Co-operation with developers, infrastructure providers and other planning authorities is key to timely infrastructure delivery. Both Hampshire County Council (a major infrastructure provider) and Havant Borough Council regularly review service providers' plans to produce the Hampshire Strategic Infrastructure Statement and Havant Infrastructure Delivery Plan.



Supporting policies in the Local Plan include:

- Policy 47: Accessibility, Transport and Parking
- Policy 48: New Accessible and Qualified Roads
- Policy 49: Promoting Open Space
- Policy 50: Provision of Public Open Space in New Development
- Policy 51: Sport and Recreation Facilities
- Policy 52: Renewable Energy Infrastructure
- Policy 53: Employment and Skills Plans
- Policy 54: Community New Employment Offices
- Policy 55: Future Management and Management Plans

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Figure 90 – Design for supporting brochure page 14 (Infrastructure)



Figure 91 – Design for supporting brochure page 15 (How can I provide feedback?)



Figure 92 – Design for supporting brochure – back page

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What are your comments about the Draft Local Plan? Please reference policy numbers, page numbers or paragraphs in the plan if relevant.	What, if any, changes to the plan would you like to see to address your comments?

To provide more detailed feedback, please visit our online survey at the address below, or use the tablets here today.

www.havant.gov.uk/localplan

Figure 94 – Design for exhibition event comment cards (back)

Business cards

Appendix H – Exhibition event photos

The following photos were taken at the face-to-face exhibition events.

Emsworth Exhibition Event, Thursday 15 May 2025



Figure 95 – Photo (1 of 2) of Emsworth exhibition event, 15 May 2025



Figure 96 – Photo (2 of 2) of Emsworth exhibition event, 15 May 2025

Waterlooville Exhibition Event (1 of 2), Wednesday 21 May 2025



Figure 97 – Photo (1 of 2) of Waterlooville exhibition event, 21 May 2025



Figure 98 – Photo (2 of 2) of Waterloooville exhibition event, 21 May 2025

Meridian Centre Exhibition Event, Saturday 24 May 2025



Figure 99 – Photo (1 of 2) of Meridian Centre exhibition event, 24 May 2025



Figure 100 – Photo (2 of 2) of Meridian Centre exhibition event, 24 May 2025

Leigh Park Exhibition Events, Wednesday 28 and Thursday 29 May 2025



Figure 101 – Photo (1 of 2) of Leigh Park exhibition event, 28 May 2025



Figure 102 – Photo (2 of 2) of Leigh Park exhibition event, 28 May 2025

Hayling Island Exhibition Event, Monday 2 June 2025



Figure 103 – Photo (1 of 2) of Hayling Island exhibition event, 2 June 2025



Figure 104 – Photo (2 of 2) of Hayling Island exhibition event, 2 June 2025

The Spring Arts and Heritage Centre Exhibition Event, Thursday 12 June 2025



Figure 105 – Photo of The Spring Arts and Heritage Centre exhibition event, 12 June 2025

Waterlooville Exhibition Event (2 of 2), Saturday 21 June 2025



Figure 106 – Photo of Waterloooville exhibition event, 21 June 2025

Appendix I – Go Vocal engagement statistics

The following charts provide information on engagement with the Building a Better Future Plan pages on the Go Vocal platform.

The statistics include the following:

Visitors – The number of unique visitors to the relevant page. If a person visited the platform multiple times, they are only counted once.

Visits – The number of sessions. If a person visited the platform multiple times, each visit is counted.

Visit duration – The average amount of time spent on the relevant page across all visits.

Pageviews per visit – how many pages were viewed on each visit.

Traffic sources – The channel through which the visitor accessed the page. Note that only the top five sources are included in the below information.

Statistics for 'Our approach to the borough's future' page

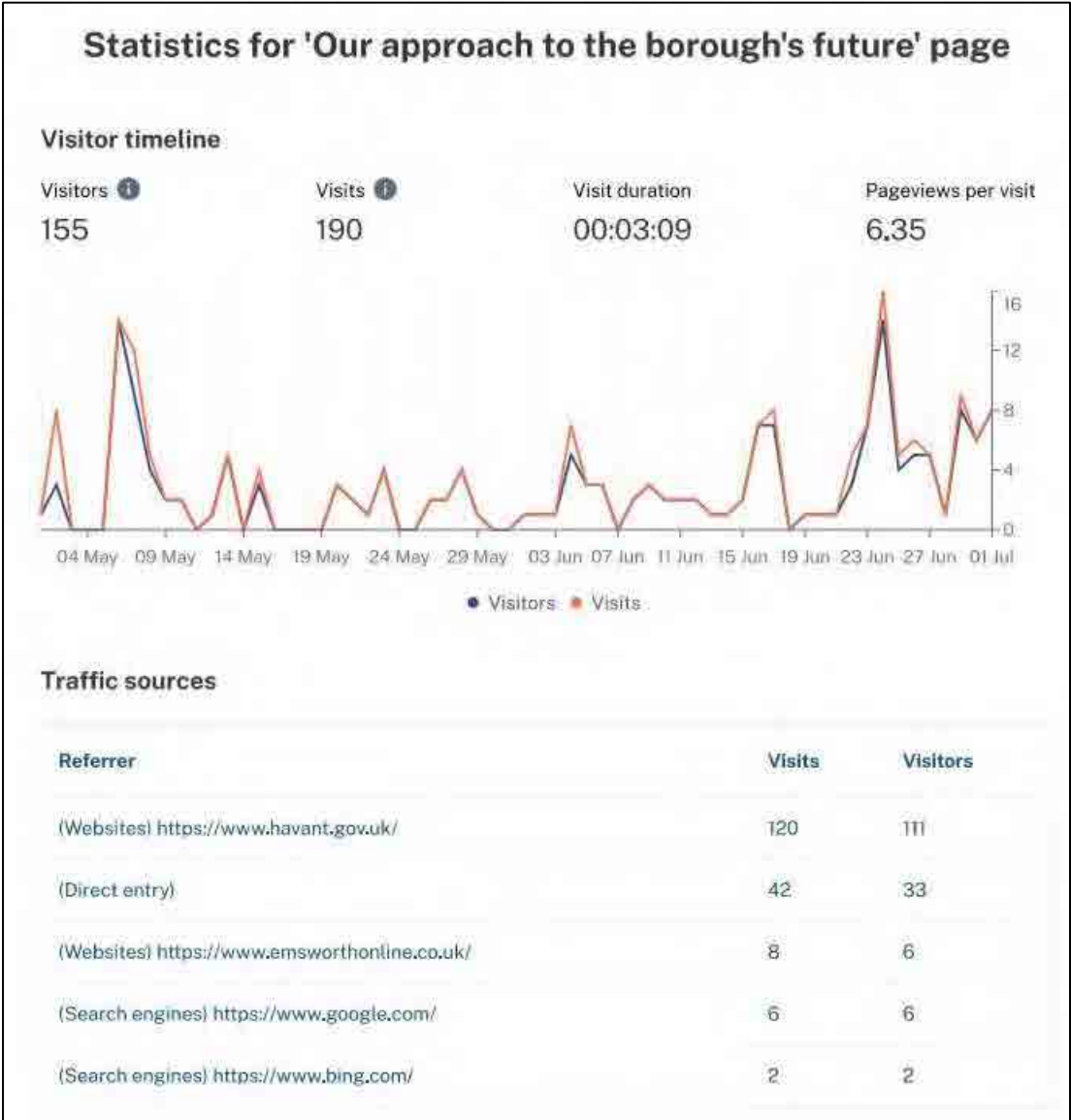


Figure 107 - Visitor statistics to the 'Our approach to the borough's future' page on Go Vocal

Statistics for 'The amount of development' page



Figure 108 - Visitor statistics to 'The amount of development' page on Go Vocal

Statistics for 'Proposed sites for development' page

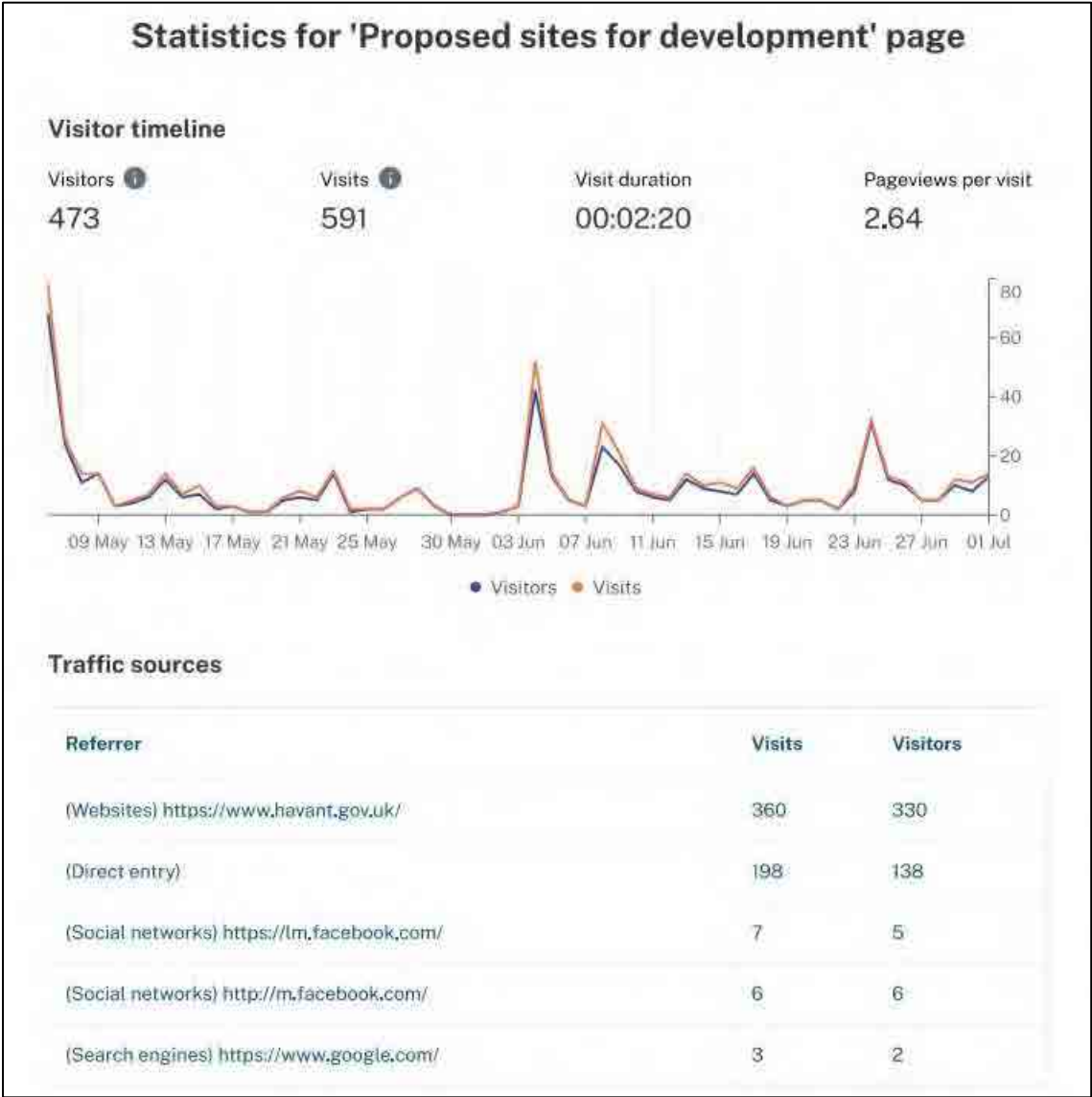


Figure 109 - Visitor statistics to 'Proposed sites for development' page on Go Vocal

Statistics for 'Topic-based policies' page

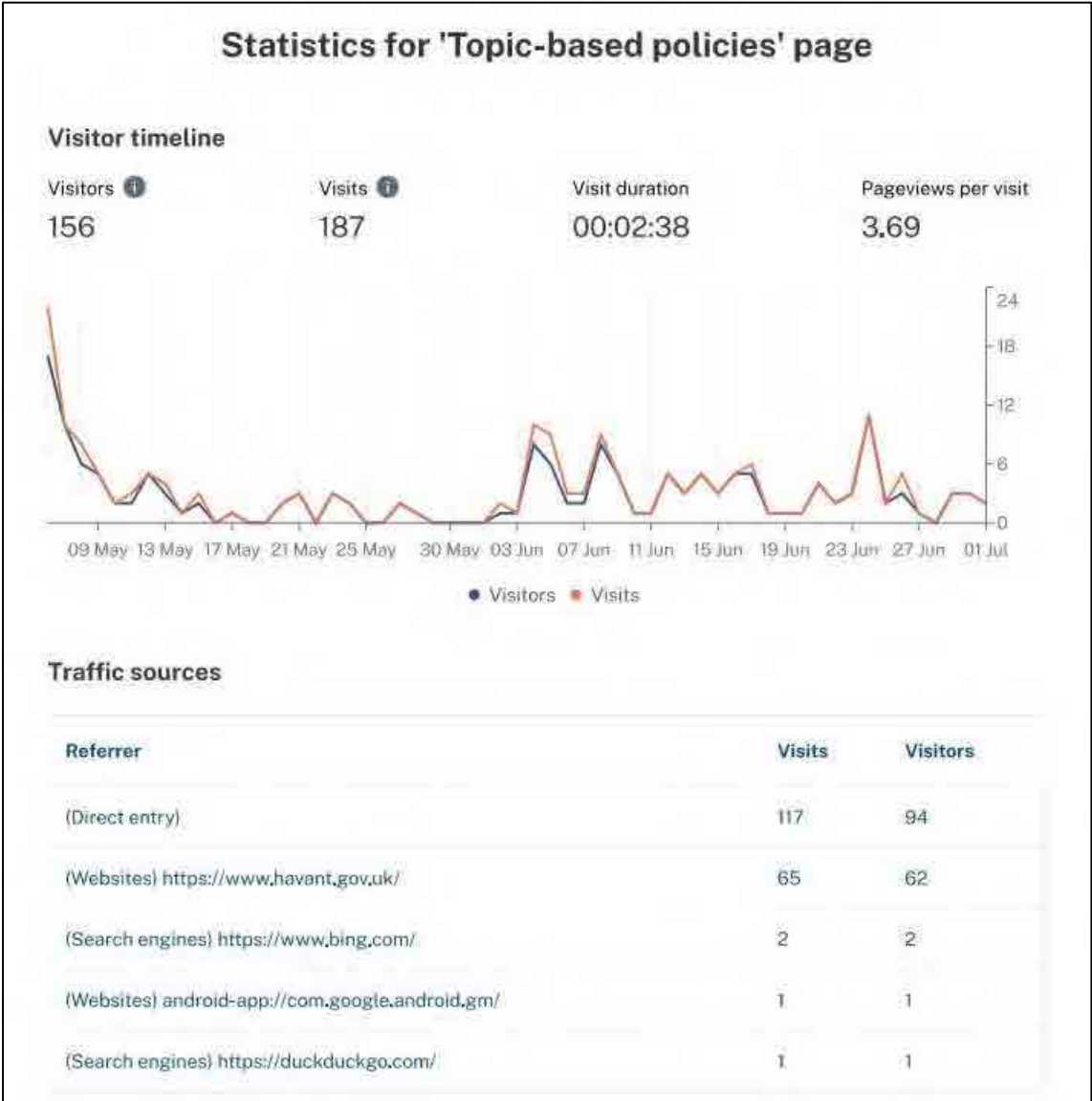


Figure 110 - Visitor statistics to 'Topic-based policies' page on Go Vocal

Statistics for 'St. Faith's Conservation Area Review' page



Figure 111 - Visitor statistics to 'Call for sites' page on Go Vocal

Appendix J – Go Vocal screenshots



Figure 112 – Screenshot of 'Building a Better Future 2025' homepage on Go Vocal tool (1 of 2)

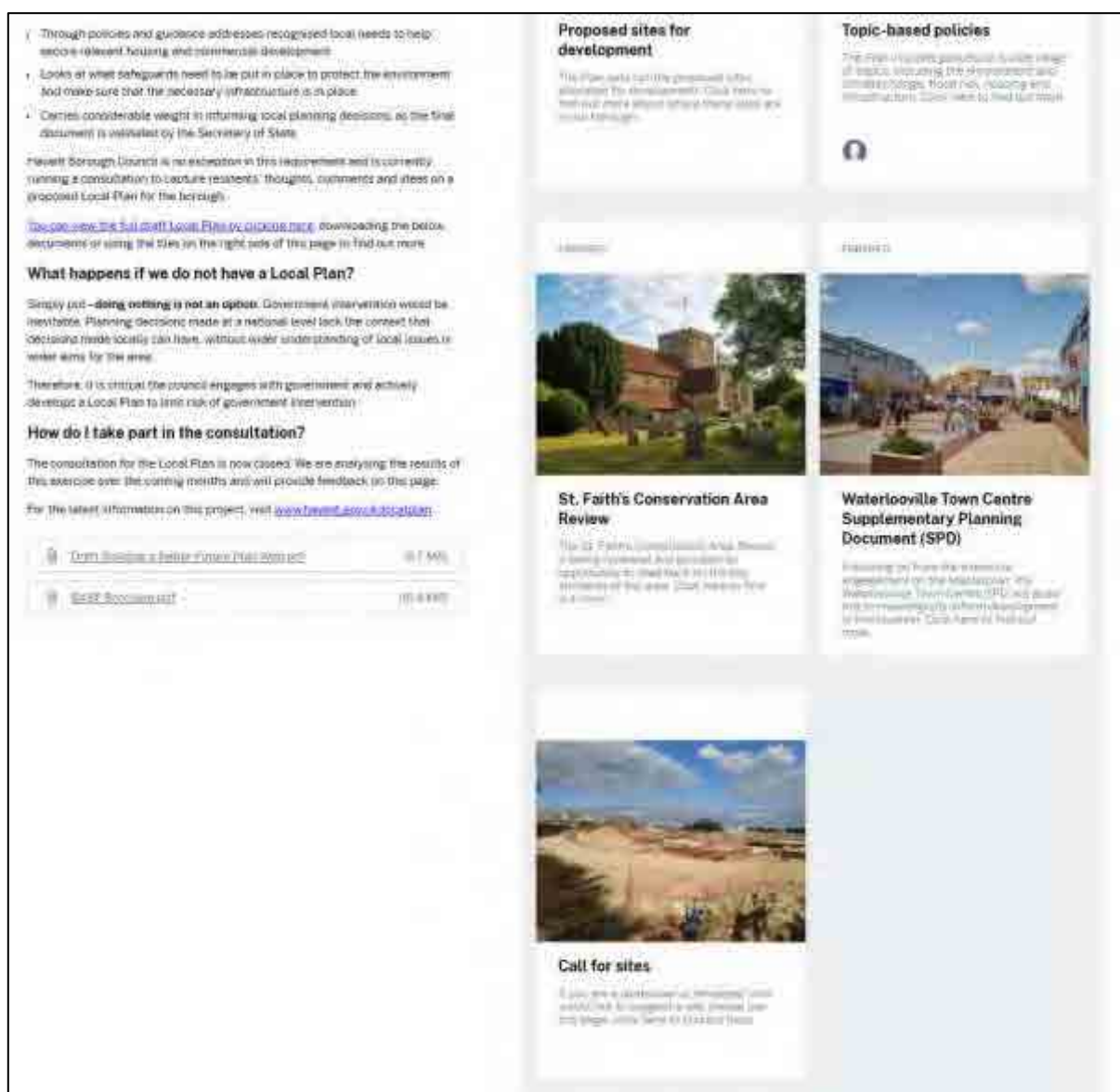
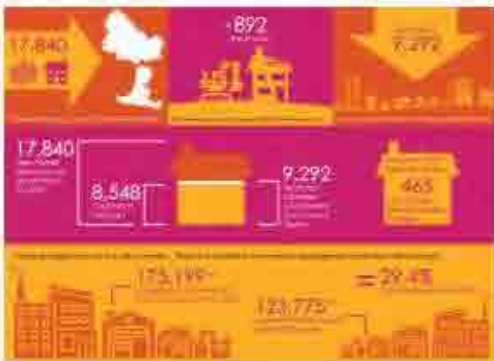


Figure 113 – Screenshot of 'Building a Better Future 2025' homepage on Go Vocal tool (2 of 2)



Our approach to the borough's future

The consultation on the Local Plan is now closed - you can find out more about the proposals by scrolling down or visiting www.havant.gov.uk/localplan.



The Draft Local Plan will focus future development within the borough's existing urban areas, brownfield sites and regeneration in the town centres. Greenfield urban extension sites will also be needed in order to effectively address the borough's housing need. Greenfield development on Hayling Island is not proposed given flood risk to the single access road on and off the island.

In addition to the above, the strategy:

- Actively encourages, supports and enables the provision of social rent accommodation and affordable housing.
- Enables new housing and commercial development wherever we can to provide homes and jobs for residents.
- Protects, conserves and enhances the natural environment whilst still providing sustainable development.
- Mitigates against climate change with robust policies to make sure new development reduces energy use.
- Improves infrastructure to accommodate development.

The Draft Local Plan will align with other policies and strategies including the government's National Planning Policy Framework, Hampshire County Council's Local Transport Plan 4 and Local Nature Recovery Strategy and the council's Corporate Strategy.



The Development Strategy policies in the Local Plan:

- [Policy 1: Spatial Strategy](#)
- [Policy 2: Defined Urban Areas](#)
- [Policy 3: Regeneration](#)
- [Policy 4: Infrastructure and Environmental Mitigation to Support Development](#)
- [Policy 7: Five Year Housing Land Supply](#)
- [Policy 8: Health and Climate Change](#)
- [Policy 9: New Homes for Sustainable Communities](#)
- [Policy 10: Supporting a Strong and Prosperous Economy](#)
- [Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development](#)

You can view further information about each of these policies by clicking on the titles above.

Want to continue to the next part of the Local Plan?

Click the 'Next' button below to move onto 'The Amount of Development' page.

Next

Figure 114 – Screenshot of 'Our approach of the borough's future' page on Go Vocal tool



The amount of development

The consultation on the Local Plan is now closed - you can find out more about the proposals by scrolling down or visiting www.havant.gov.uk/localplan.

Calculated new homes by 2043:

Category	Value
Government expectation	17,840
Gap between figures	9,292
Council calculation	8,548

52.1% of Havant's targeted needs

465 new homes needed annually

There is a clear gap between the government target for housing and what local research and investigation proves is possible in the borough



The starting point in national policy is that local planning authorities should meet their full need for development. However, the small, heavily urbanised nature of the borough, and the physical constraints of the coastline and South Downs mean that this is extremely challenging.

For the borough, the government has calculated our housing need be 892 new homes each year, equivalent to 17,840 homes between 2023 and 2043.

The council will need to show that it has left no stone unturned in identifying available and suitable sites which can provide new homes. A comprehensive assessment of each submitted site has been undertaken to check its suitability, which has resulted in the proposed sites for development on the following page.

Despite this - there remains a large gap between the borough's housing need and the homes that can be provided on these sites. The borough will be 9,292 homes short of the government target - that's 465 new homes annually.



There is also not enough land to meet the borough's economic development needs. Whilst total demand for commercial development is calculated at 175,199 sq m by 2043, only 123,775 sq m will be possible on the sites available. This represents a shortfall of 51,424 sq m - that's a 2,571 sq m annual shortfall.

This means going forwards with a plan which falls short of government requirements, but there are clear local physical and environmental constraints which prevent us from doing more.

The supporting policies in the Local Plan for this section are:

- [Policy 5: Amount of Housing](#)
- [Policy 6: Amount of Employment](#)

You can view further information about each of these policies by clicking on the titles above.

Want to continue to the next part of the Local Plan?

Click the 'Next' button below to move onto the 'Proposed sites for development' page.

[Next](#)

Figure 115 – Screenshot of 'The amount of development' page on Go Vocal tool



Proposed sites for development

The consultation on the Local Plan is now closed - you can find out more about the proposals by scrolling down or visiting www.havant.gov.uk/localplan.

The below map provides an overview of the allocated sites within the proposed Building a Better Future Plan:

These sites have gone through a series of robust assessments to ensure that they are suitable, achievable and available for development.

This includes consideration of the impacts upon local habitats and an appraisal on the sustainability of the site.

[More information about the proposed allocated sites, as well as the approach to allocating sites, can be viewed here.](#)

You can also download this map by clicking on the link to the PDF document below.



Want to have a closer look at the proposed allocations?

Click on the document below to download a version of this map that you can zoom in on:

Want to continue to the next part of the Local Plan?

Click the 'Next' button below to move onto the 'Topic-based policies' page.

Next

 [BABF 2026 Map of Sites.pdf](#)

(4.2 MB)

Figure 116 – Screenshot of 'Proposed sites for development' page on Go Vocal tool



Topic-based policies

The consultation on the Local Plan is now closed - you can find out more about the proposals by scrolling down or visiting www.havant.gov.uk/localplan

What is a topic-based policy?

These are the policies that will be used when determining planning applications of all types and scales. That means that these policies will apply to the individual allocations and any other development that comes forward.

The following sections provide an overview of the key policy areas included within the Plan.

Click on the title to find out more on each topic.



High quality development

Achieving high quality, well-designed and attractive buildings and places in the borough is a priority of the Draft Local Plan. Due to the limited availability of undeveloped land within the borough, it is essential that development makes efficient use of land, whilst considering factors such as local context, design, and accessibility to services and facilities. Through high quality development, places and buildings can also be created which promote positive health and wellbeing outcomes.

Development will need to

- Make optimal use of sites reflecting the limited availability of land for new homes in the borough
- Provide a minimum of 20% affordable and accessible housing on developments which will provide 10 homes or more
- Respond to climate change and help to create places where people enjoy living, working and visiting
- Reduce greenhouse gas emissions and incorporate low carbon technologies and methods
- Provide high quality liveable space, inside and out and maximise the levels of daylight to habitable rooms and amenity spaces
- Provide sufficient private outdoor amenity space to meet the needs of each dwelling

[Click here for more information about the context and approach to this section](#)

High quality development policies in the Local Plan:

- [Policy 12: High Quality Design](#)
- [Policy 13: Housing Density](#)
- [Policy 14: High Quality New Homes](#)

Figure 117 – Screenshot of 'Topic-based policies' page on Go Vocal tool (1 of 7)

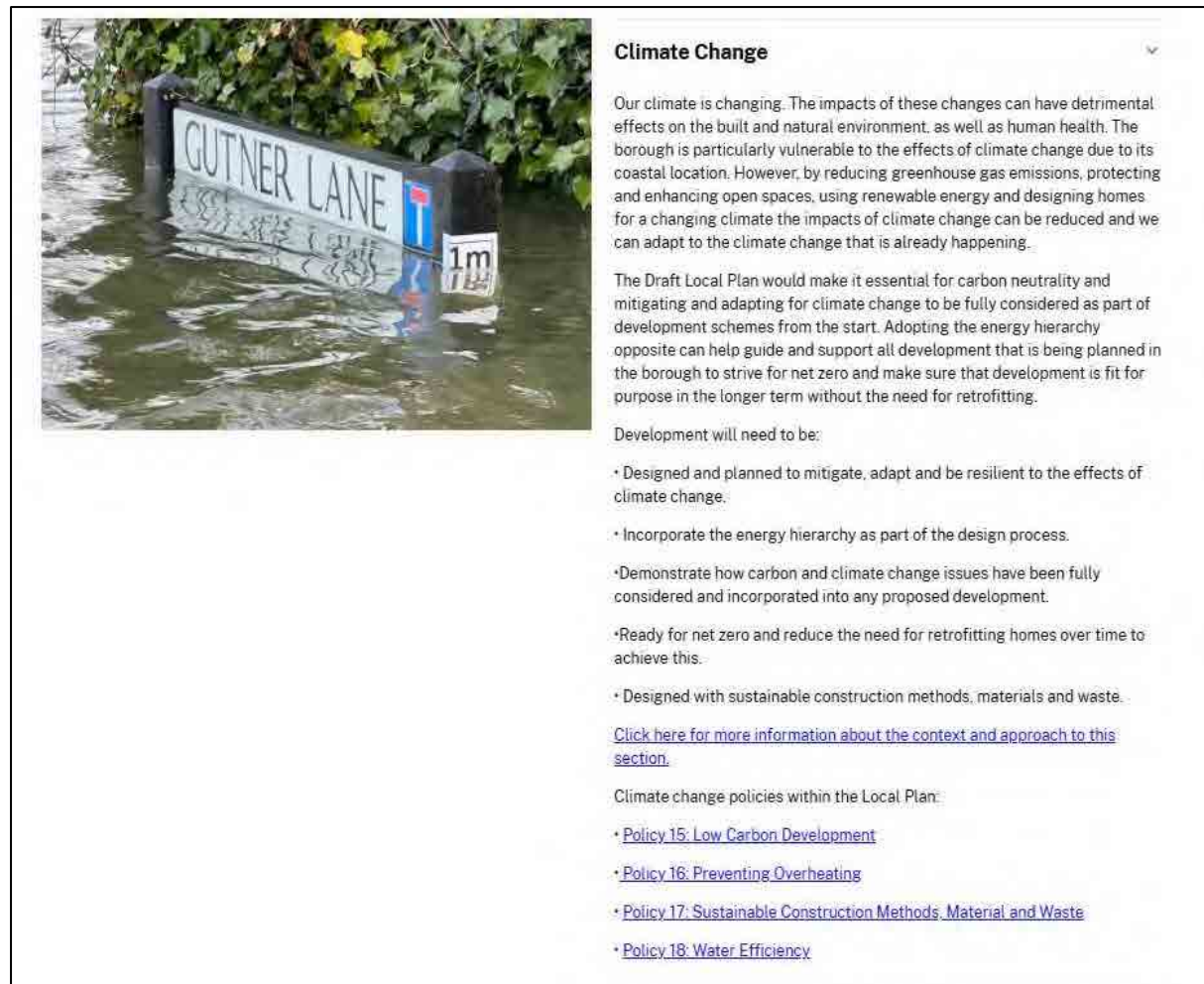


Figure 118 – Screenshot of 'Topic-based policies' page on Go Vocal tool (2 of 7)

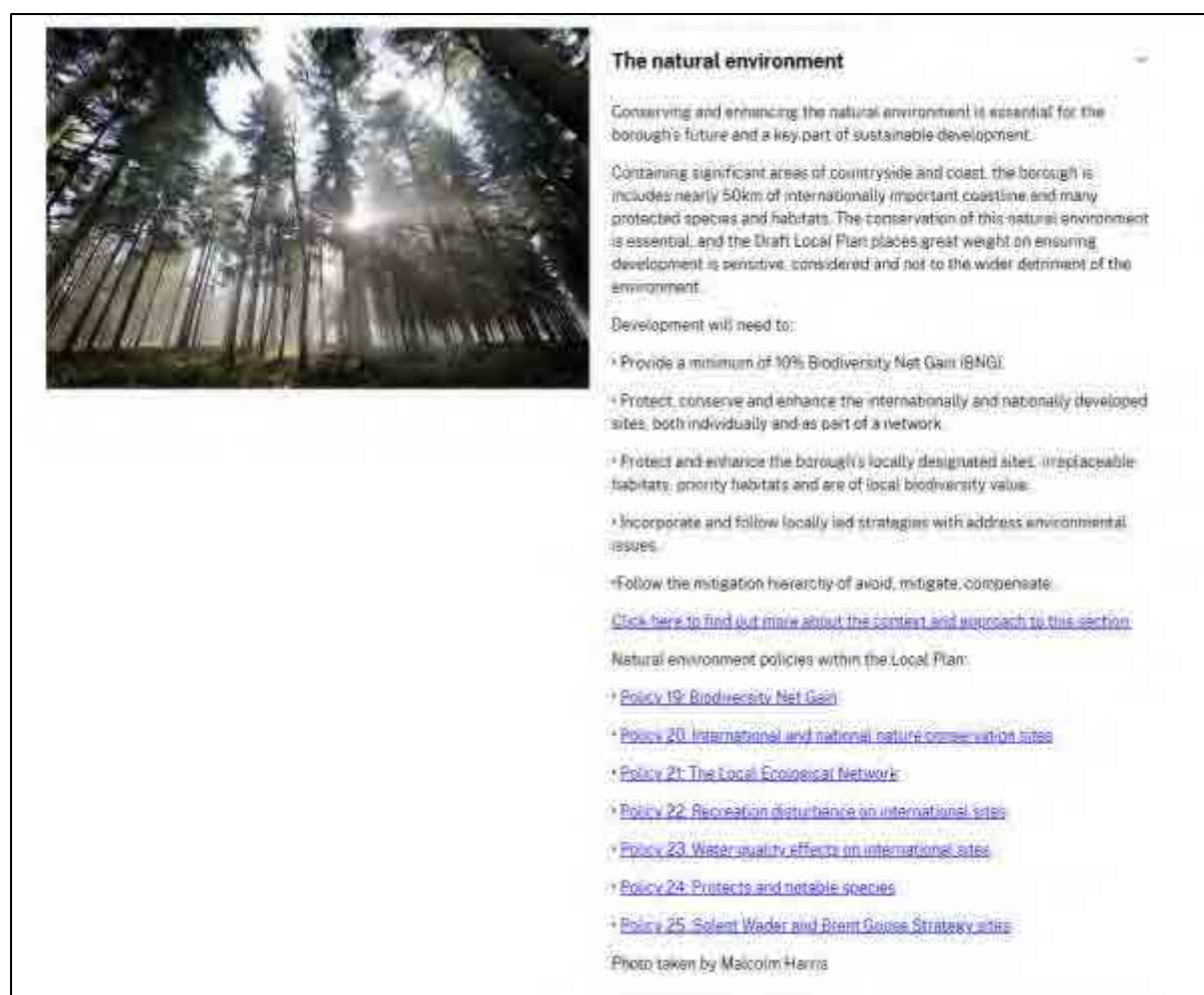


Figure 119 – Screenshot of 'Topic-based policies' page on Go Vocal tool (3 of 7)



Flood risk and our coastline

Havant borough has an extensive coastline and several rivers. As such, flood risk is a key consideration in planning for new development.

Climate change is expected to bring with it an increased risk of tidal flooding. Surface water and flooding from rivers are also likely to increase. Flood risk avoidance, as well as mitigation and management of all sources of flooding, are therefore key questions for the location and design of individual new developments.

The council is taking a strong stance on flood risk in the Draft Local Plan. As a guiding principle in selecting sites, we have avoided areas at risk of flooding both now and as flood risk increases with climate change. For Hayling Island, this also considers the vulnerability of the island itself as a wider area.

Development will need to be:

- Safe over its lifetime without increasing flood risk elsewhere
- Include flood protection measures, specifically addressing the requirements of the site and which appropriate to the character, sensitivity and biodiversity of both the site and the wider area
- The drainage needs of the site are met without increasing flood risk elsewhere
- Where necessary, contribute towards any identified flood alleviation or defence scheme(s)

[Click here to find out more about the content and approach to this section.](#)

Flood risk and coastline policies:

- [Policy 26: Flood Risk](#)
- [Policy 27: Drainage](#)
- [Policy 28: Development on the Coast](#)

Figure 120 – Screenshot of 'Topic-based policies' page on Go Vocal tool (4 of 7)



Figure 121 – Screenshot of 'Topic-based policies' page on Go Vocal tool (5 of 7)



Economy and town centres

The borough has a strong, diverse and varied industrial economy supported by a wealth of micro sized enterprises. Manufacturing and construction are strong local sectors, with startup businesses attracted by affordable rents.

Recognising the limited land available for new significant commercial development, we must carefully and proactively manage the portfolio of existing employment sites. Development proposals which secure the appropriate intensification and redevelopment within existing employment areas will be supported to improve the quality of built stock. This will help to ensure that there continues to be a choice of sites available to meet business needs.

Town, district and local centres alongside local shops and services also provide a key source of employment and are at the heart of the borough's communities. They help to reduce the need to travel with residents being able to easily access goods and services.

With the decline in the retail sector, food, drink and entertainment venues are uses which provide vitality and viability within our town centres through opportunities for social interaction. However, it is important that these are managed in a way which contributes to the prosperity of the economy and do not adversely affect the health and wellbeing of communities, or residential amenity.

[Click here to find out more about the context and approach to this section.](#)

Economy and Town Centre policies within the Local Plan:

- Policy 38: Protecting Employment Uses
- Policy 39: Town, District and Local Centres
- Policy 40: Local Shops Outside of Designated Centres
- Policy 41: Food, Drink and Entertainment Uses
- Policy 42: Protecting Existing Community Facilities



Amenity and pollution

The council recognises the importance of protecting residents and the natural environment from exposure to pollution in all its forms.

To do this, the Draft Local Plan will only permit developments where it is demonstrated that projected levels of pollution do not have a likely significant negative effect on the amenity of existing and future users of the site, nearby occupiers or the wider environment.

[Click here to find out more about the context and approach to this section.](#)

Amenity and pollution policies within the Local Plan:

- Policy 43: Amenity and Pollution
- Policy 44: Air Quality
- Policy 45: Aquifer Source Protection Zones
- Policy 46: Contaminated Land

Figure 122 – Screenshot of 'Topic-based policies' page on Go Vocal tool (6 of 7)



Infrastructure

An approved Local Plan will enable the council to secure appropriate infrastructure to support new development (something that could be lost if there is no plan in place). The timely delivery of infrastructure is important to maintain the quality of life for existing communities. Infrastructure may be delivered through financial contributions made by the developer, or through the provision of on-site physical infrastructure, such as roads, open space and recreation facilities.

New development cannot, however, be expected to address any existing capacity issues. Nor can development be halted pending improvements to certain services, such as GPs or dentists. The council is limited in its powers to require infrastructure improvements through the Local Plan – with the delivery of improvements largely in the hands of other bodies. The council is, however, committed to working with infrastructure providers to secure the timely delivery of improvements alongside new development.

Co-operation with developers, infrastructure providers and other plan-making authorities is key to timely infrastructure delivery. Both Hampshire County Council (a major infrastructure provider) and Havant Borough Council regularly review service providers' plans to produce the Hampshire Strategic Infrastructure Statement and Havant Infrastructure Delivery Plan.

[Click here to find out more about the context and approach to this section.](#)

Infrastructure policies within the Local Plan:

- [Policy 47: Accessibility, Transport and Parking](#)
- [Policy 48: New Accesses onto Classified Roads](#)
- [Policy 49: Protecting Open Space](#)
- [Policy 50: Provision of Public Open Space in New Development](#)
- [Policy 51: Sport and Recreation Facilities](#)
- [Policy 52: Renewable Energy Infrastructure](#)
- [Policy 53: Employment and Skills Plans](#)
- [Policy 54: Community New Development Officers](#)
- [Policy 55: Future Management and Management Plans](#)

This is the last section of the Local Plan document.

Click 'Next' to find out more about the St. Faith's Conservation Area Review and Waterlooville Town Centre SPD, while you can also find out more information about submitting a site for consideration.

Next

Figure 123 – Screenshot of 'Topic-based policies' page on Go Vocal tool (7 of 7)

Appendix K – Communications statistics (inc. media / social media)

The following tables provide a breakdown of engagement with communications published during the consultation period.

The below statistics were gathered following the close of the consultation.

Date	Title	Subscriber groups sent to	Number of Recipients (delivery rate)	Total unique opens of bulletin (% of overall recipients)	Total unique clicks of relevant link (% of overall recipients)
25/04/2025	Havant Community Bulletin	Havant Borough Community Bulletin	1,644 (97%)	827 (52%)	14 (1%)
06/05/2025	Building a Better Future for Havant borough – have your say	Business news Community centres Community news and events Latest council news Local Plan examination Media - general Places of worship Planning and Local Plan information Public notices and consultations Regeneration Hayling Island Regeneration Waterloooville Weekly planning lists Youth Forum	16,434 (97%)	7,559 (48%)	394 (2%)

06/05/2025	Building a Better Future	Planning and Local Plan information	5,819 (96%)	2,918 (52%)	130 (2%)
09/05/2025	Havant Business Newsletter May 2025	Business news	3,157 (95%)	1,319 (44%)	5 (<1%)
15/05/2025	GUAG – May newsletter	Get Up and Go	3,327 (97%)	1,770 (55%)	9 (<1%)
19/05/2025	Have your say on the next step of the Waterloooville Town Centre Masterplan!	Planning and Local Plan information Regeneration Waterlooville	6,361 (97%)	3,201 (52%)	22 (<1%)
22/05/2025	May Your Borough	Bin updates Community centres Community news and events Elections Garden Waste Latest council news	16,097 (98%)	7,931 (50%)	82 (1%)
30/05/2025	Havant Skills Zone	Havant Skills Zone Local skills and training opportunities	1,091 (96%)	494 (47%)	1 (<1%)
30/05/2025	Havant Community Bulletin	Havant Borough Community Bulletin	1,658 (96%)	744 (47%)	2 (<1%)
03/06/2025	Waterlooville Update – Your chance to find out more and have your say	Regeneration Waterlooville	1,402 (97%)	804 (59%)	93 (7%)

04/06/2025	Help us build a better future with our Local Plan – your chance to have your say!	Local Plan examination Planning and Local Plan information Public notices and consultations Regeneration Hayling Island Regeneration Waterlooville	7,365 (97%)	3,608 (51%)	152 (2%)
06/06/2025	Havant Business Newsletter June 2025	Business news	3,151 (95%)	1,324 (44%)	8 (<1%)
24/06/2025	One week remaining – have your say on the future development of our borough	Climate and the Natural Environment Community news and events Get Up and Go Havant Borough Community Bulletin Latest council news Local Plan examination All media distribution lists Planning and Local Plan information Public notices and consultations	17,016 (97%)	7,923 (48%)	321 (2%)

		Regeneration Hayling Island Regeneration Waterlooville Weekly planning lists			
24/06/2025	June edition of Your Borough	Bin updates Community centres Community news and events Elections Garden waste Latest council news	16,270 (98%)	7,817 (49%)	61 (<1%)
27/06/2025	Less than one week remaining – have your say on the future development of our borough	Business news	3,158 (95%)	1,282 (43%)	41 (1%)

Figure 124 - Media programme statistics

Facebook Post Statistics

Date	Content	Engagement Rate	Reach	Reactions
06/05/25	Launch of consultation	15.11%	2,124	15
09/05/25	Promotion of consultation	5.93%	1,400	3
14/05/25	Pre-event promotion (Emsworth) 1	5.63%	1,102	4
15/05/25	Pre-event promotion (Emsworth) 2	1.1%	639	1
15/05/25	Event live promotion (Emsworth)	4.46%	762	9
16/05/25	Promotion of consultation	9.75%	1,343	5
20/05/25	Pre-event promotion (Waterlooville) 1	11.32%	2,332	18
20/05/25	Pre-event promotion (Waterlooville) 2	15.48%	3,515	12
21/05/25	Pre-event promotion (Waterlooville) 3	2.03%	937	4
21/05/25	Event live promotion (Waterlooville)	12.17%	756	5
23/05/25	Pre-event promotion (Havant)	5.55%	6,022	17
24/05/25	Event live promotion (Havant)	6.56%	3,279	13
27/05/25	Pre-event promotion (Leigh Park)	6.51%	17,483	4
28/05/25	Event live promotion (Leigh Park)	5.45%	1,229	7
29/05/25	Event live promotion (Leigh Park)	3.97%	931	10
30/05/25	Pre-event promotion (Hayling Island) 1	2.79%	4,120	7
02/06/25	Pre-event promotion (Hayling Island) 2	2.17%	3,690	5
02/06/25	Event live promotion (Hayling Island)	6.48%	987	6
03/06/25	Councillor-led meeting promotion (Emsworth)	14.75%	1,227	7
04/06/25	Consultation promotion – Hayling Island focus	13.89%	8,184	8
04/06/25	Councillor-led meeting promotion (Waterlooville)	4.34%	3,455	8
06/06/25	Consultation promotion – Waterlooville focus	9.03%	4,196	11

09/06/25	Consultation promotion – Leigh Park focus	12.4%	12,562	7
09/06/25	Councillor-led meeting promotion (Hayling Island)	2.63%	912	7
10/06/25	Consultation promotion – Emsworth focus	10.42%	2,379	10
11/06/25	Consultation promotion – Havant focus	10.18%	2,210	7
12/06/25	Pre-event promotion (Havant)	1.79%	2,011	6
12/06/25	Event live promotion (Havant)	2.64%	1,818	10
13/06/25	Promotion of consultation	5.38%	4,724	8
13/06/25	Councillor-led meeting promotion (Havant)	3.48%	2,155	17
16/06/25	Pre-event promotion (Plaza / Waterloooville)	2.5%	1,202	5
17/06/25	Promotion of consultation – two weeks remaining	5.26%	11,784	10
18/06/25	Councillor-led meeting promotion (Wecock Farm)	3%	1,368	8
19/06/25	Event live promotion (Plaza)	0.57%	707	2
20/06/25	Pre-event promotion (Waterlooville)	6.3%	13,515	15
20/06/25	Councillor-led meeting promotion (Leigh Park)	25.18%	4,075	7
21/06/25	Event live promotion (Waterlooville)	1.87%	1,069	6
24/06/25	Promotion of consultation – one week remaining	5.83%	1,768	1
27/06/25	Promotion of consultation – four days remaining	2.11%	950	3
30/06/25	Promotion of consultation – one day remaining	8.22%	2,190	1
01/07/25	Promotion of consultation – final day	3.21%	903	2
01/07/25	Promotion of consultation – final day	2.84%	563	1
02/07/25	Thanks and next steps	8.17%	1,493	5

Figure 125 - Statistics for Facebook posts

Instagram Post Statistics

Date	Content	Engagement Rate	Reach	Likes
06/05/25	Launch of consultation	1.49%	335	4
09/05/25	Promotion of consultation	1.12%	89	1
12/05/25	Pre-event promotion (Emsworth) 1	1.22%	82	1
14/05/25	Pre-event promotion (Emsworth) 2	0.86%	116	1
15/05/25	Pre-event promotion (Emsworth) 3	0%	102	0
15/05/25	Event live promotion (Emsworth)	1.19%	84	1
16/05/25	Promotion of consultation	2.08%	96	2
19/05/25	Pre-event promotion (Waterlooville) 1	2.61%	306	4
20/05/25	Pre-event promotion (Waterlooville) 2	1.4%	214	4
21/05/25	Pre-event promotion (Waterlooville) 3	0.85%	118	1
21/05/25	Event live promotion (Waterlooville)	1.83%	164	3
23/05/25	Pre-event promotion (Havant)	1.86%	269	5
24/05/25	Event live promotion (Havant)	0.43%	235	1
27/05/25	Pre-event promotion (Leigh Park)	0%	113	0
28/05/25	Event live promotion (Leigh Park)	2.2%	91	2
29/05/25	Event live promotion (Leigh Park)	0.61%	164	1
30/05/25	Pre-event promotion (Hayling Island) 1	0.84%	119	1
02/06/25	Pre-event promotion (Hayling Island) 2	0%	124	0
02/06/25	Event live promotion (Hayling Island)	1.14%	88	1
04/06/25	Consultation promotion – Hayling Island focus	2.3%	87	2
06/06/25	Consultation promotion – Waterlooville focus	2.79%	215	5
09/06/25	Consultation promotion – Leigh Park focus	0%	141	0
10/06/25	Consultation promotion – Emsworth focus	0%	135	0

11/06/25	Consultation promotion – Havant focus	0%	75	0
12/06/25	Pre-event promotion (Havant)	0.77%	130	0
12/06/25	Event live promotion (Havant)	0.82%	122	0
13/06/25	Promotion of consultation	0.89%	112	1
16/06/25	Pre-event promotion (Plaza / Waterlooville)	2.02%	99	2
17/06/25	Promotion of consultation – two weeks remaining	1.59%	126	1
19/06/25	Event live promotion (Plaza)	1.03%	97	1
20/06/25	Pre-event promotion (Waterlooville)	1.19%	252	3
21/06/25	Event live promotion (Waterlooville)	2.35%	426	6
24/06/25	Promotion of consultation – one week remaining	0%	108	0
27/06/25	Promotion of consultation – four days remaining	0%	93	0
30/06/25	Promotion of consultation – one day remaining	0%	96	0
01/07/25	Promotion of consultation – final day	0%	84	0
01/07/25	Promotion of consultation – final day	1.08%	93	1
02/07/25	Thanks and next steps	1.46%	137	2

Figure 126 - Statistics for Instagram posts

Twitter Post Statistics

Date	Content	Engagement Rate	Engagements	Impressions
06/05/25	Launch of consultation	1.79%	4	224
09/05/25	Promotion of consultation (thread)	16.3% 0% 6.9% 5.71% 2.13% 2.06%	22 0 2 2 2 2	135 0 29 35 94 97
14/05/25	Pre-event promotion (Emsworth)	1.01%	1	99
03/06/25	Councillor-led meeting promotion (Emsworth)	1.28%	2	156
04/06/25	Councillor-led meeting promotion (Waterlooville)	0%	0	117
09/06/25	Councillor-led meeting promotion (Hayling Island)	0.61%	1	165
13/06/25	Councillor-led meeting promotion (Havant)	4.51%	6	133
18/06/25	Councillor-led meeting promotion (Wecock Farm)	3.51%	4	114
20/06/25	Councillor-led meeting promotion (Leigh Park)	0.68%	1	146
24/06/25	Promotion of consultation – one week remaining	0%	0	89
27/06/25	Promotion of consultation – four days remaining	1.18%	1	85
01/07/25	Promotion of consultation – final day	2.75%	6	218
02/07/25	Thanks and next steps	1.06%	2	188

Figure 127 - Statistics for Twitter posts

LinkedIn Post Statistics

Date	Content	Engagement Rate	Reactions	Shares
06/05/25	Launch of consultation	5.47%	12	3
09/05/25	Promotion of consultation	4.01%	7	2
14/05/25	Pre-event promotion (Emsworth) 1	4.11%	6	2
15/05/25	Pre-event promotion (Emsworth) 2	4.02%	3	0
21/05/25	Pre-event promotion (Waterlooville)	8.94%	9	0
27/05/25	Pre-event promotion (Leigh Park)	4.7%	4	2
02/06/25	Pre-event promotion (Hayling Island) 2	6.74%	9	1
04/06/25	Consultation promotion – Hayling Island focus	5.74%	6	0
06/06/25	Consultation promotion – Waterlooville focus	4.94%	5	0
09/06/25	Consultation promotion – Leigh Park focus	4.01%	6	1
10/06/25	Consultation promotion – Emsworth focus	3.3%	2	0
11/06/25	Consultation promotion – Havant focus	6.99%	10	0
12/06/25	Pre-event promotion (Havant)	1.83%	1	0
16/06/25	Pre-event promotion (Plaza / Waterlooville)	1.56%	0	0
20/06/25	Pre-event promotion (Waterlooville)	2.63%	3	0
24/06/25	Promotion of consultation – one week remaining	3.64%	0	0
27/06/25	Promotion of consultation – four days remaining	0%	0	0
01/07/25	Promotion of consultation – final day	2.5%	0	0
02/07/25	Thanks and next steps	15.28%	7	0

Figure 128 - Statistics for LinkedIn posts

Next Door Post Statistics

Date	Content	Targeted neighbourhoods	Impressions
06/05/25	Launch of consultation	All	853
06/05/25	Launch of consultation (Waterlooville SPD)	Purbrook Stakes Waterloo Cowplain Hart Plain	342
06/05/25	Launch of consultation (St. Faith's Conservation Area Review)	Havant St. Faiths	160
09/05/25	Promotion of consultation	All	792
12/05/25	Pre-event promotion (Emsworth) 1	Denvilles North Emsworth Hollybank Southbourne Emsworth Emsworth North Cotton Drive and Spencers Warblington Langstone	163
15/05/25	Pre-event promotion (Emsworth) 2	Denvilles North Emsworth Hollybank Southbourne Emsworth Emsworth North Cotton Drive and Spencers Warblington Langstone Oakmeadow	224
19/05/25	Pre-event promotion (Waterlooville)	Berewood Cowplain Hazleton Crookhorn Hart Plain Horndean Kings Lovedean Lane Purbrook and Widley South Cowplain South Waterlooville	333

		Stakes Waterlooville Wecock Farm West Waterlooville Westbrook Widley	
20/05/25	Pre-event promotion (Waterlooville SPD)	Waterloo Stakes Purbrook Hart Plain Cowplain	272
23/05/25	Pre-event promotion (Havant)	Havant St Faith's Bedhampton	168
27/05/25	Pre-event promotion (Leigh Park)	Barncroft Battins Bondfields Plain Dunsbury Way East Bedhampton Havant Town Leigh Park Sharp's Copse Stockheath West Leigh Warren Park	161
28/05/25	Event live promotion (Leigh Park)	Leigh Park Central and West Leigh Leigh Park Hermitage	67
29/05/25	Event live promotion (Leigh Park)	Leigh Park Central and West Leigh Leigh Park Hermitage Bedhampton	124
02/06/25	Pre-event promotion (Hayling Island)	Hayling East Hayling West	123
04/06/25	Consultation promotion – Hayling Island	Hayling East Hayling West	61
09/06/25	Consultation promotion – Leigh Park	Leigh Park Central and West Leigh Leigh Park Hermitage	100
10/06/25	Consultation promotion – Emsworth	Emsworth	62

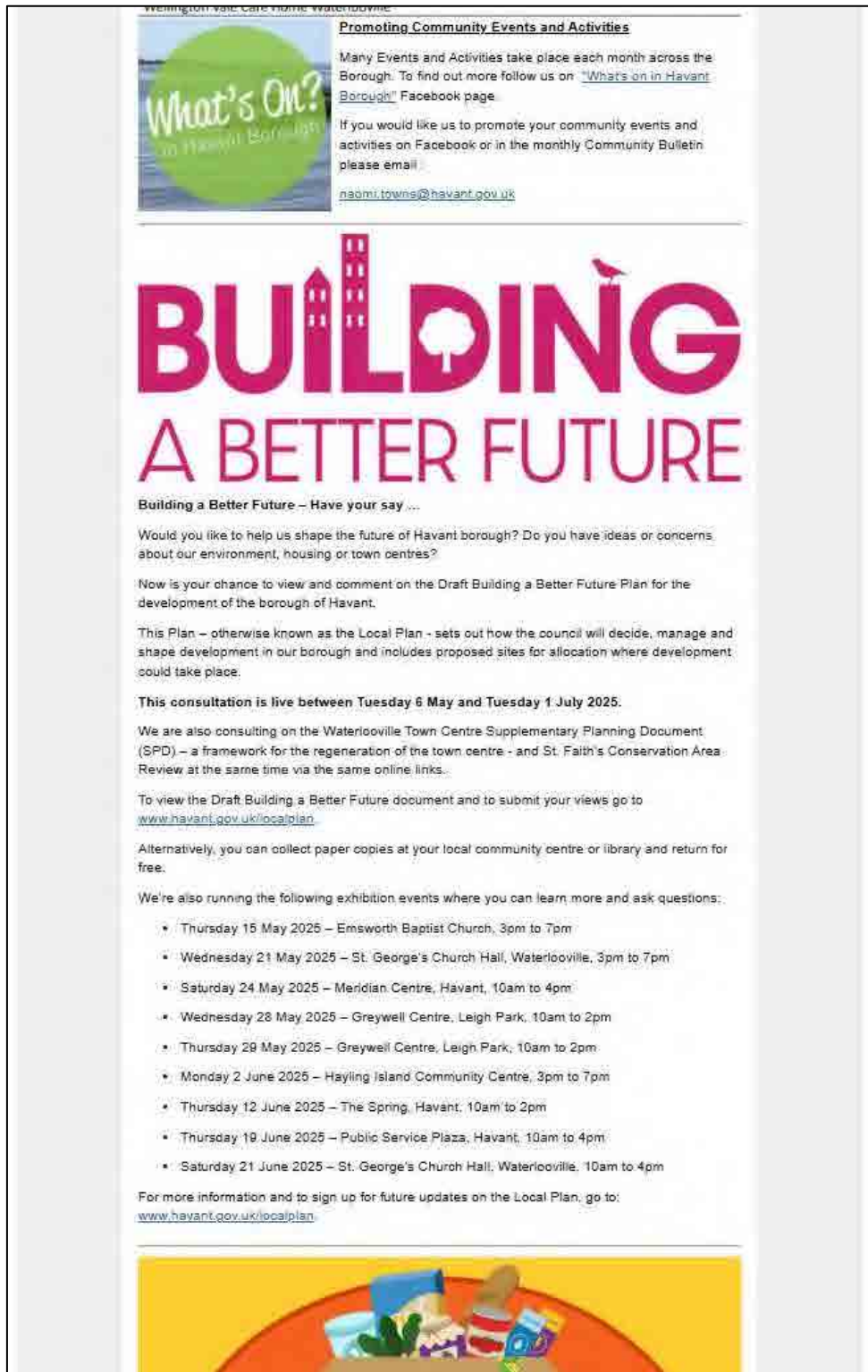
13/06/25	Promotion of consultation	All	520
16/06/25	Pre-event promotion (Plaza / Waterloooville)	All	346
24/06/25	Promotion of consultation – one week remaining	All	430
24/06/25	Promotion of consultation (Waterloooville SPD) – one week remaining	Hart Plain Stakes Purbrook Waterloo Cowplain	318
24/06/25	Promotion of consultation (St. Faith's Conservation Area Review) – one week remaining	Havant St Faiths	74
27/06/25	Promotion of consultation – four days remaining	All	365
01/07/25	Promotion of consultation – final day	All	334
01/07/25	Promotion of consultation (Waterloooville SPD) – final day	Cowplain Hart Plain Purbrook Stakes Waterloo	243
01/07/25	Promotion of consultation (St. Faith's Conservation Area Review) – final day	Havant St Faiths	97
02/07/25	Thanks and next steps	All	308

Figure 129 – Statistics for Next Door posts

Appendix L – Communications screenshots (inc. media / social media)

Please note screenshots are not available for all Twitter posts.

Havant Community Bulletin – 25 April 2025



The screenshot shows a community bulletin page. At the top left is a green circular logo with the text 'What's On? in Havant Borough'. To its right is a section titled 'Promoting Community Events and Activities' which mentions a Facebook page and an email address: naomi.townes@havant.gov.uk. The main heading is 'BUILDING A BETTER FUTURE' in large, stylized pink letters. Below this is a section titled 'Building a Better Future – Have your say ...' which invites residents to share ideas on the future of Havant. It mentions a 'Draft Building a Better Future Plan' and a consultation period from Tuesday 6 May to Tuesday 1 July 2025. It also mentions a 'Waterlooville Town Centre Supplementary Planning Document (SPD)' and 'St. Faith's Conservation Area Review'. A link is provided: www.havant.gov.uk/localplan. Below this is a list of exhibition events with dates, times, and locations. At the bottom is a colorful illustration of a child's toys on a yellow background.

What's On? in Havant Borough

Promoting Community Events and Activities

Many Events and Activities take place each month across the Borough. To find out more follow us on: "[What's on in Havant Borough](#)" Facebook page.

If you would like us to promote your community events and activities on Facebook or in the monthly Community Bulletin please email: naomi.townes@havant.gov.uk

BUILDING A BETTER FUTURE

Building a Better Future – Have your say ...

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres?

Now is your chance to view and comment on the Draft Building a Better Future Plan for the development of the borough of Havant.

This Plan – otherwise known as the Local Plan – sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place.

This consultation is live between Tuesday 6 May and Tuesday 1 July 2025.

We are also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) – a framework for the regeneration of the town centre – and St. Faith's Conservation Area Review at the same time via the same online links.

To view the Draft Building a Better Future document and to submit your views go to www.havant.gov.uk/localplan.

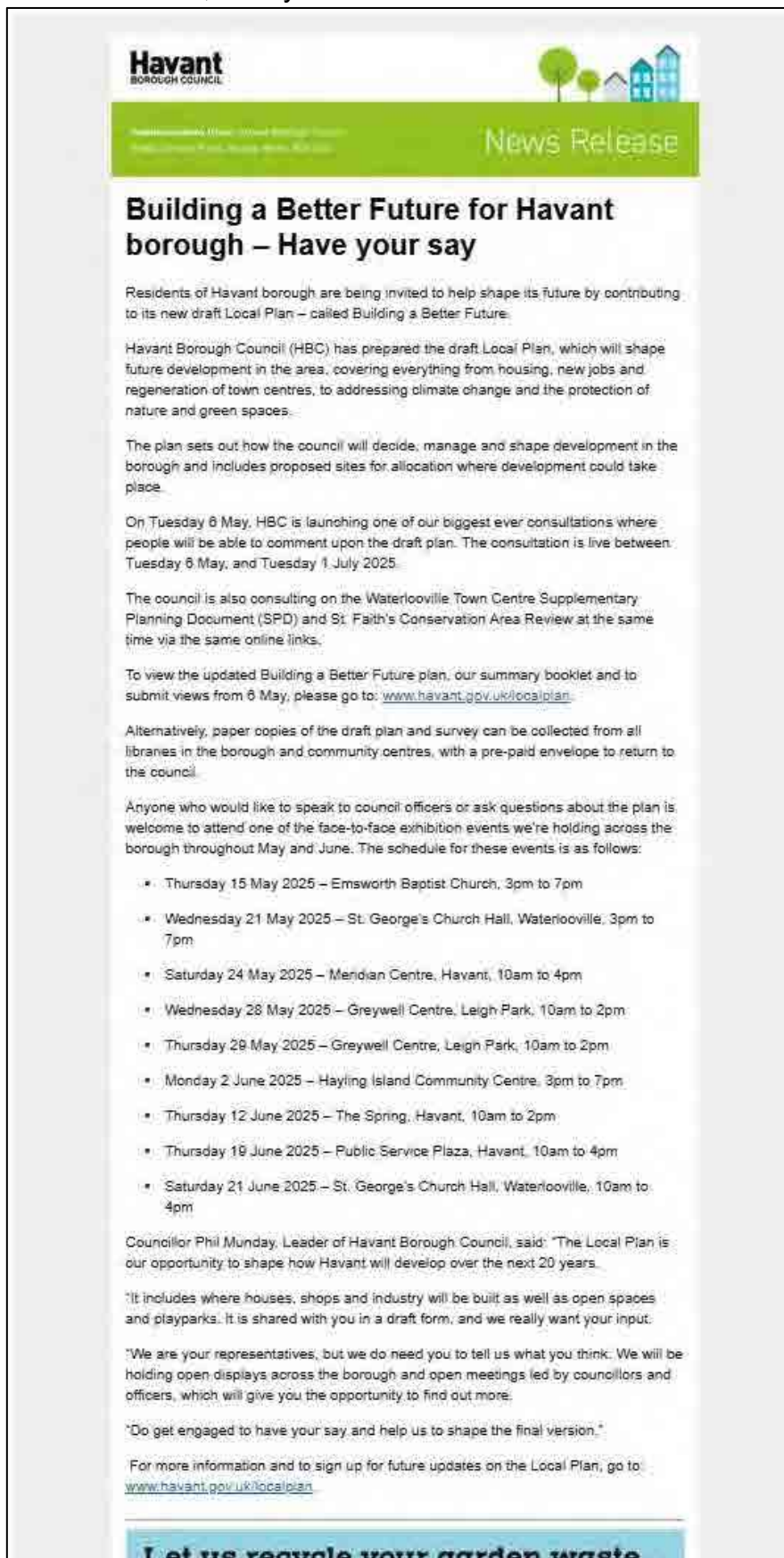
Alternatively, you can collect paper copies at your local community centre or library and return for free.

We're also running the following exhibition events where you can learn more and ask questions:

- Thursday 15 May 2025 – Emsworth Baptist Church, 3pm to 7pm
- Wednesday 21 May 2025 – St. George's Church Hall, Waterlooville, 3pm to 7pm
- Saturday 24 May 2025 – Meridian Centre, Havant, 10am to 4pm
- Wednesday 28 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Thursday 29 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Monday 2 June 2025 – Hayling Island Community Centre, 3pm to 7pm
- Thursday 12 June 2025 – The Spring, Havant, 10am to 2pm
- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm
- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

For more information and to sign up for future updates on the Local Plan, go to: www.havant.gov.uk/localplan.

Figure 130 – Screenshot of Havant Community Bulletin, 25 April 2025



Havant
BOROUGH COUNCIL

News Release

Building a Better Future for Havant borough – Have your say

Residents of Havant borough are being invited to help shape its future by contributing to its new draft Local Plan – called Building a Better Future.

Havant Borough Council (HBC) has prepared the draft Local Plan, which will shape future development in the area, covering everything from housing, new jobs and regeneration of town centres, to addressing climate change and the protection of nature and green spaces.

The plan sets out how the council will decide, manage and shape development in the borough and includes proposed sites for allocation where development could take place.

On Tuesday 6 May, HBC is launching one of our biggest ever consultations where people will be able to comment upon the draft plan. The consultation is live between Tuesday 6 May, and Tuesday 1 July 2025.

The council is also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) and St Faith's Conservation Area Review at the same time via the same online links.

To view the updated Building a Better Future plan, our summary booklet and to submit views from 6 May, please go to: www.havant.gov.uk/localplan.

Alternatively, paper copies of the draft plan and survey can be collected from all libraries in the borough and community centres, with a pre-paid envelope to return to the council.

Anyone who would like to speak to council officers or ask questions about the plan is welcome to attend one of the face-to-face exhibition events we're holding across the borough throughout May and June. The schedule for these events is as follows:

- Thursday 15 May 2025 – Emsworth Baptist Church, 3pm to 7pm
- Wednesday 21 May 2025 – St. George's Church Hall, Waterlooville, 3pm to 7pm
- Saturday 24 May 2025 – Meridian Centre, Havant, 10am to 4pm
- Wednesday 28 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Thursday 29 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Monday 2 June 2025 – Hayling Island Community Centre, 3pm to 7pm
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- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm
- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

Councillor Phil Munday, Leader of Havant Borough Council, said: "The Local Plan is our opportunity to shape how Havant will develop over the next 20 years.

"It includes where houses, shops and industry will be built as well as open spaces and playparks. It is shared with you in a draft form, and we really want your input.

"We are your representatives, but we do need you to tell us what you think. We will be holding open displays across the borough and open meetings led by councillors and officers, which will give you the opportunity to find out more.

"Do get engaged to have your say and help us to shape the final version."

For more information and to sign up for future updates on the Local Plan, go to: www.havant.gov.uk/localplan.

Let us recycle your garden waste.

Figure 131 – Screenshot of general bulletin, 6 May 2025



**BUILDING
A BETTER FUTURE**



**OUR NEW LOCAL PLAN, AND
HOW YOU CAN HELP SHAPE IT**

We are writing to you as you have asked to kept up to date on Havant's Local Plan. You can now submit views on the Draft Building a Better Future Plan – which will be the new Local Plan for Havant Borough. The Building a Better Future Plan will be an important strategy, required by law, that will help decide, manage and shape development in the Borough.

The Draft Building a Better Future Plan recognises local needs to help secure relevant housing and commercial development and infrastructure, looks at what safeguards are needed to protect the environment and once adopted, will carry considerable weight in informing local planning decisions.

To view the Draft Building a Better Future Plan, supporting information on the proposals in the plan and to submit your views via the online survey, please follow this link - www.havant.gov.uk/localplan. The consultation is open from Tuesday 6 May until 11:45pm on Tuesday 1 July 2025.

We are holding a series of public exhibitions throughout the consultation period where you can come and learn more about what the plan says and how to respond to the consultation:

Location	Date	Time
Emsworth Baptist Church, North Street, Emsworth, PO10 7BY	Thursday 15 May 2025	3pm to 7pm
St George's Church, St George's Walk, Waterlooville, PO7 7EH	Wednesday 21 May	3pm to 7pm
Meridian Shopping Centre, Elm Lane, Havant, PO9 1UN	Saturday 24 May	10am to 4pm
Greywell Shopping Centre, Greywell Road, Leigh Park, PO9 5AH	Wednesday 28 May	10am to 2pm
Greywell Shopping Centre, Greywell Road, Leigh Park, PO9 5AH	Thursday 29 May	10am to 2pm
Hayling Island Community Centre, Hayling Park, Hayling Island, PO11 0HB	Monday 2 June	3pm to 7pm
The Spring Arts & Heritage Centre, 56 East Street, Havant, PO9 1BS	Thursday 12 June	10am to 2pm
Havant Borough Council, The Plaza, Civic Centre Road, Havant, PO9 2AX	Thursday 19 June	10am to 4pm
St George's Church, St George's Walk, Waterlooville, PO7 7EH	Saturday 21 June	10am to 4pm

If you have any further queries, please contact the Planning Policy team by emailing policy.design@havant.gov.uk or calling 023 9244 6019.

Kind regards

The Planning Policy Team

Figure 132 – Screenshot of Local Plan bulletin, 6 May 2025

Facebook, 6 May 2025

**Havant Borough Council**

Follow

6 May 2025 · 🌐

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres?

Now is your chance to view and comment on the Draft Building a Better Future Plan for the development of the Borough of Havant.

This Plan – otherwise known as the Local Plan - sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place.

We are also consulting on the Waterlooville Town Centre SPD and St. Faith's Conservation Area.

To find out more information and to give us your views, visit www.havant.gov.uk/localplan

[See less](#)



Hello, I'm Phil Munday

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres? Now is your chance...

 Like  Comment  Share

 🧡 15 · 32 comments · 3K views

Figure 133 – Screenshot of Facebook post, 6 May 2025

Instagram Post, 6 May 2025



Figure 134 – Screenshot of Instagram post, 6 May 2025

Twitter post, 6 May 2025

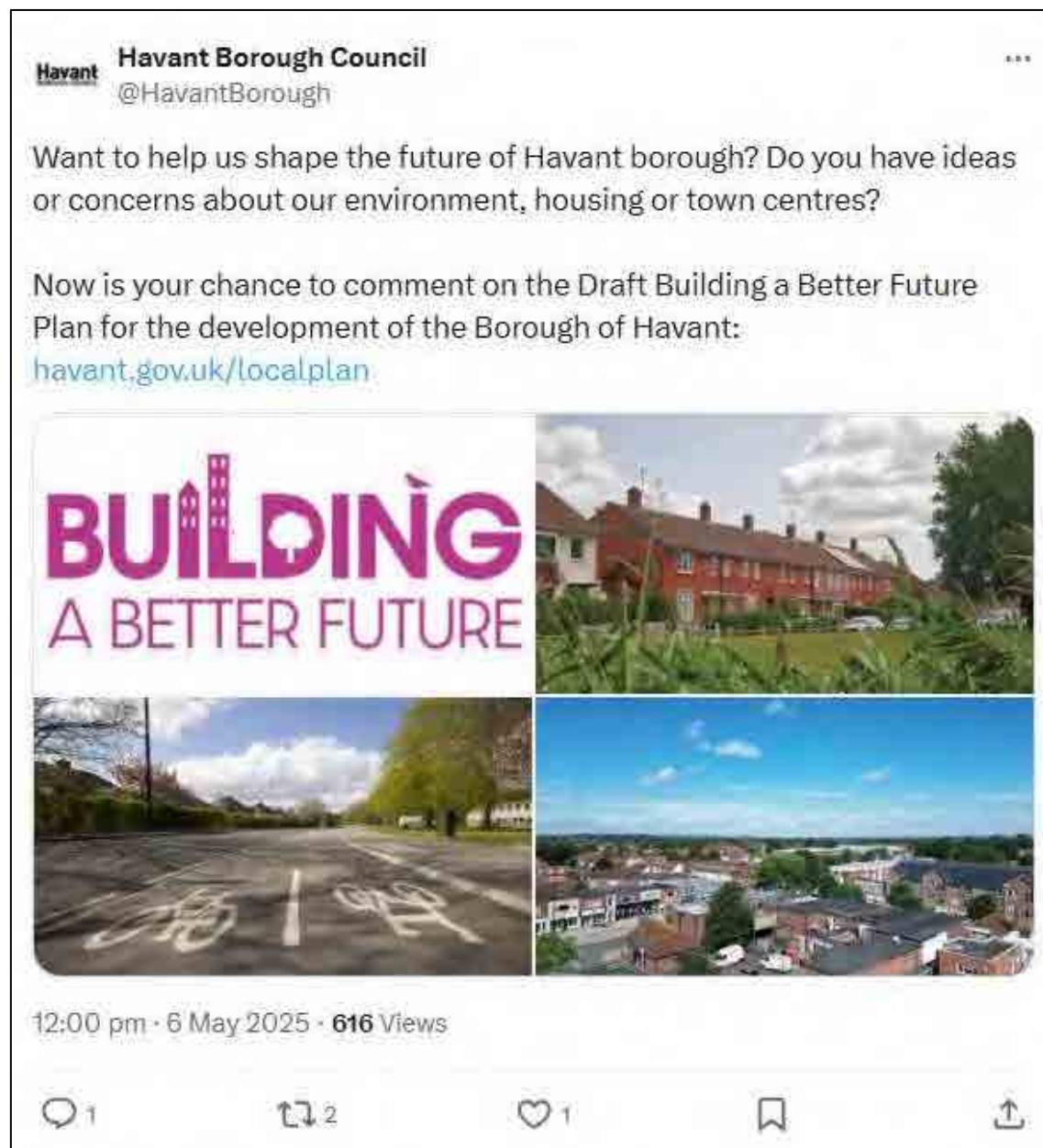


Figure 135 – Screenshot of Twitter post, 6 May 2025

LinkedIn post, 6 May 2025

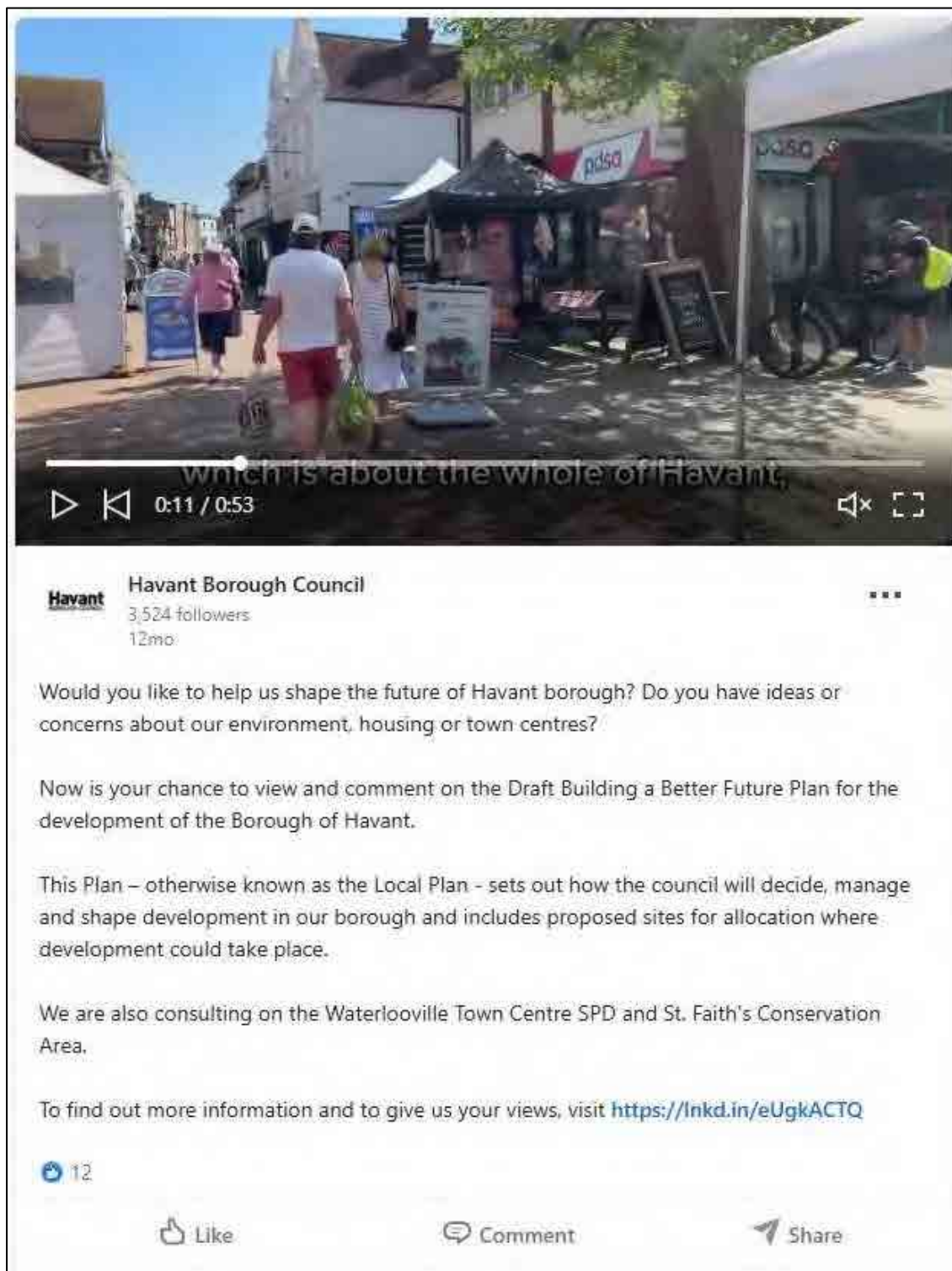


Figure 136 – Screenshot of LinkedIn post, 6 May 2025

Next Door post, 6 May 2025



Figure 137 – Screenshot of Next Door post, 6 May 2025

12pm - 1pm



BUILDING A BETTER FUTURE

Building a Better Future – Have your say ...

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres?

Whether you live, work or visit the borough of Havant, now is your chance to view and comment on the Draft Building a Better Future Plan.

This Plan – otherwise known as the Local Plan – sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place, including which sites are allocated for employment space.

This consultation is live between Tuesday 5 May and Tuesday 1 July 2025.

As a business based within the borough, we would welcome your feedback on what the Local Plan proposes. Your perspective on how the Local Plan approaches the economy, employment, regeneration and infrastructure would be highly valuable in shaping and influencing the final Plan.

To view the Draft Building a Better Future document and to submit your views go to www.havant.gov.uk/localplan.

We are also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) – a framework for the regeneration of the town centre – and St. Faith's Conservation Area Review at the same time via the same online links.

Alternatively, you can collect paper copies at your local community centre or library, and return for free.

We're also running the following exhibition events where you can learn more and ask questions:

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- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

For more information and to sign up for future updates on the Local Plan, go to: www.havant.gov.uk/localplan.

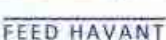


Figure 138 – Screenshot of Havant Business Newsletter, 9 May 2025

Facebook post, 9 May 2026

**Havant Borough Council**

9 May 2025 · 🌐

...

Have your say on the future of Havant - this is your chance to shape development in our borough!

The Draft Building a Better Future Plan sets out our vision for housing, employment and the environment in our area, including proposed sites for where this development could take place.

As well as this, we are also consulting on the Waterloooville Town Centre SPD and St. Faith's Conservation Area Review.

It is crucial we hear from anyone who lives, works, visits or invests in the borough to ensure that these important plans meet the needs of our community.

To find out more information and to submit your views, visit www.havant.gov.uk/localplan



 3

3 comments · 4 shares

Figure 139 – Screenshot of Facebook post, 9 May 2025

Instagram Post, 9 May 2025



Figure 140 – Screenshot of Instagram post, 9 May 2025

LinkedIn post, 9 May 2025

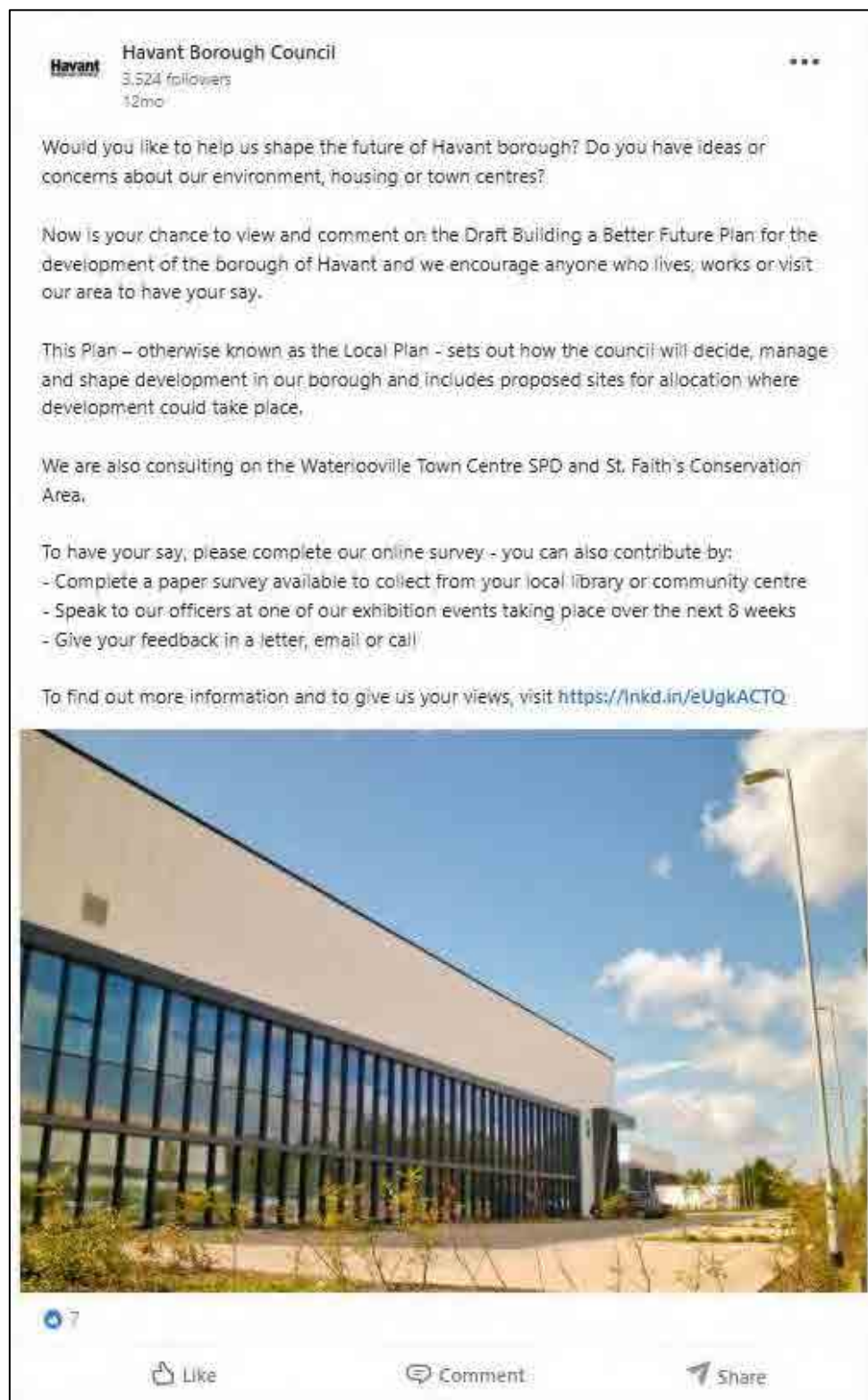


Figure 141 – Screenshot of LinkedIn post, 9 May 2025

Next Door post, 9 May 2025



Figure 142 – Screenshot of Next Door post, 9 May 2025

Instagram post, 12 May 2025



Figure 143 – Screenshot of Instagram post, 12 May 2025

Next Door post, 12 May 2025



Figure 144 – Screenshot of Next Door post, 12 May 2025

Facebook post, 14 May 2025

Havant Borough Council
14 May 2025 · 🌐

It's tomorrow! Our Building a Better Future Plan exhibition event in Emsworth is your chance to find out more about the future of development in our area, speak to our officers and have your say on the proposals.

📅 Thursday 15 May 2025 - 3pm to 7pm - Emsworth Baptist Church, North St, Emsworth, PO10 7BY

🔥 This is your opportunity to shape and influence the final Local Plan for our borough.

Not able to come along? Not a problem! This is the first of eight exhibition events taking place across the borough - for more information and to submit your views online, visit www.havant.gov.uk/localplan



👍❤️ 4

1 comment · 2 shares

Figure 145 – Screenshot of Facebook post, 14 May 2025

Instagram Post, 14 May 2025

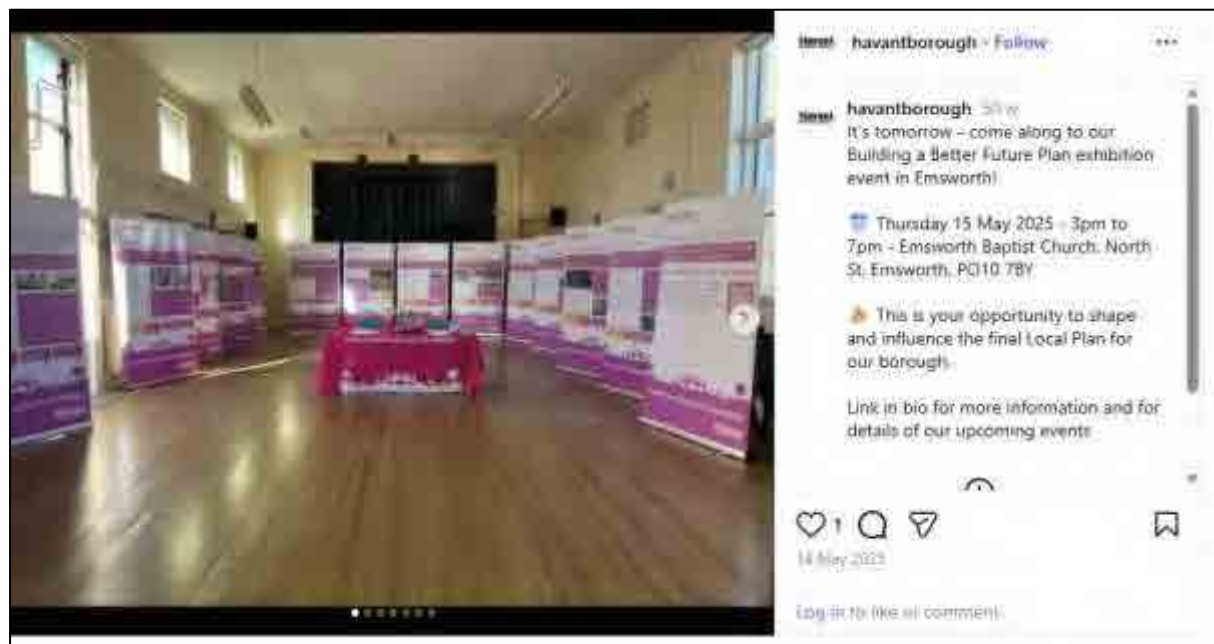


Figure 146 – Screenshot of Instagram post, 14 May 2025

Twitter post, 14 May 2025



Figure 147 – Screenshot of Twitter post, 14 May 2025

LinkedIn post, 14 May 2025

**Havant Borough Council**

3,524 followers
11mo

...

It's tomorrow! Our Building a Better Future Plan exhibition event in Emsworth is your chance to find out more about the future of development in our area, speak to our officers and have your say on the proposals.

📅 Thursday 15 May 2025 - 3pm to 7pm - Emsworth Baptist Church, North St, Emsworth, PO10 7BY

🔥 This is your opportunity to shape and influence the final Local Plan for our borough - this event is open to anyone who lives, works, visits or invests in the Borough of Havant.

Not able to come along? Not a problem! This is the first of eight exhibition events taking place across the borough - for more information and to submit your views online, visit <https://lnkd.in/eUgkACTQ>



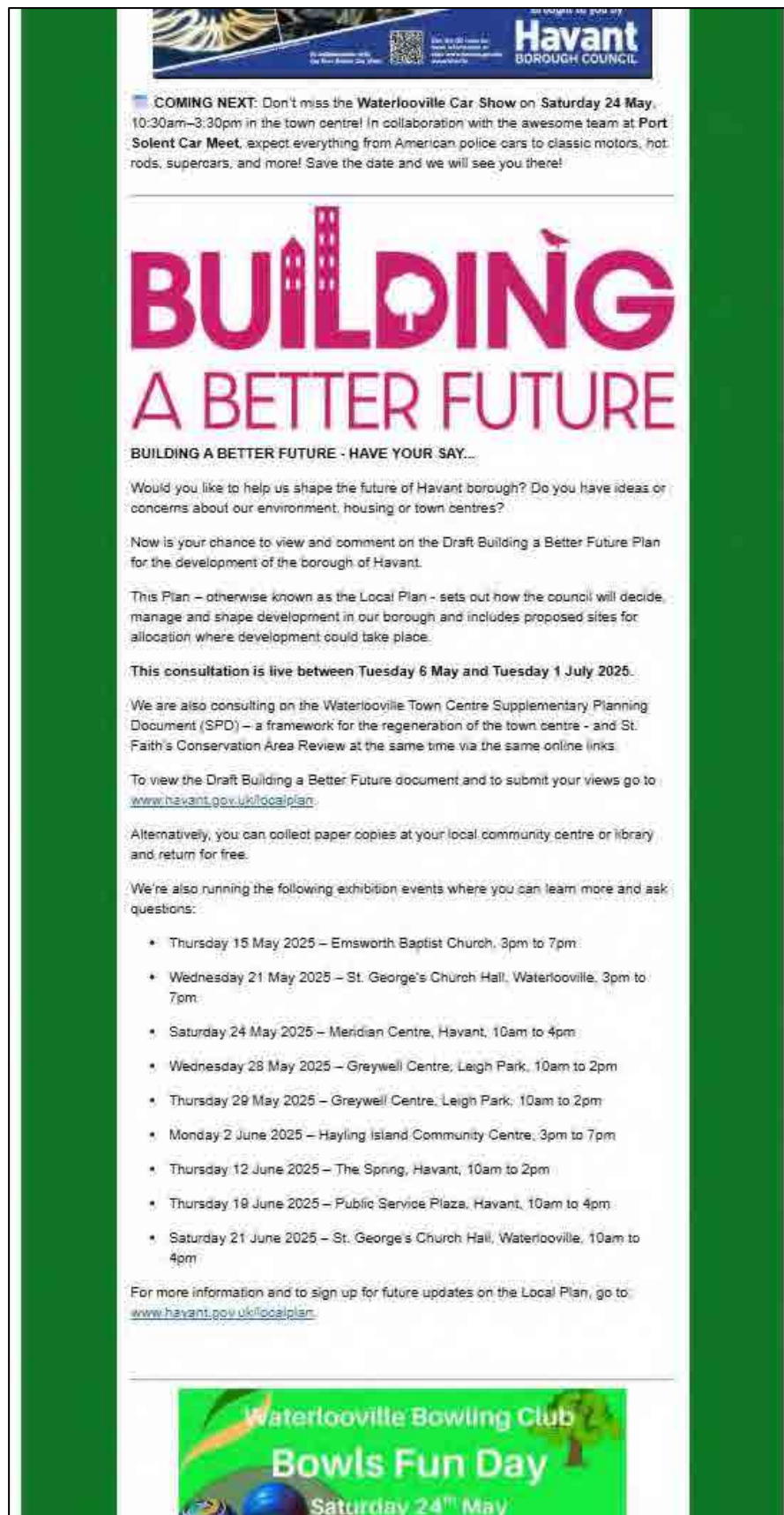
 6

 Like

 Comment

 Share

Figure 148 – Screenshot of LinkedIn post, 14 May 2025



Havant
BOROUGH COUNCIL

COMING NEXT: Don't miss the **Waterlooville Car Show** on **Saturday 24 May**, 10:30am–3:30pm in the town centre! In collaboration with the awesome team at **Port Solent Car Meet**, expect everything from American police cars to classic motors, hot rods, supercars, and more! Save the date and we will see you there!

BUILDING A BETTER FUTURE

BUILDING A BETTER FUTURE - HAVE YOUR SAY...

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres?

Now is your chance to view and comment on the Draft Building a Better Future Plan for the development of the borough of Havant.

This Plan – otherwise known as the Local Plan – sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place.

This consultation is live between Tuesday 6 May and Tuesday 1 July 2025.

We are also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) – a framework for the regeneration of the town centre – and St. Faith's Conservation Area Review at the same time via the same online links.

To view the Draft Building a Better Future document and to submit your views go to www.havant.gov.uk/localplan.

Alternatively, you can collect paper copies at your local community centre or library and return for free.

We're also running the following exhibition events where you can learn more and ask questions:

- Thursday 15 May 2025 – Emsworth Baptist Church, 3pm to 7pm
- Wednesday 21 May 2025 – St. George's Church Hall, Waterlooville, 3pm to 7pm
- Saturday 24 May 2025 – Meridian Centre, Havant, 10am to 4pm
- Wednesday 28 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Thursday 29 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Monday 2 June 2025 – Hayling Island Community Centre, 3pm to 7pm
- Thursday 12 June 2025 – The Spring, Havant, 10am to 2pm
- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm
- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

For more information and to sign up for future updates on the Local Plan, go to www.havant.gov.uk/localplan.

Waterlooville Bowling Club
BOWLS Fun Day
Saturday 24th May

Figure 149 – Screenshot of Get Up and Go Newsletter, 15 May 2025

Facebook post, 15 May 2025 (Pre-event)

Havant Borough Council
15 May 2025 · 🌐

Join us later on today in Emsworth to find out more about the Building a Better Future Plan!

The Plan - otherwise known as the Local Plan - sets out the vision for development in our borough in the coming years.

Come along to our drop-in exhibition event to find out more about the Plan, speak to our officers and have your say on the proposals.

📅 TODAY (Thurs 15 May) - 3pm to 7pm - Emsworth Baptist Church, North St, Emsworth, PO10 7BY

Not able to come along? Not a problem! This is the first of eight exhibition events taking place across the borough - for more information and to submit your views online, visit www.havant.gov.uk/localplan



👍 1

2 shares

Figure 150 – Screenshot of Facebook post (pre-event), 15 May 2025

Facebook post, 15 May 2025 (During event)

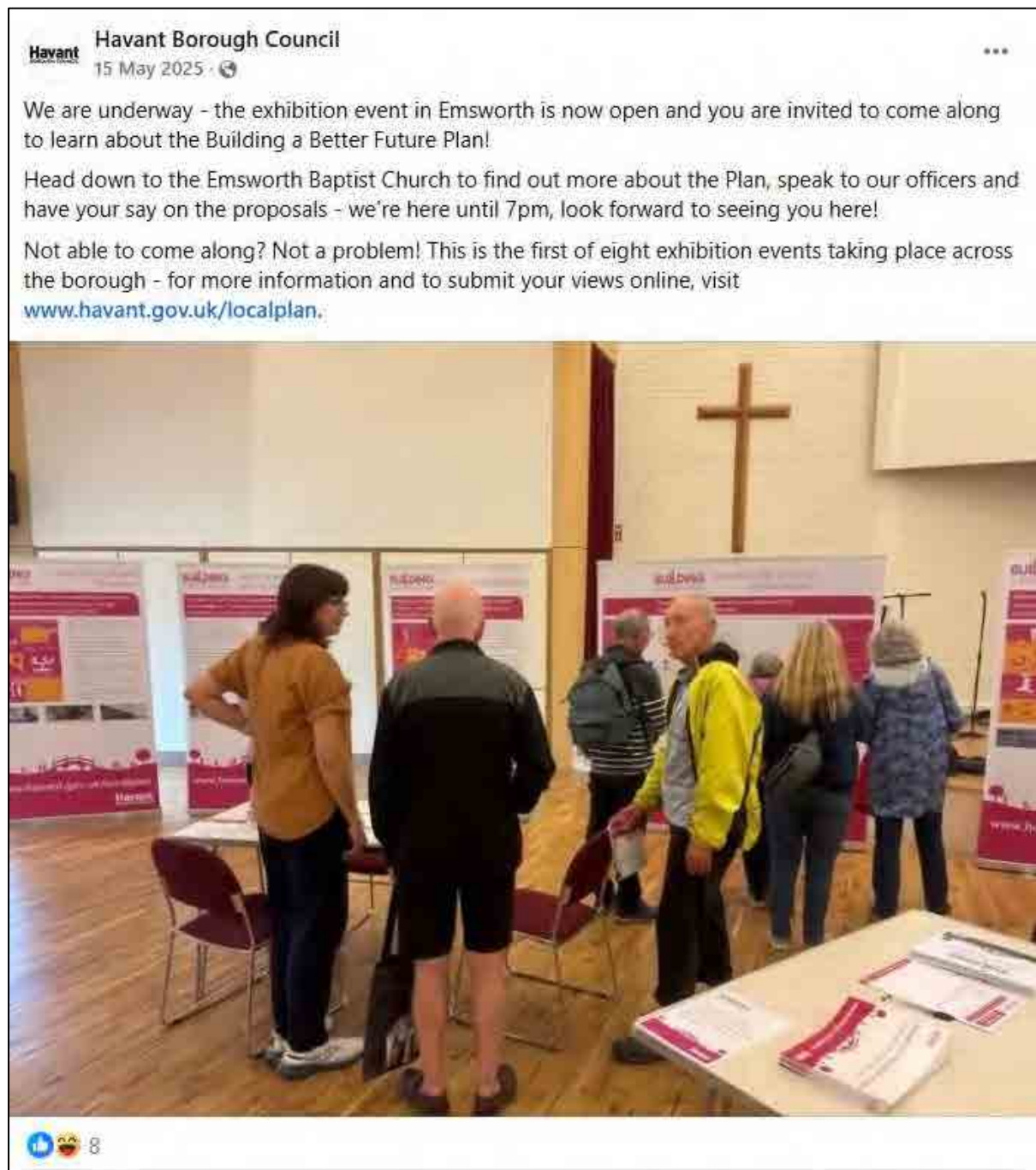


Figure 151 – Screenshot of Facebook post (During event), 15 May 2025

Instagram Post, 15 May 2025 (pre-event)

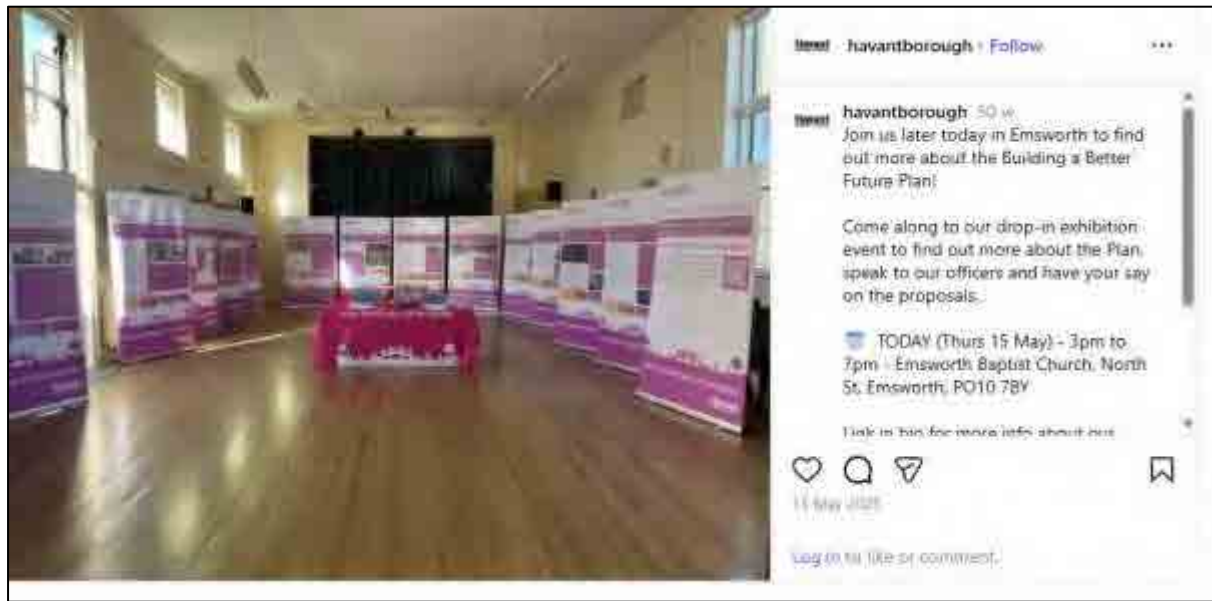


Figure 152 – Screenshot of Instagram post (pre-event), 15 May 2025

Instagram Post, 15 May 2025 (during event)



Figure 153 – Screenshot of Instagram post (during-event), 15 May 2025

LinkedIn post, 15 May 2025



Havant Borough Council
3,524 followers
11mo

...

Join us later today in Emsworth to find out more about the Building a Better Future Plan!

The Plan - otherwise known as the Local Plan - sets out the vision for development in our borough in the coming years.

Come along to our drop-in exhibition event to find out more about the Plan, speak to our officers and have your say on the proposals.

 TODAY (Thurs 15 May) - 3pm to 7pm - Emsworth Baptist Church, North St, Emsworth, PO10 7BY

Not able to come along? Not a problem! This is the first of eight exhibition events taking place across the borough - for more information and to submit your views online, visit <https://lnkd.in/eUgkACTQ>



 3

Figure 154 – Screenshot of LinkedIn post, 15 May 2025

Next Door post, 15 May 2025



Figure 155 – Screenshot of Next Door post, 15 May 2025

Facebook post, 16 May 2025

Havant Borough Council
16 May 2025 · 🌐

Do you live, work or visit our borough? From the top of Waterloooville to the seafront on Hayling Island, the Building a Better Future Plan covers the future of development across our area.

Covering key elements such as housing, infrastructure, employment space and environmental protections, our draft Local Plan sets out the vision for our borough over the coming years - but it needs your input!

We held our first exhibition event yesterday in Emsworth - thank you to everyone who came along and gave their feedback! We're continuing to hold events across our borough over the coming weeks, come and see us to speak to our officers and submit your views on the proposals.

This is your opportunity to shape and influence the final Plan - visit www.havant.gov.uk/localplan to find out more and have your say.



 5

6 comments · 4 shares

Figure 156 – Screenshot of Facebook post, 16 May 2025

Instagram Post, 16 May 2025

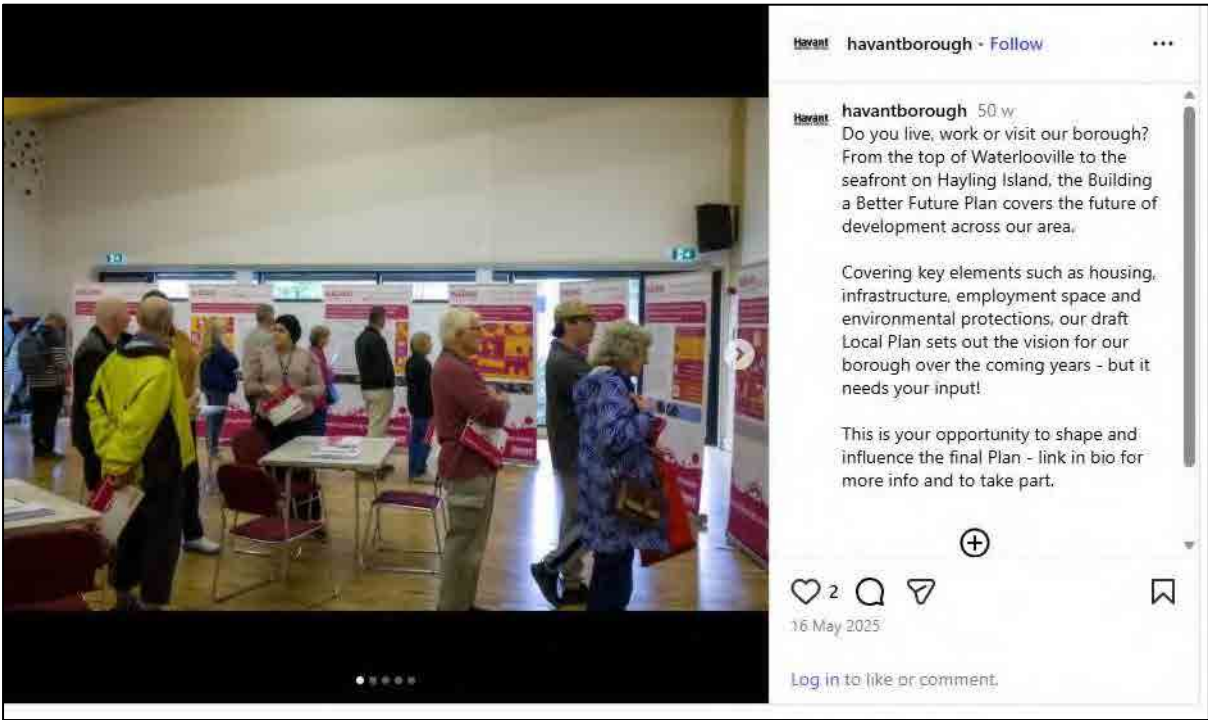


Figure 157 – Screenshot of Instagram post, 16 May 2025



You are invited to our exhibition event in Waterlooville to take part in the next stage of the Masterplan.

Come along to our drop-in event at St. George's Church Hall, Waterlooville (PO7 7EH) **between 3pm and 7p on Wednesday 21 May 2025** to learn more about the proposed vision for the town centre and to give us your thoughts.

We've gathered lots of amazing ideas and feedback from you over the past 18 months to inform the Waterlooville Town Centre Supplementary Planning Document (SPD), which sets out a framework for the regeneration of the town centre and is a crucial step in enabling change to happen.

This latest round of engagement is your chance to ensure this vision meets the need of those who live, visit, work and invest in Waterlooville.

We are also consulting on our Building a Better Future Plan (or Local Plan), which sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place.

More information about both projects and ways to submit your views online can be found at www.havant.gov.uk/localplan - these consultations are live until Tuesday 1 July.

Alternatively, you can collect paper copies of the key materials at your local community centre or library and return for free via a pre-paid envelope.

Not able to come along on Wednesday? Not a problem! Find out more online or come along to one of the other exhibition events we are running:

- Saturday 24 May 2025 – Meridian Centre, Havant, 10am to 4pm
- Wednesday 28 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Thursday 29 May 2025 – Greywell Centre, Leigh Park, 10am to 2pm
- Monday 2 June 2025 – Hayling Island Community Centre, 3pm to 7pm
- Thursday 12 June 2025 – The Spring, Havant, 10am to 2pm
- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm
- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

For more information and to sign up for future updates on the Local Plan, go to: www.havant.gov.uk/localplan

Figure 158 – Screenshot of Waterlooville Regeneration subscriber bulletin, 19 May 2025

Instagram post, 19 May 2025



Figure 159 – Screenshot of Instagram post, 19 May 2025

Next Door post, 19 May 2025



Figure 160 – Screenshot of Next Door post, 19 May 2025

Facebook post, 20 May 2025 (Pre event 1)

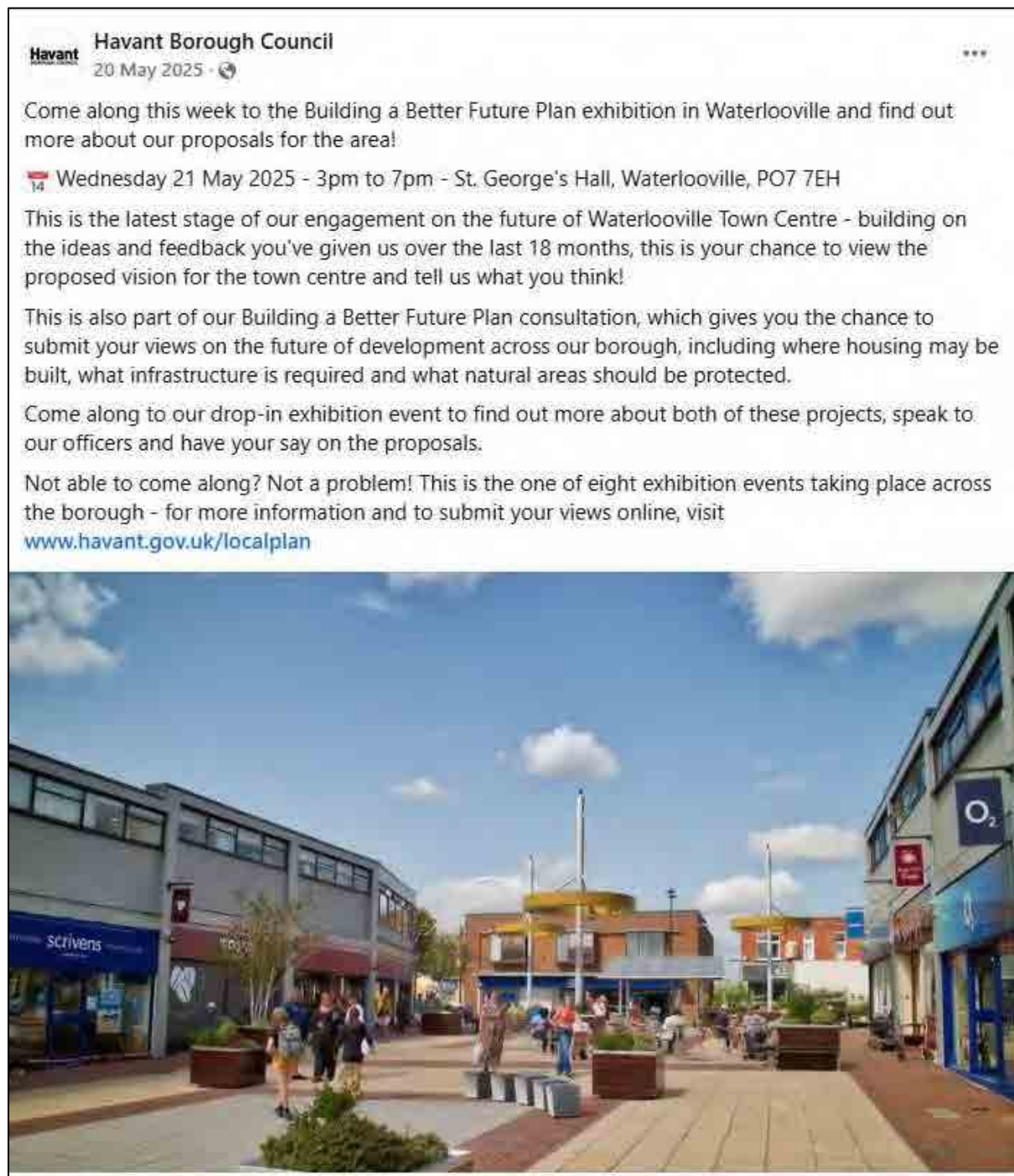


Figure 161 – Screenshot of Facebook post, 20 May 2025 (1 of 2)

Facebook post, 20 May 2025 (Pre event 2)

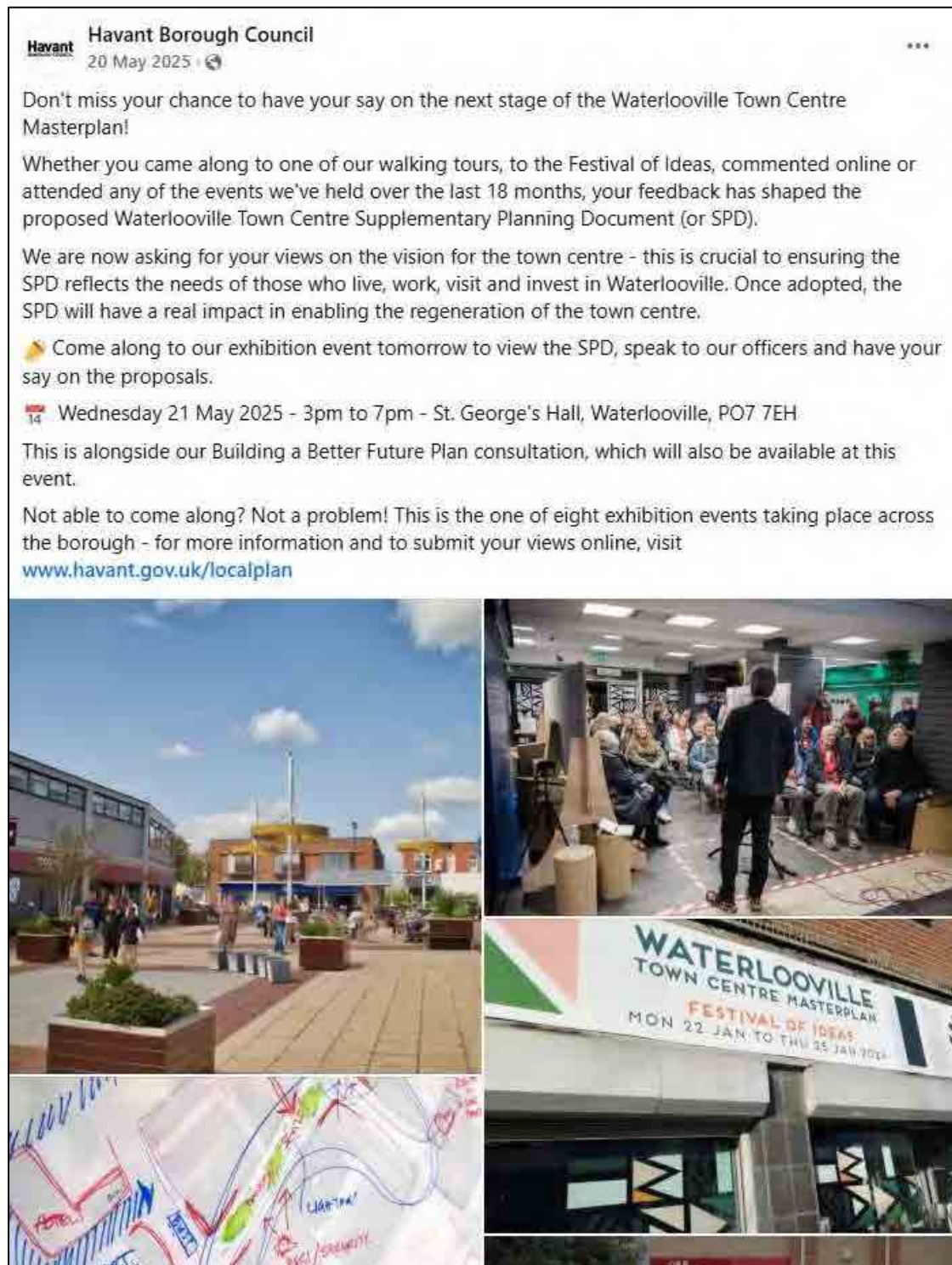


Figure 162 – Screenshot of Facebook post, 20 May 2025 (2 of 2)

Instagram post, 20 May 2025

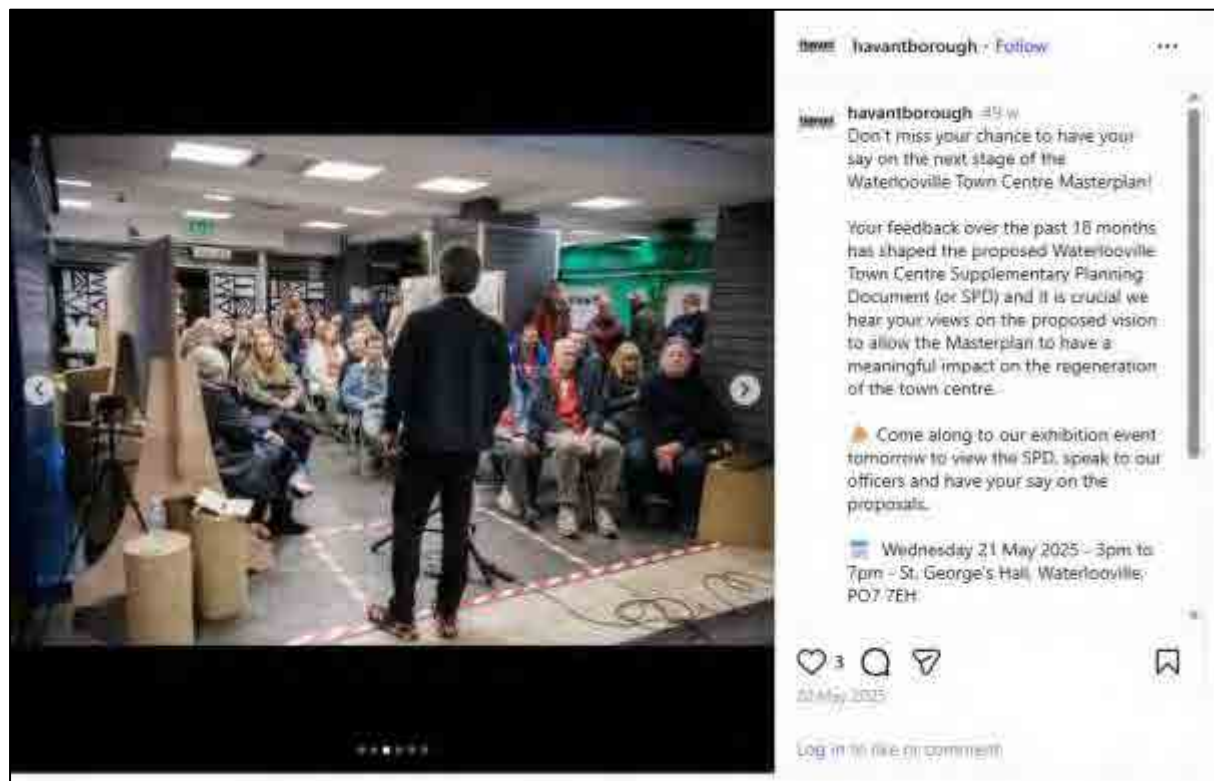


Figure 163 – Screenshot of Instagram post, 20 May 2025

Next Door post, 20 May 2025



Figure 164 – Screenshot of Next Door post, 20 May 2025

Facebook post, 21 May 2025 (pre-event)

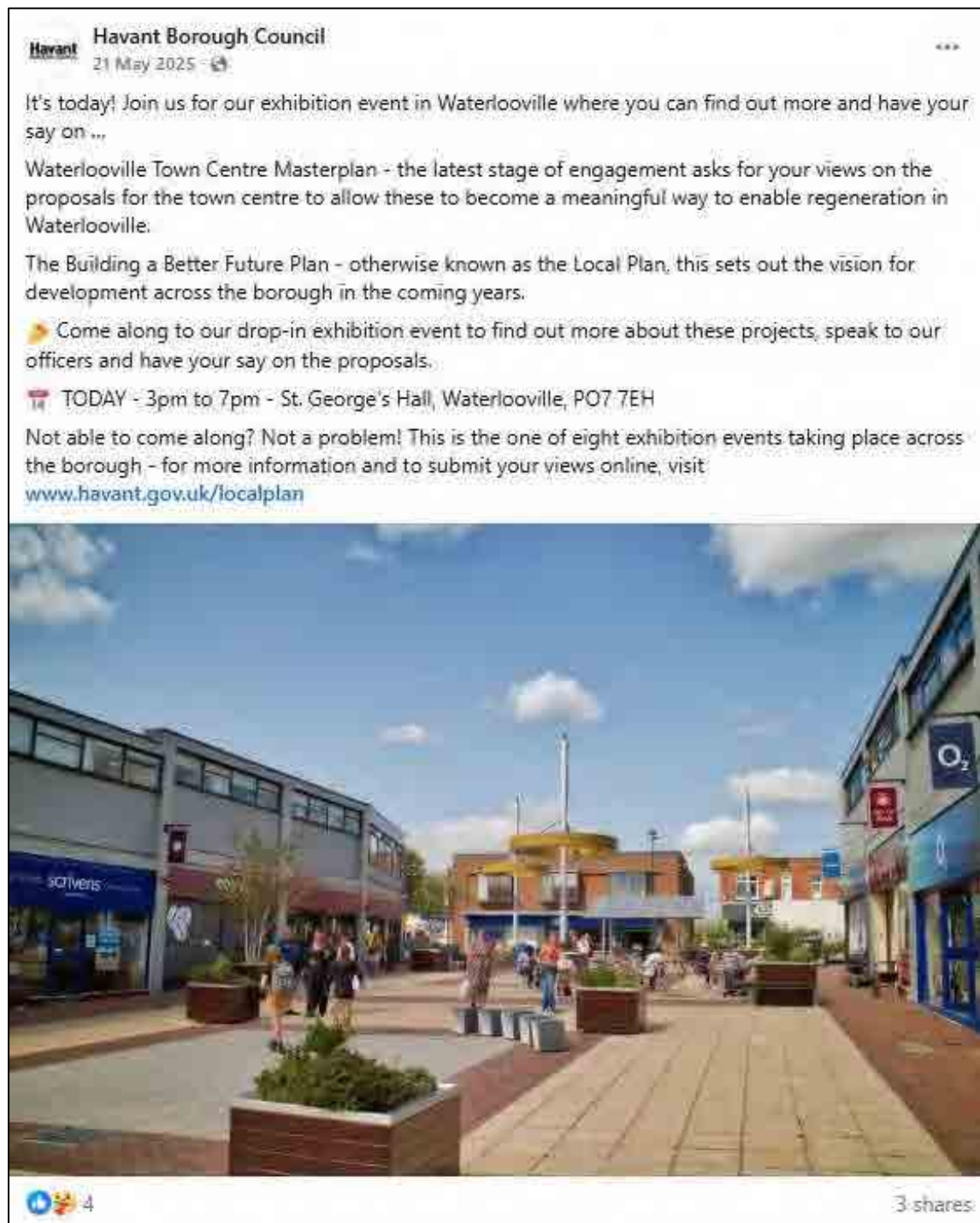


Figure 165 – Screenshot of Facebook post, 21 May 2025 (1 of 2)

Facebook post, 21 May 2025 (during event)

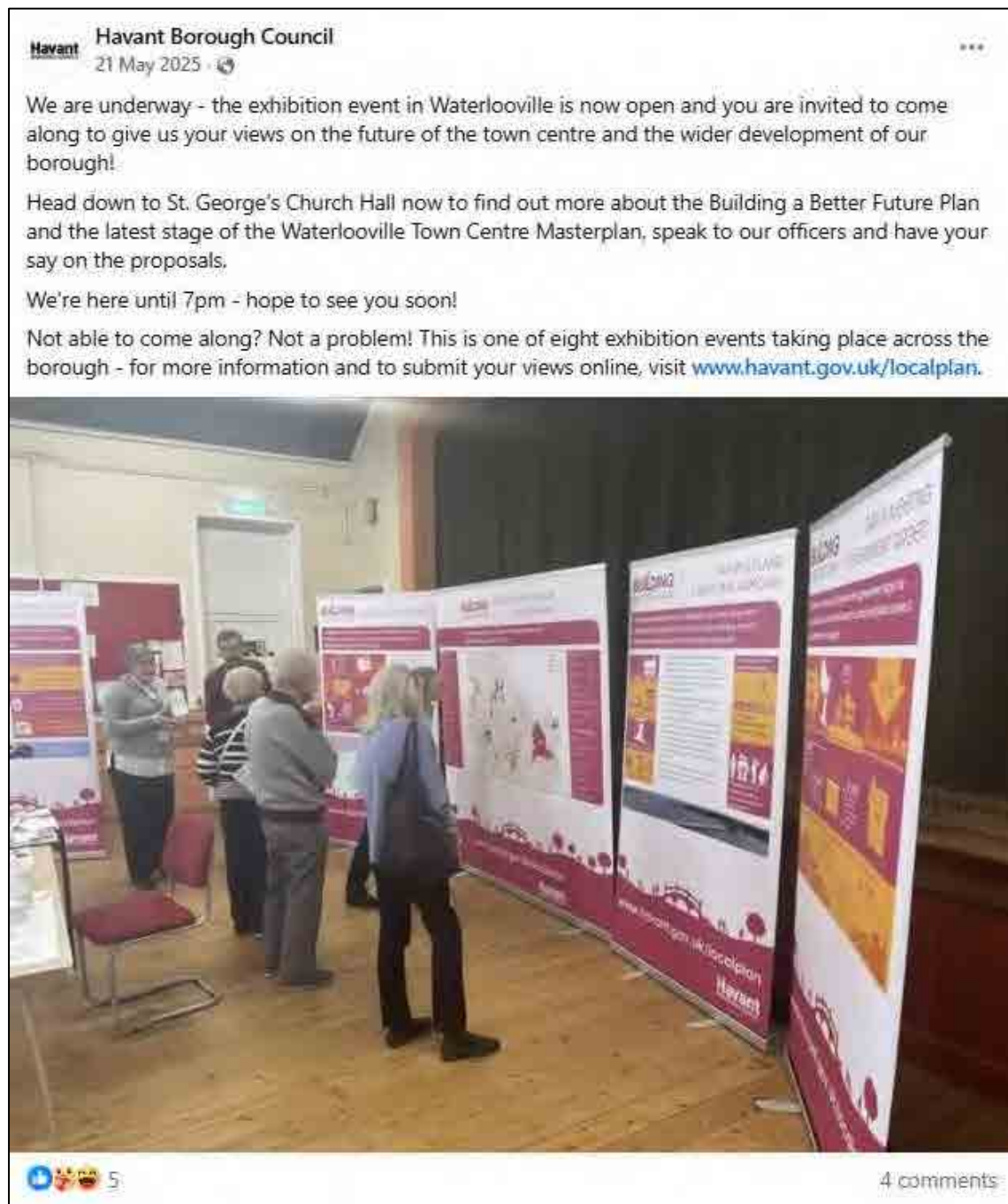


Figure 166 – Screenshot of Facebook post, 21 May 2025 (2 of 2)

Instagram post, 21 May 2025 (pre-event)



Figure 167 – Screenshot of Instagram post, 21 May 2025 (1 of 2)

Instagram post, 21 May 2025 (during event)

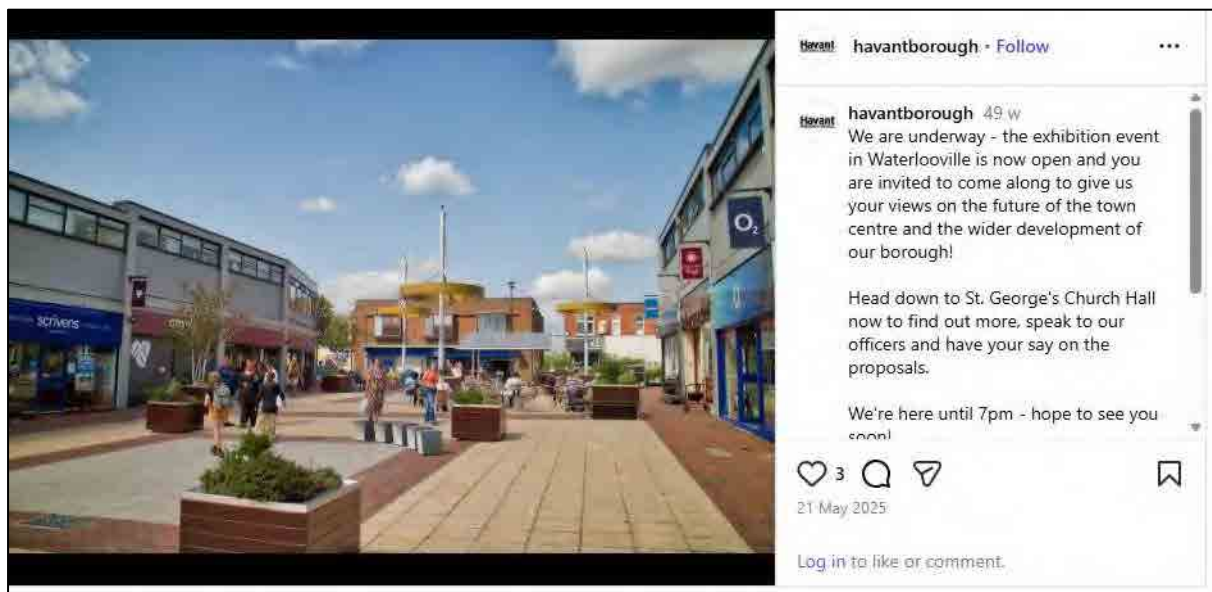


Figure 168 – Screenshot of Instagram post, 21 May 2025 (2 of 2)

LinkedIn post, 21 May 2025

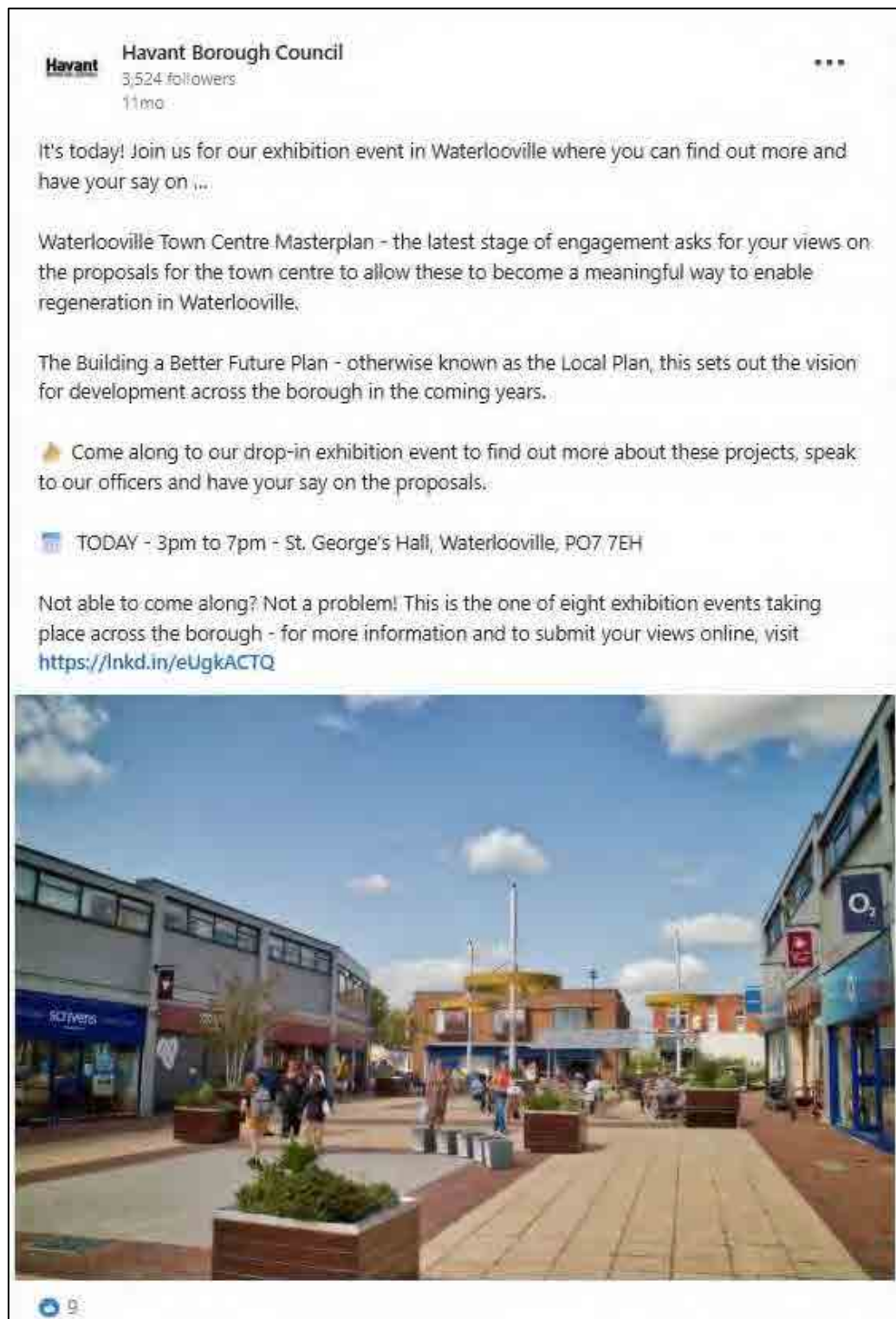


Figure 169 – Screenshot of LinkedIn post, 21 May 2025

May edition of Your Borough e-newsletter, 22 May 2025

something different.

[Find out more](#)



Devolution update

As you may be aware, Havant Borough Council worked closely with colleagues at our neighbouring authorities to prepare an initial proposal, which was submitted to Government on 21 March.

We have now received the interim feedback letter from Government regarding Devolution.

[More information can be found on our website.](#)



Annual Council meeting - New Mayor & Cabinet

The Mayoral Chain was presented by Councillor Peter Wade, past Mayor of Havant for 2024/25, to Councillor Munazza Faiz at the Annual meeting of Havant Borough Council on 14 May.

For this Mayoral year, Councillor Munazza Faiz has chosen to support Stop Domestic Abuse and Off the Record.

[Find out more about the new Mayor and her chosen charities by visiting our website.](#)

The Leader of Havant Borough Council, Councillor Phil Munday, also announced changes to the Cabinet, along with some new responsibilities.

[Find out more about the new Cabinet positions by going to our website.](#)

BUILDING A BETTER FUTURE

Have your say on the Local Plan

Now is your chance to view and comment on the draft 'Building a Better Future' plan for the development of the Borough of Havant.

This plan - otherwise known as the Local Plan - sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place.

We are also consulting on the Waterlooville Town Centre Supplementary Planning Document and St. Faith's Conservation Area.

To find out more information and to give us your views, visit www.havant.gov.uk/localplan

Our mailing address is:

Havant Borough Council, The Public Service Plaza, Civic Centre Road, Havant, Hampshire, PO3 2AX

Want to change how you receive these emails?

[You can update your preferences or unsubscribe from this list here](#)

Havant

BOROUGH COUNCIL

Figure 170 – Screenshot of May edition of Your Borough, 22 May 2025

Facebook post, 23 May 2025

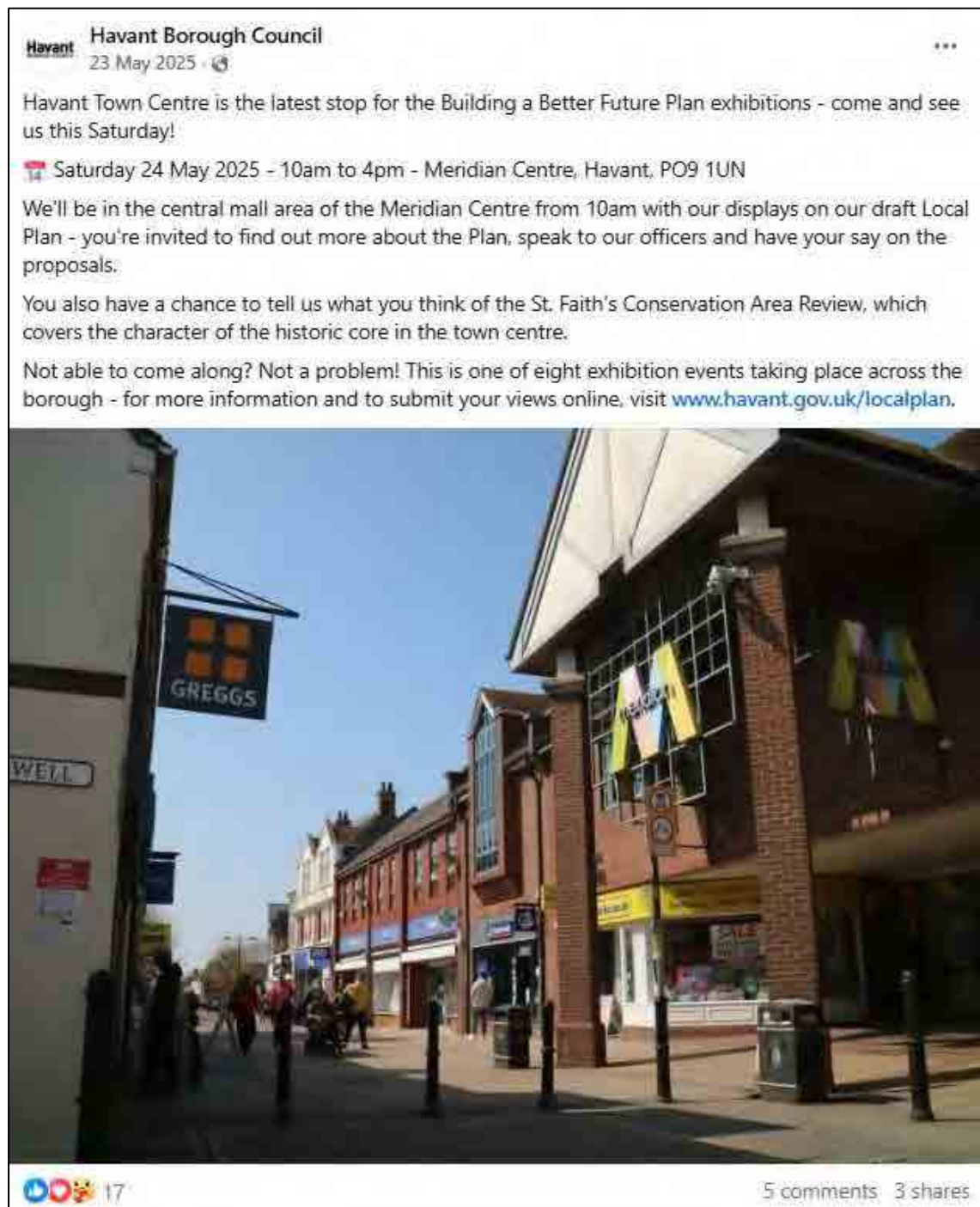


Figure 171 – Screenshot of Facebook post, 23 May 2025

Instagram post, 23 May 2025

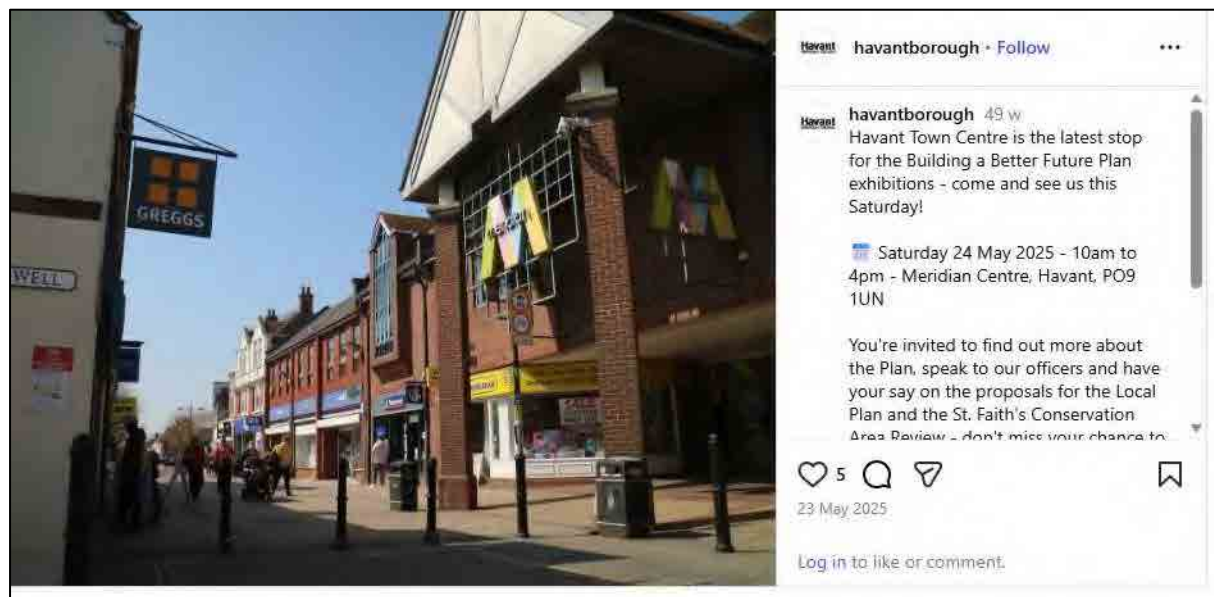


Figure 172 – Screenshot of Instagram post, 23 May 2025

Next Door post, 23 May 2025



Figure 173 – Screenshot of Next Door post, 23 May 2025

Facebook post, 24 May 2025

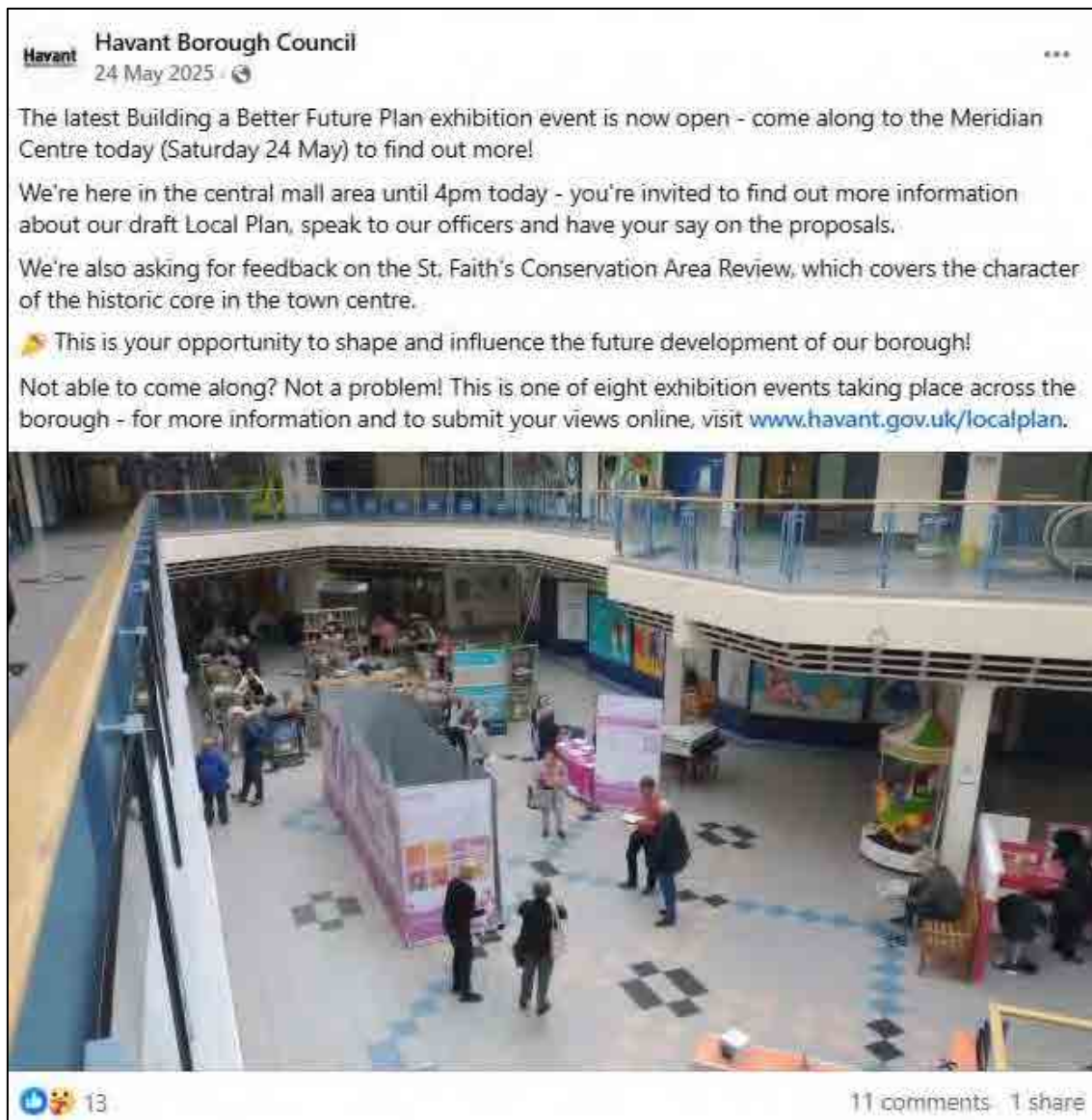


Figure 174 – Screenshot of Facebook post, 24 May 2025

Instagram post, 24 May 2025

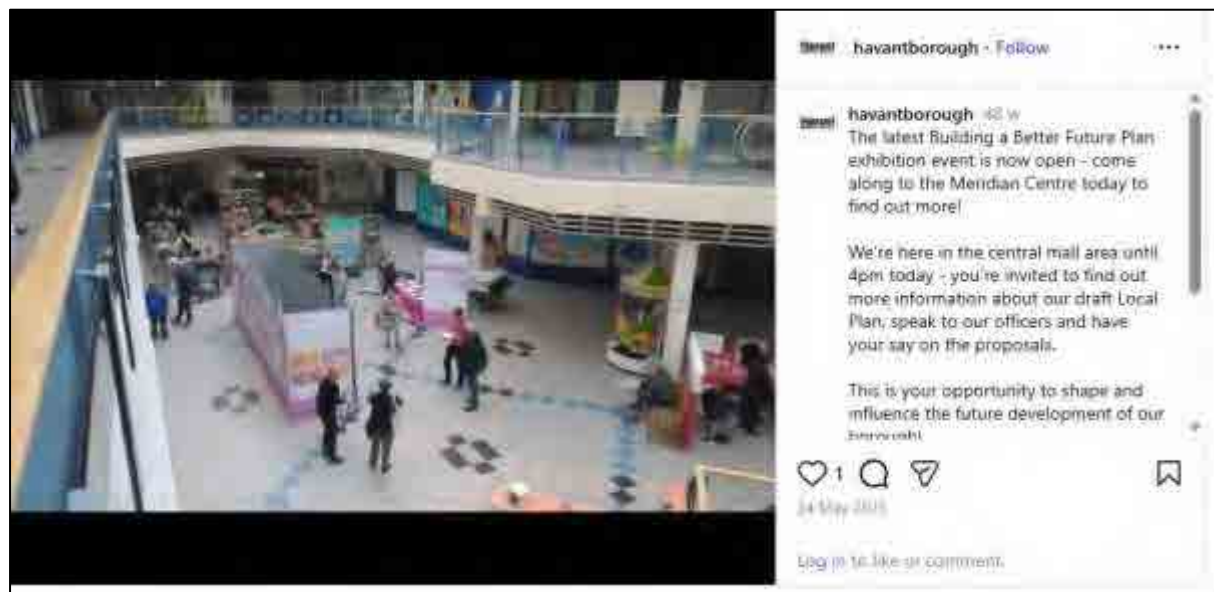


Figure 175 – Screenshot of Instagram post, 24 May 2025

Facebook post, 27 May 2025

**Havant Borough Council**

27 May 2025 · 🌐

...

We are in the Greywell Centre in Leigh Park over the next couple of days to talk to you about the Building a Better Future Plan!

📅 Wednesday 28 and Thursday 29 May 2025 - 10am to 2pm - Greywell Shopping Centre, Leigh Park, PO9 5AH

The Plan sets out the vision for the development of our borough in the coming years, including policies aimed at providing suitable housing for all, ensuring space is available for places to work and the protection of environmental spaces.

👉 Come along to find out more about the Plan, speak to our officers and have your say on the proposals.

Not able to come along? Not a problem! This is one of eight exhibition events taking place across the borough - for more information and to submit your views online, visit www.havant.gov.uk/localplan.



BUILDING
A BETTER FUTURE

Figure 176 – Screenshot of Facebook post, 27 May 2025

Instagram post, 27 May 2025

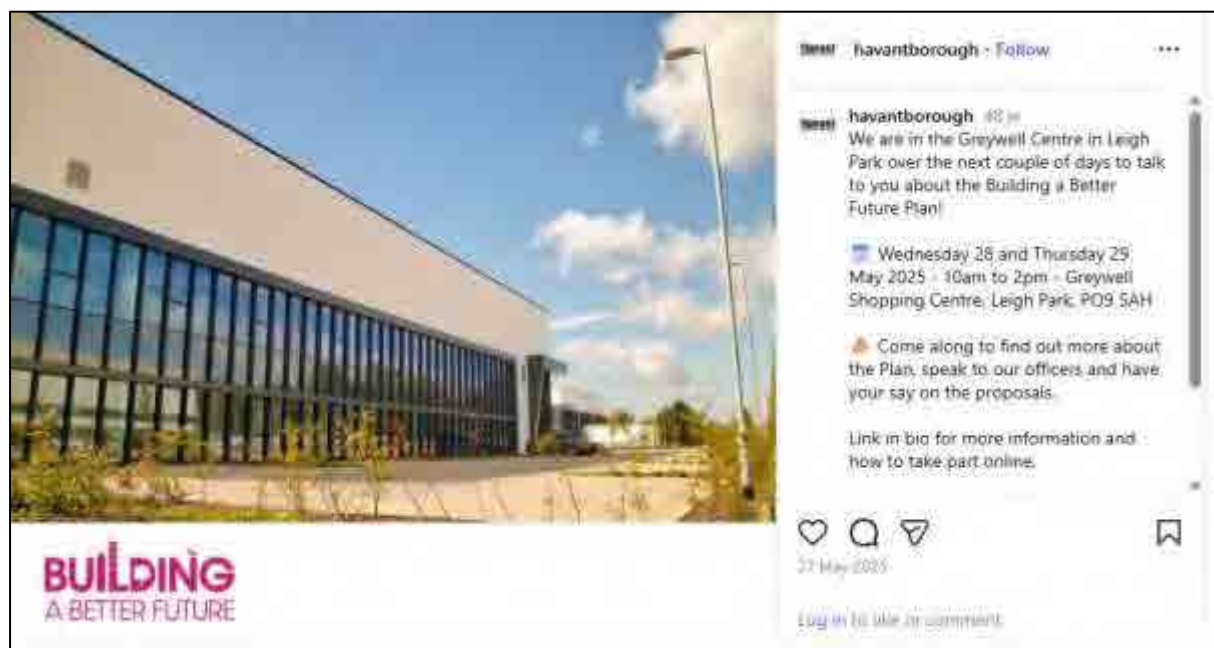


Figure 177 – Screenshot of Instagram post, 27 May 2025

LinkedIn post, 27 May 2025

**Havant Borough Council**
3,524 followers
11mo

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BUILDING
A BETTER FUTURE

 4

Figure 178 – Screenshot of LinkedIn post, 27 May 2025

Next Door post, 27 May 2025

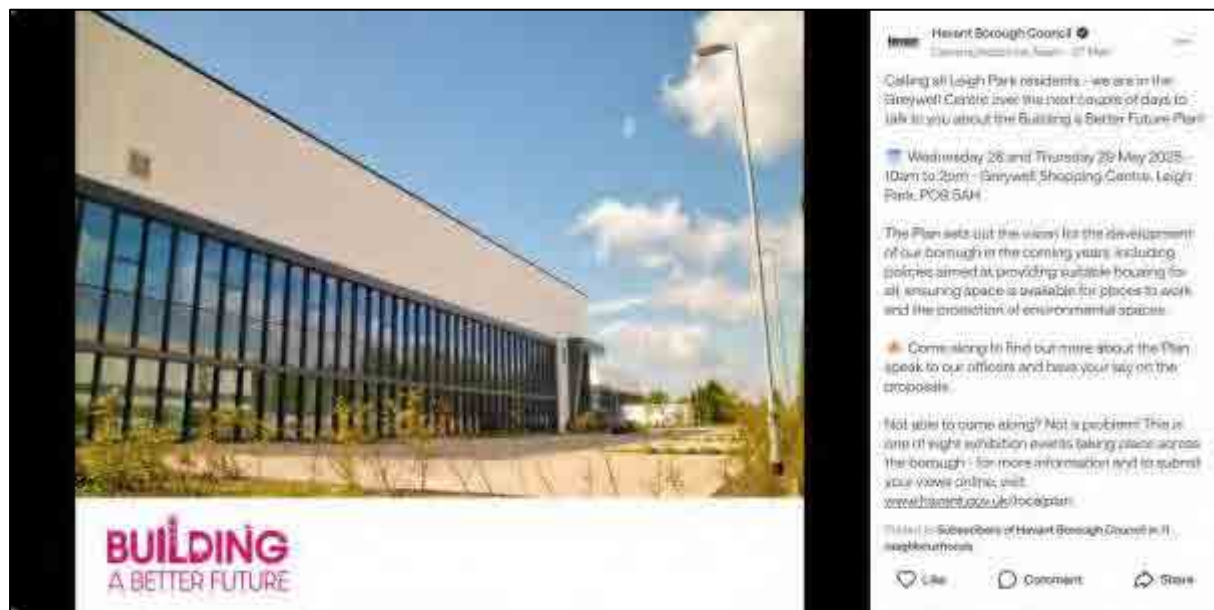


Figure 179 – Screenshot of Next Door post, 27 May 2025

Facebook post, 28 May 2025

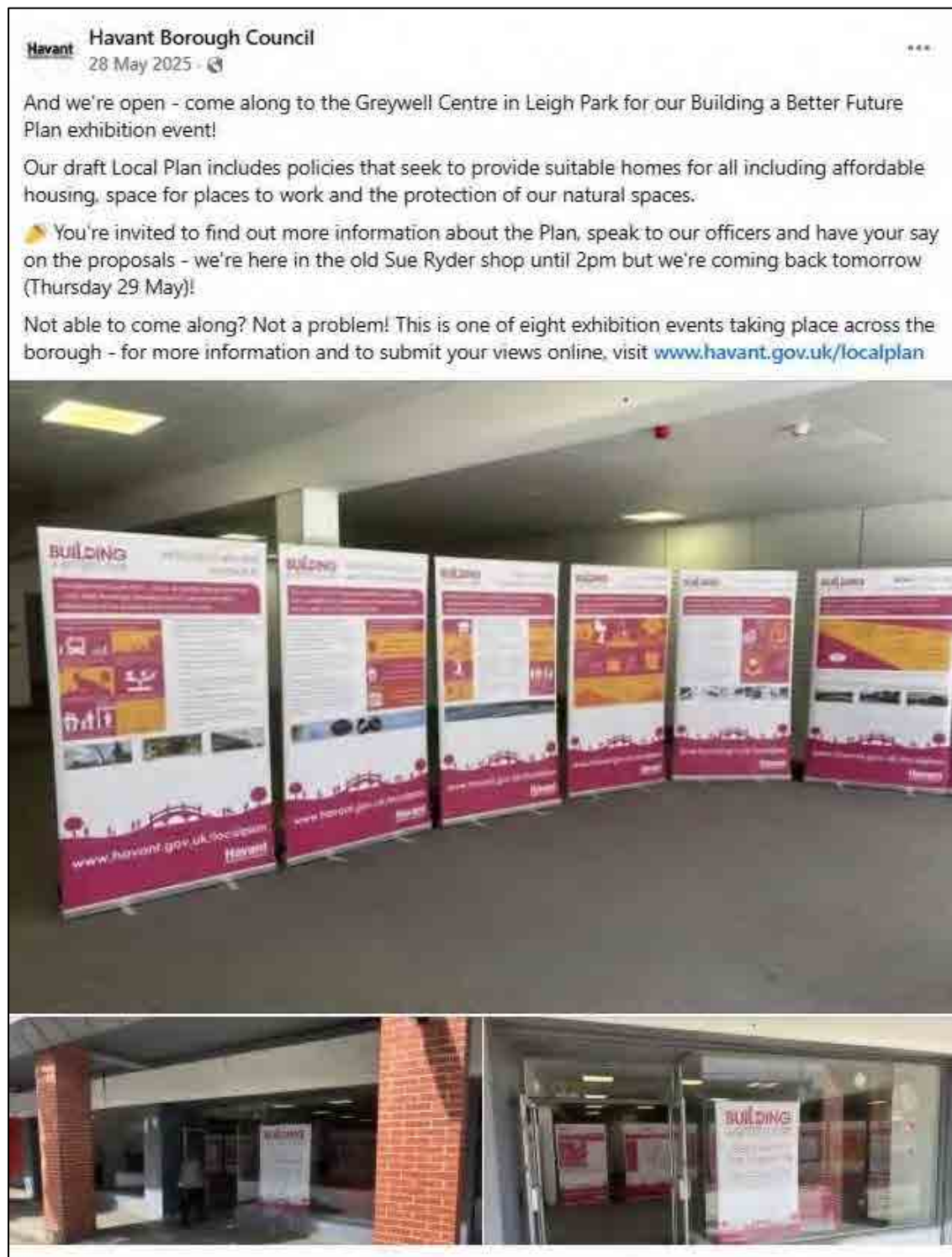


Figure 180 – Screenshot of Facebook post, 28 May 2025

Instagram post, 28 May 2025

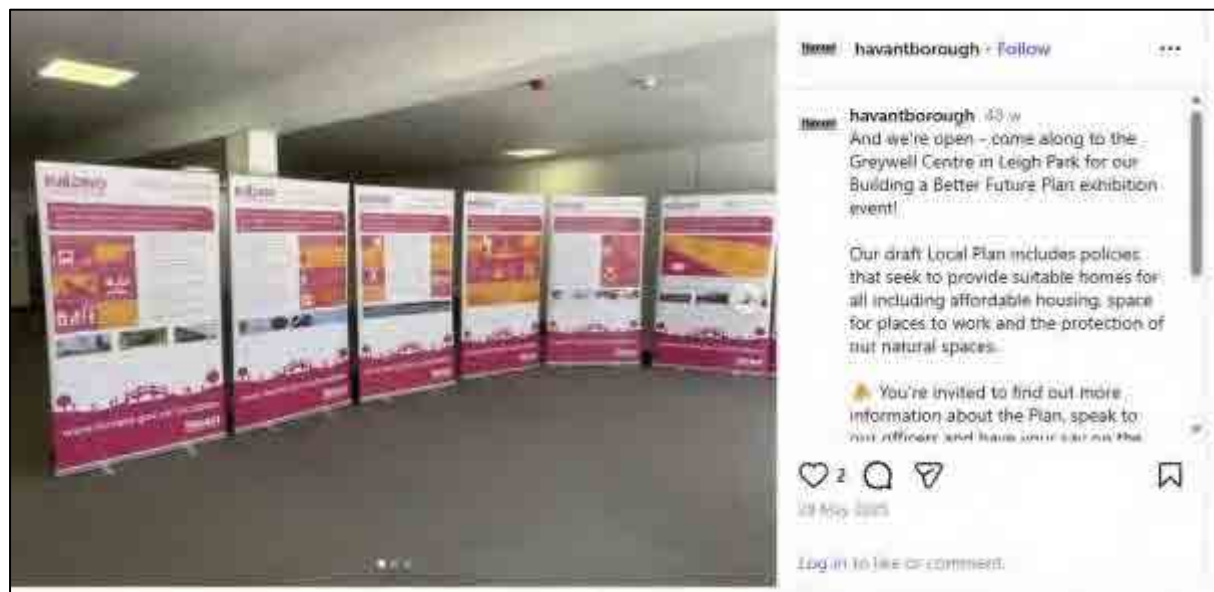


Figure 181 – Screenshot of Instagram post, 28 May 2025

Next Door post, 28 May 2025

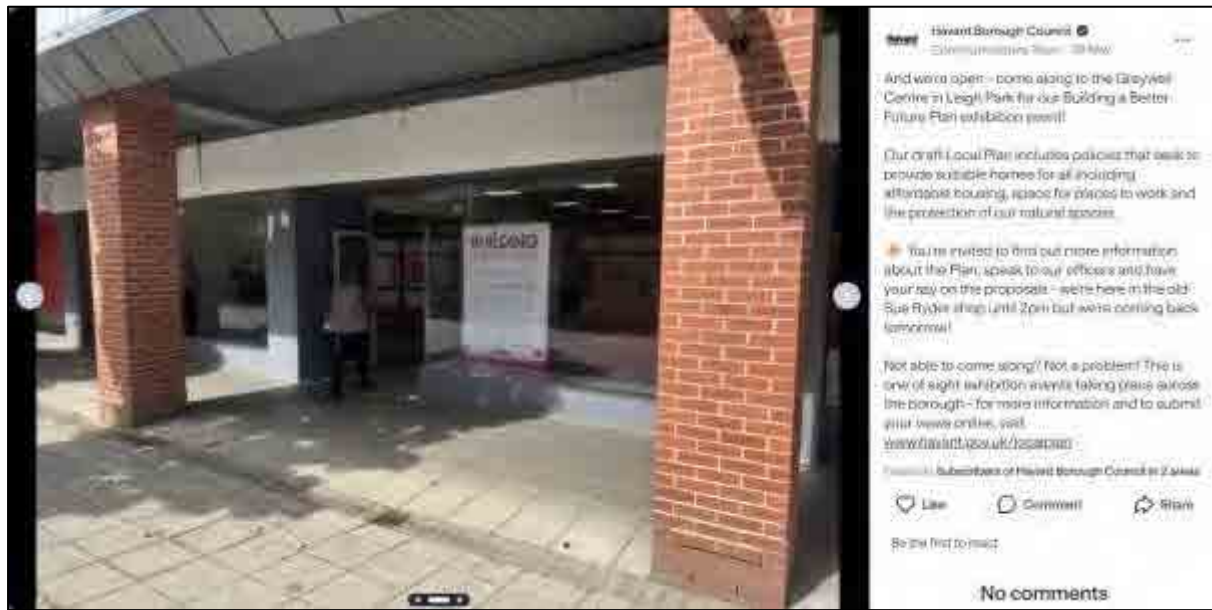


Figure 182 – Screenshot of Next Door post, 28 May 2025

Facebook post, 29 May 2025

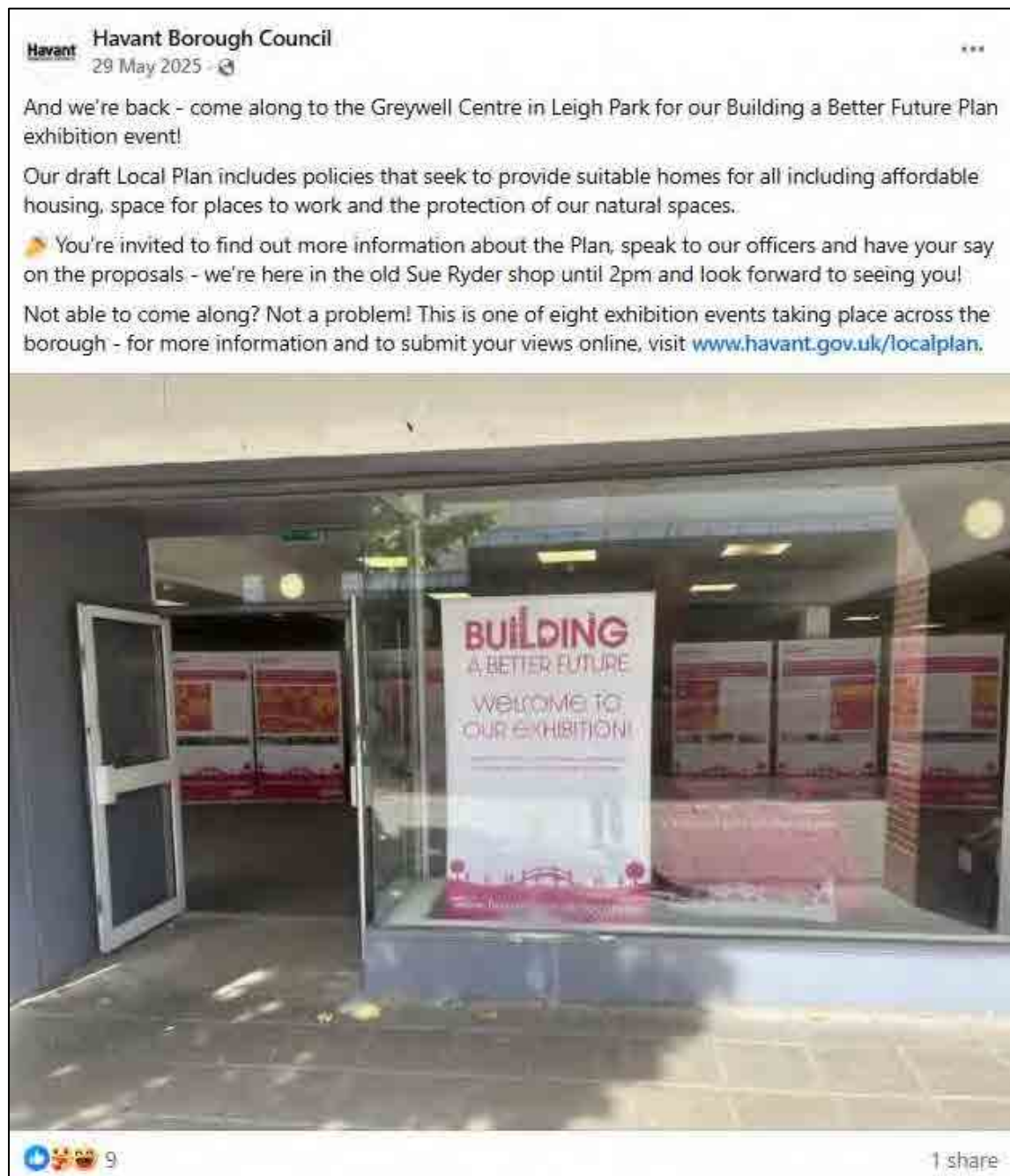


Figure 183 – Screenshot of Facebook post, 29 May 2025

Instagram post, 29 May 2025



Figure 184 – Screenshot of Instagram post, 29 May 2025

Next Door post, 29 May 2025



Figure 185 – Screenshot of Next Door post, 29 May 2025



HAVANT SKILLS ZONE

Welcome to the Havant Skills Zone, a monthly newsletter providing you with training and support offers across Havant and the surrounding areas.

If any courses interest you, please contact the training providers directly using the contact information provided.

Building a Better Future - Have your say ...

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres?

Whether you live, work or visit the borough of Havant, now is your chance to view and comment on the Draft Building a Better Future Plan.

This Plan – otherwise known as the Local Plan – sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place, including which sites are allocated for employment space.

This consultation is live between Tuesday 6 May and Tuesday 1 July 2025.

As a business based within the borough, we would welcome your feedback on what the Local Plan proposes. Your perspective on how the Local Plan approaches the economy, employment, regeneration and infrastructure would be highly valuable in shaping and influencing the final Plan.

To view the Draft Building a Better Future document and to submit your views go to www.havant.gov.uk/localplan.

We are also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) – a framework for the regeneration of the town centre – and St Faith's Conservation Area Review at the same time via the same online links.

Alternatively, you can collect paper copies at your local community centre or library and return for free.

We're also running the following exhibition events where you can learn more and ask questions:

- Thursday 12 June 2025 – The Spring, Havant, 10am to 2pm.
- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm.
- Saturday 21 June 2025 – St George's Church Hall, Waterlooville, 10am to 4pm.

For more information and to sign up for future updates on the Local Plan, go to www.havant.gov.uk/localplan.

BUILDING A BETTER FUTURE

HSDC Adult Tailored Learning

HSDC adult learning centre offers a range of courses across many different sectors and industries.

Customer Service for the Workplace - 3 day course 23rd June to 25th June 9.30-2.45pm

Cyber Security - a 3 day course 25th June to 27th June 9.30-2.45pm

This course will cover cybercrime and the risks and effects it has on individuals and organisations. Give an understanding of routine protective methods used to maintain cybersecurity including the principles of vulnerability and penetration testing and user access control and how to be safe and responsible online.

Figure 186 – Screenshot of Havant Skills Zone bulletin, 30 May 2025



BUILDING A BETTER FUTURE

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres?

Now is your chance to view and comment on the Draft Building a Better Future Plan for the development of the borough of Havant.

This Plan – otherwise known as the Local Plan - sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place.

This consultation is live until Tuesday 1 July 2025.

We are also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) – a framework for the regeneration of the town centre - and St. Faith's Conservation Area Review at the same time via the same online links.

To view the Draft Building a Better Future document and to submit your views go to: [Local Plan](#). Alternatively, you can collect paper copies at your local community centre or library and return for free.

We're also running the following exhibition events where you can learn more and ask questions:

- Monday 2 June 2025 – Hayling Island Community Centre, 3pm to 7pm
- Thursday 12 June 2025 – The Spring, Havant, 10am to 2pm
- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm
- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

For more information and to sign up for future updates on the Local Plan, go to:

[Building a Better Future Plan](#)

Promoting Community Events and Activities

Many Events and Activities take place each month across the Borough. To find out more follow us on ["What's on in Havant Borough"](#) Facebook page.

If you would like us to promote your community events and activities on Facebook or in the monthly Community Bulletin please email : askcommunity@havant.gov.uk

Figure 187 – Screenshot of Havant Community Bulletin, 30 May 2025

Facebook post, 30 May 2025

**Havant Borough Council**

30 May 2025 · 🌐

...

The next stop for our Building a Better Future Plan exhibition events is Hayling Island - come along on Monday to Hayling Island Community Centre to take part in the consultation!

📅 Monday 2 June 2025 - 3pm to 7pm - Hayling Island Community Centre, Station Road, PO11 0HB

The Plan sets out the proposals for the development of the borough into the future - this includes key elements such as meeting housing targets, protecting natural spaces and supporting the local economy.

👉 You are invited to this event to find out more information about the Plan, speak to our officers and have your say on the proposals.

Not able to come along? Not a problem! This is one of eight exhibition events taking place across the borough - for more information and to submit your views online, visit www.havant.gov.uk/localplan.



BUILDING
A BETTER FUTURE

   6

1 comment · 6 shares

Figure 188 – Screenshot of Facebook post, 30 May 2025

Instagram post, 30 May 2025



Figure 189 – Screenshot of Instagram post, 30 May 2025

Facebook post, 2 June 2025 (pre-event)

 **Havant Borough Council**

2 June 2025 · 🌐

We are at the Hayling Island Community Centre later today for the latest exhibition event for the Building a Better Future Plan!

📅 TODAY - 3pm to 7pm - Hayling Island Community Centre, Station Road, PO11 0HB

The Plan sets out the vision for the development of our borough in the coming years, including policies aimed at providing suitable housing for all, ensuring space is available for places to work and the protection of environmental spaces.

Come along to find out more about the Plan, speak to our officers and have your say on the proposals.

Not able to come along? Not a problem! This is one of eight exhibition events taking place across the borough - for more information and to submit your views online, visit www.havant.gov.uk/localplan.





 5

3 comments · 4 shares

Figure 190 – Screenshot of Facebook post, 2 June 2025 (1 of 2)

Facebook post, 2 June 2025 (during event)

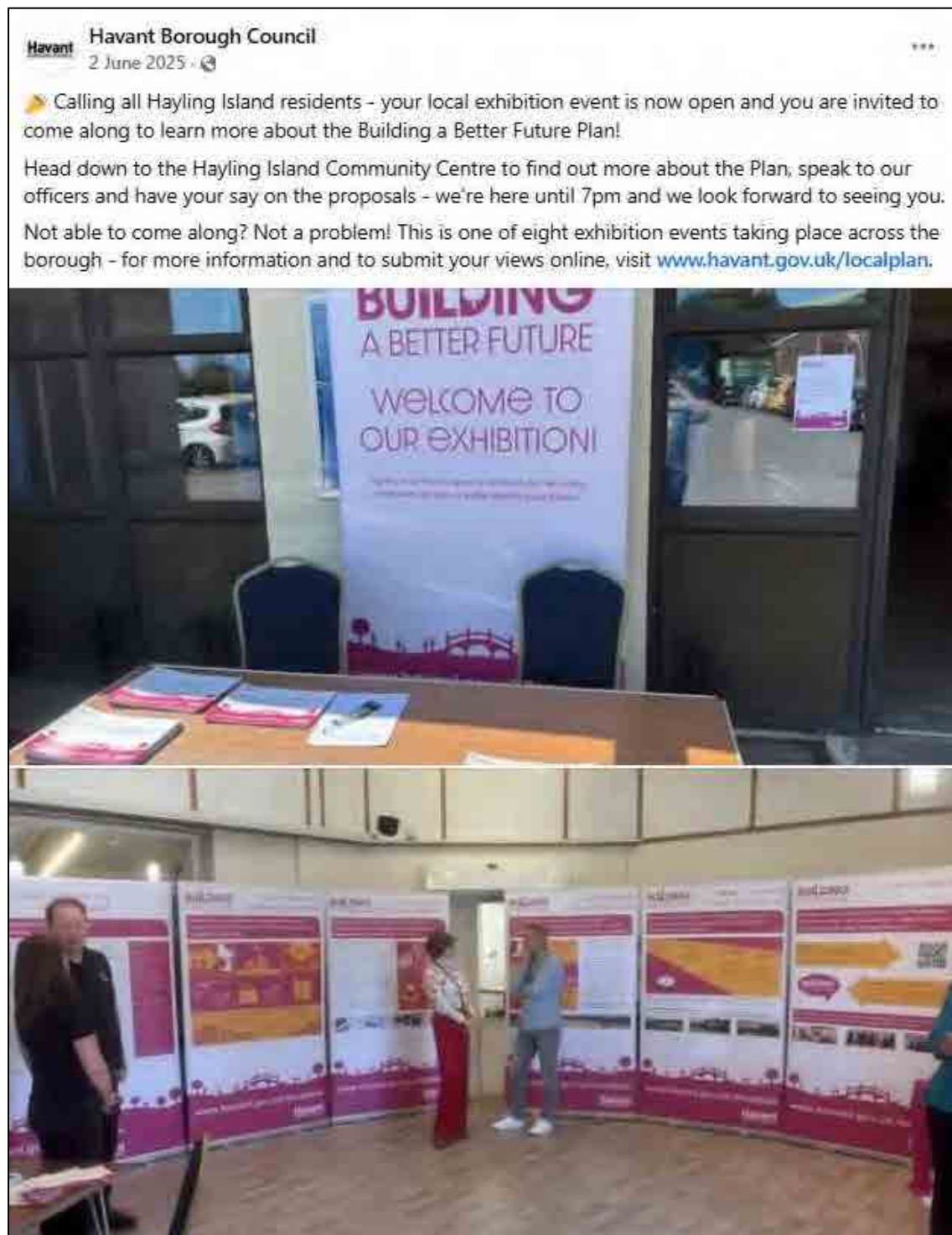


Figure 191 – Screenshot of Facebook post, 2 June 2025 (2 of 2)

Instagram post, 2 June 2025 (pre-event)



Figure 192 – Screenshot of Instagram post, 2 June 2025 (1 of 2)

Instagram post, 2 June 2025 (during event)

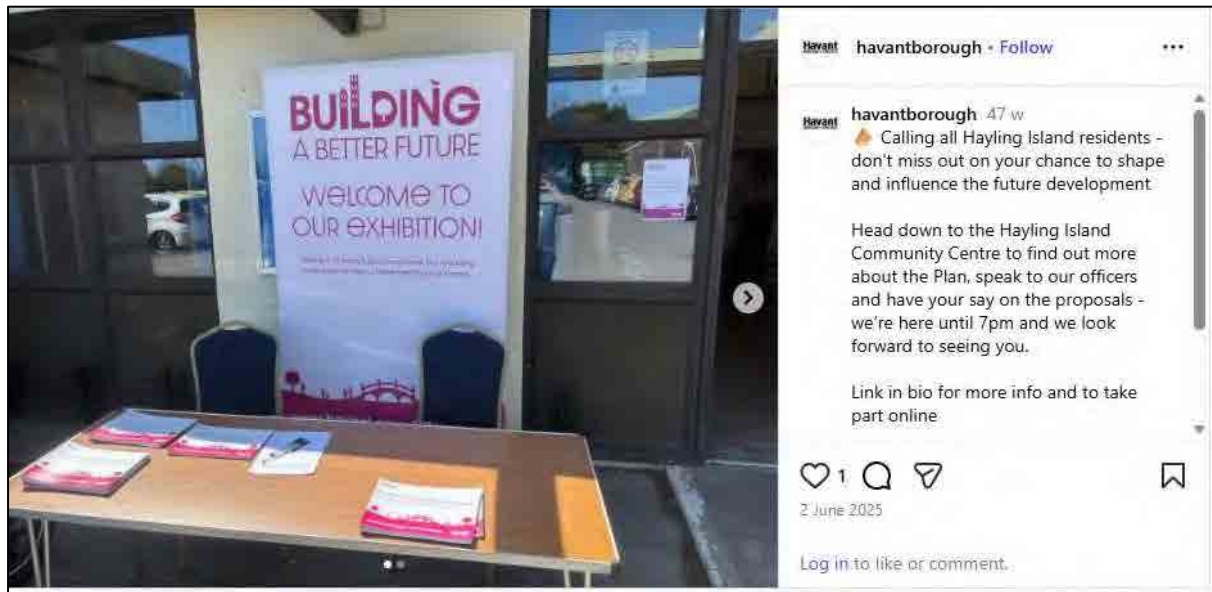


Figure 193 – Screenshot of Instagram post, 2 June 2025 (2 of 2)

LinkedIn post, 2 June 2025

**Havant Borough Council**
3,524 followers
11mo

...

We are at the Hayling Island Community Centre later today for the latest exhibition event for the Building a Better Future Plan!

 TODAY - 3pm to 7pm - Hayling Island Community Centre, Station Road, PO11 0HB

The Plan sets out the vision for the development of our borough in the coming years, including policies aimed at providing suitable housing for all, ensuring space is available for places to work and the protection of environmental spaces.

Come along to find out more about the Plan, speak to our officers and have your say on the proposals.

Not able to come along? Not a problem! This is one of eight exhibition events taking place across the borough - for more information and to submit your views online, visit <https://lnkd.in/eUgkACTQ>.



BUILDING
A BETTER FUTURE

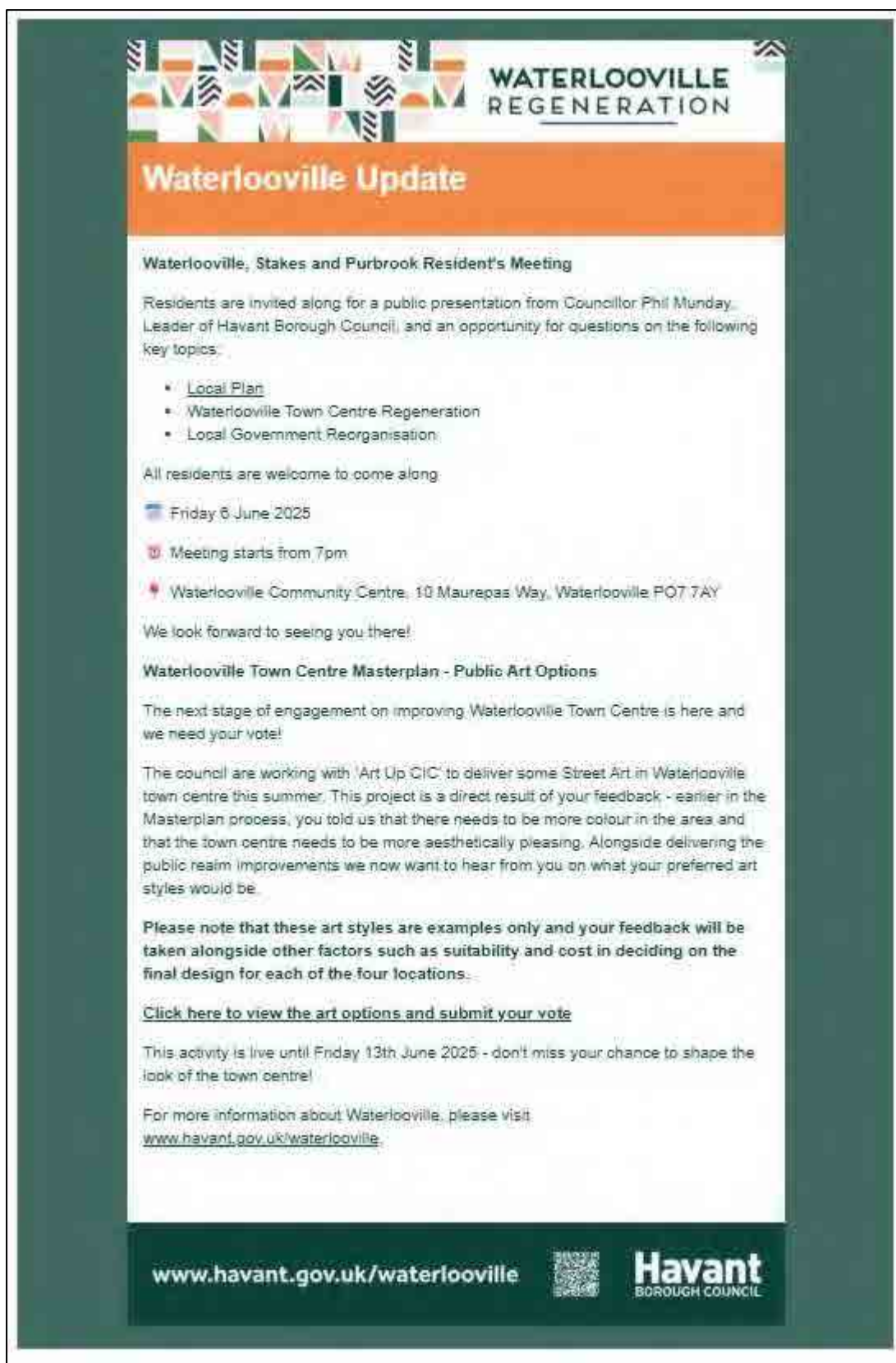
 9

Figure 194 – Screenshot of LinkedIn post, 2 June 2025

Next Door post, 2 June 2025



Figure 195 – Screenshot of Next Door post, 2 June 2025



The image is a screenshot of a digital bulletin titled 'Waterlooville Update'. At the top left is a decorative graphic of colorful geometric shapes. To its right is the 'WATERLOOVILLE REGENERATION' logo. The main title 'Waterlooville Update' is in a large, bold, orange font on a white background. Below this, the first section is 'Waterlooville, Stakes and Purbrook Resident's Meeting'. It invites residents to a public presentation by Councillor Phil Munday, Leader of Havant Borough Council, on Friday 6 June 2025 at 7pm at the Waterloooville Community Centre. A bulleted list of topics includes 'Local Plan', 'Waterlooville Town Centre Regeneration', and 'Local Government Reorganisation'. The second section is 'Waterlooville Town Centre Masterplan - Public Art Options'. It explains that the council is working with 'Art Up CIC' to deliver street art in the town centre this summer, based on feedback from the Masterplan process. It asks residents to provide feedback on preferred art styles. A link is provided to view art options and submit a vote, which is live until Friday 13th June 2025. The bottom of the bulletin features the website 'www.havant.gov.uk/waterlooville', a QR code, and the 'Havant BOROUGH COUNCIL' logo.

Waterlooville Update

Waterlooville, Stakes and Purbrook Resident's Meeting

Residents are invited along for a public presentation from Councillor Phil Munday, Leader of Havant Borough Council, and an opportunity for questions on the following key topics:

- [Local Plan](#)
- Waterlooville Town Centre Regeneration
- Local Government Reorganisation

All residents are welcome to come along

Friday 6 June 2025

Meeting starts from 7pm

Waterlooville Community Centre, 10 Maurepas Way, Waterloooville PO7 7AY

We look forward to seeing you there!

Waterlooville Town Centre Masterplan - Public Art Options

The next stage of engagement on improving Waterloooville Town Centre is here and we need your vote!

The council are working with 'Art Up CIC' to deliver some Street Art in Waterloooville town centre this summer. This project is a direct result of your feedback - earlier in the Masterplan process, you told us that there needs to be more colour in the area and that the town centre needs to be more aesthetically pleasing. Alongside delivering the public realm improvements we now want to hear from you on what your preferred art styles would be.

Please note that these art styles are examples only and your feedback will be taken alongside other factors such as suitability and cost in deciding on the final design for each of the four locations.

[Click here to view the art options and submit your vote](#)

This activity is live until Friday 13th June 2025 - don't miss your chance to shape the look of the town centre!

For more information about Waterloooville, please visit www.havant.gov.uk/waterlooville

www.havant.gov.uk/waterlooville

Havant
BOROUGH COUNCIL

Figure 196 – Screenshot of Waterloooville Regeneration subscriber bulletin, 3 June 2025

Facebook post, 3 June 2025

 **Havant Borough Council**

3 June 2025 · 🌐

...

The Leader of Havant Borough Council, Cllr Phil Munday, will be speaking at the next public meeting hosted by [Emsworth Residents Forum](#) on topics including the Local Plan and Local Government Reorganisation.

- 📅 Thursday 5 June
- 🕒 Meeting starts from 6pm
- 📍 Emsworth Community Centre

The full agenda can be found here:
<https://emsworthresidentsforum.org.uk/.../public-meetings/>

Look forward to seeing you there!



 7

7 comments · 1 share

Figure 197 – Screenshot of Facebook post, 3 June 2025

Twitter post, 3 June 2025



Figure 198 – Screenshot of Twitter post, 3 June 2025



The Building a Better Future Plan consultation is live and you have the chance to shape development in our borough!

We are at the halfway stage of the consultation on our new draft Local Plan - called the Building a Better Future Plan - and want to invite you to tell us what you think about the proposals.

Havant Borough Council (HBC) has prepared the draft Local Plan, which will shape future development in the area, covering everything from housing, new jobs and regeneration of town centres, to addressing climate change and the protection of nature and green spaces.

The plan sets out how the council will decide, manage and shape development in the borough and includes proposed sites for allocation where development could take place.

This hugely important consultation launched on Tuesday 6 May and is live until Tuesday 1 July 2025.

The council is also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) and St. Faith's Conservation Area Review at the same time via the same online links.

To view the updated Building a Better Future plan, our summary booklet and to submit views until 1 July, please go to: www.havant.gov.uk/localplan.

Alternatively, paper copies of the draft plan and survey can be collected from all libraries in the borough and community centres, with a pre-paid envelope to return to the council.

Anyone who would like to speak to council officers or ask questions about the plan is welcome to attend one of the remaining face-to-face exhibition events we're holding across the borough over the next couple of weeks. The schedule for these events is as follows:

- Thursday 12 June 2025 – The Spring, Havant, 10am to 2pm
- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm
- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

Alongside this, there are a number of community meetings being held where HBC Councillors will speak and provide presentations on key local topics including the Local Plan. These are taking place as follows:

- Thursday 5 June 2025 - Emsworth Resident's Association Meeting, Emsworth Community Centre, 7pm
- Friday 6 June 2025 - Waterlooville, Stakes and Purbrook Resident's Meeting, Waterlooville Community Centre, 7pm
- Wednesday 11 June 2025 - Hayling Island Resident's Meeting, United Reform Church, 7.30pm
- Tuesday 17 June 2025 - Havant / Bedhampton Resident's Meeting, Bosmere School, 7pm
- Monday 23 June 2025 - Leigh Park Resident's Meeting, Park Community School, 7pm

Figure 199 – Screenshot of general subscriber bulletin, 4 June 2025

Facebook post, 4 June 2025 (Hayling Island focus)

**Havant Borough Council**
4 June 2025 · 🌐

Whether you live, work or visit Hayling Island, this is why the Building a Better Future Plan is important for you ...

- The Plan recognises the island's characteristics and proposes no greenfield development on the island, mainly due to flood risk to the single access road, while still permitting development to sustain the community within the existing urban areas.
- The Plan also provides policies on how flood risk and the protection of natural environments will factor into how we decide on applications to develop.
- Infrastructure is a critical element to any development proposal – while the council doesn't have responsibility over roads, doctor surgeries or schools, the Plan sets out how we intend to work with our partners to ensure any concerns over infrastructure are highlighted at the start.
- Additionally, Hayling Island Seafront is identified as a regeneration site where the council will support the delivery of public realm and leisure offer improvements

👉 This is a crucial stage of our Local Plan process and it is important we hear from as many people as possible on what we have put forward - whether you support or oppose these policies, this is your chance to have your say!

For more information and to submit your views, visit www.havant.gov.uk/localplan.

Not online? Not a problem! If anyone you know can't access the above link, you can collect paper materials from Hayling Island Library or Hayling Island Community Centre, along with a pre-paid envelope to return your views for free.

⚠ Please note comments on this post won't be included in the official feedback – make sure to use the link to make sure your views are received!



BUILDING
A BETTER FUTURE

 8

9 comments · 26 shares

Figure 200 – Screenshot of Facebook post, 4 June 2025 (1 of 2)

Facebook post, 4 June 2025 (Councillor community meeting)



Figure 201 – Screenshot of Facebook post, 4 June 2025 (2 of 2)

Instagram post, 4 June 2025

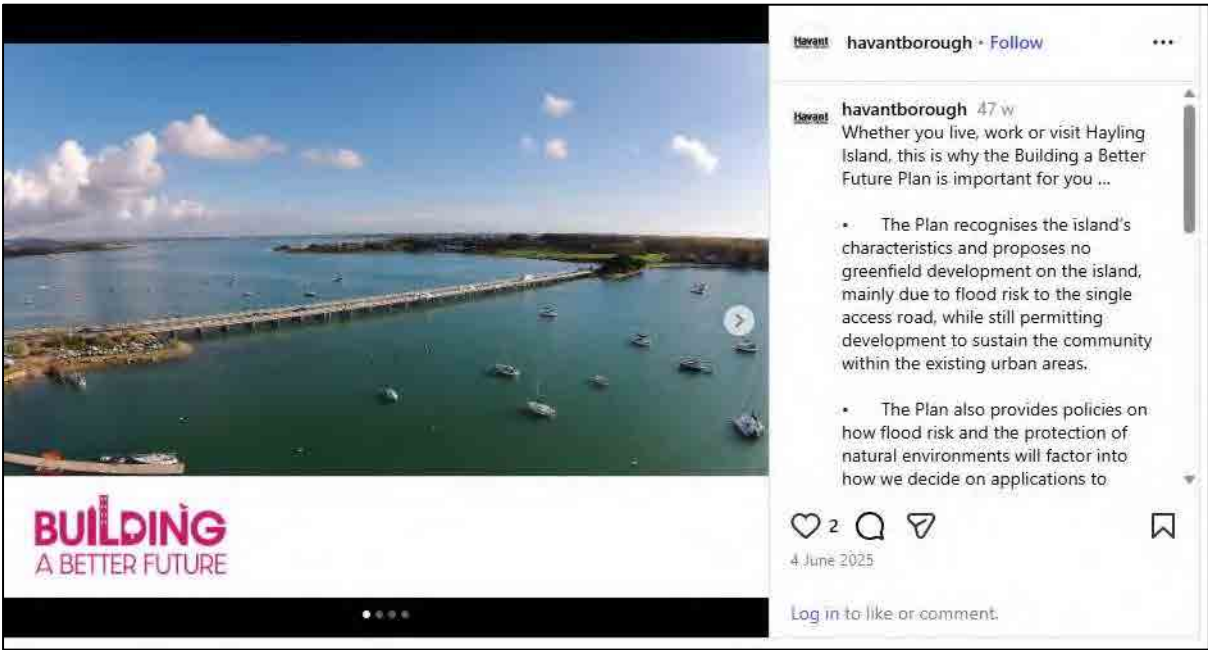


Figure 202 – Screenshot of Instagram post, 4 June 2025

LinkedIn post, 4 June 2025

**Havant Borough Council**
3,524 followers
11mo

Whether you live, work or visit Hayling Island, this is why the Building a Better Future Plan is important for you

- The Plan recognises the island's characteristics and proposes no greenfield development on the island, mainly due to flood risk to the single access road, while still permitting development to sustain the community within the existing urban areas.
- The Plan also provides policies on how flood risk and the protection of natural environments will factor into how we decide on applications to develop.
- Infrastructure is a critical element to any development proposal – while the council doesn't have responsibility over roads, doctor surgeries or schools, the Plan sets out how we intend to work with our partners to ensure any concerns over infrastructure are highlighted at the start.
- Additionally, Hayling Island Seafront is identified as a regeneration site where the council will support the delivery of public realm and leisure offer improvements.

This is a crucial stage of our Local Plan process and it is important we hear from as many people as possible on what we have put forward – whether you support or oppose these policies, this is your chance to have your say!

For more information and to submit your views, visit <https://lnkd.in/eUgkACTQ>.

Not online? Not a problem! If anyone you know can't access the above link, you can collect paper materials from Hayling Island Library or Hayling Island Community Centre, along with a pre-paid envelope to return your views for free.



BUILDING
A BETTER FUTURE

 6 · 2 Comments

Figure 203 – Screenshot of LinkedIn post, 4 June 2025

Next Door post, 4 June 2025



Figure 204 – Screenshot of Next Door post, 4 June 2025

Our experts will help you navigate available funding and training options -making it easier than ever to invest in your team's future

When, what time & where?

17th June from 9:00 - 11:15 at Bear Hotel

[Click here to book onto the event](#)

YOUR VOICE 

Building a Better Future – Have your say ...

BUILDING A BETTER FUTURE

Would you like to help us shape the future of Havant borough? Do you have ideas or concerns about our environment, housing or town centres?

Whether you live, work or visit the borough of Havant, now is your chance to view and comment on the Draft Building a Better Future Plan.

This Plan – otherwise known as the Local Plan - sets out how the council will decide, manage and shape development in our borough and includes proposed sites for allocation where development could take place, including which sites are allocated for employment space.

This consultation is live until Tuesday 1 July 2025.

As a business based within the borough, we would welcome your feedback on what the Local Plan proposes. Your perspective on how the Local Plan approaches the economy, employment, regeneration and infrastructure would be highly valuable in shaping and influencing the final Plan.

To view the Draft Building a Better Future document and to submit your views go to www.havant.gov.uk/localplan.

We are also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) – a framework for the regeneration of the town centre - and St. Faith's Conservation Area Review at the same time via the same online links.

Alternatively, you can collect paper copies at your local community centre or library and return for free.

We're also running the following exhibition events where you can learn more and ask questions:

- Thursday 12 June 2025 – The Spring, Havant, 10am to 2pm
- Thursday 19 June 2025 – Public Service Plaza, Havant, 10am to 4pm
- Saturday 21 June 2025 – St. George's Church Hall, Waterlooville, 10am to 4pm

For more information and to sign up for future updates on the Local Plan, go to: www.havant.gov.uk/localplan.

Did you receive this newsletter from a colleague?

[Click here to subscribe to Havant's Business Newsletter](#)

www.havant.gov.uk/businesses **Havant**
BOROUGH COUNCIL

Figure 205 – Screenshot of Havant Business Newsletter, 6 June 2025

Facebook post, 6 June 2025

**Havant Borough Council**

6 June 2025 · 🌐

...

Calling all residents, workers and visitors to Waterlooville and surrounding areas - you have not one but two opportunities to have your say on the future of Waterlooville!

Building on engagement over the last 18 months, the Waterlooville Town Centre SPD sets out the vision for the future of this key location – this takes into account what we've heard from those who live, work, visit and invest in the town centre and puts forward our proposals for how Waterlooville could develop in the coming years.

This document is available to view and now is the crucial time to have your say on the proposals.

This SPD will sit underneath the Building a Better Future Plan – otherwise known as our Local Plan, this needs your input on how we will guide development across our borough – this Plan supports ambitions to regenerate key sites in our borough including your town centre and proposes allocated sites for housing and employment in the Waterlooville area.

It is crucial that both of these key documents meet the needs of our communities and now is the best time for you to get involved – whether you support or oppose these plans, you can find out more information and have your say by visiting www.havant.gov.uk/localplan.

Not online? Not a problem! If anyone you know is unable to access the materials online, you can visit Waterlooville Library or your local community centre to collect paper copies, with a pre-paid envelope to return your views for free.



Figure 206 – Screenshot of Facebook post, 6 June 2025

Instagram post, 6 June 2025



Figure 207 – Screenshot of Instagram post, 6 June 2025

LinkedIn post, 6 June 2025

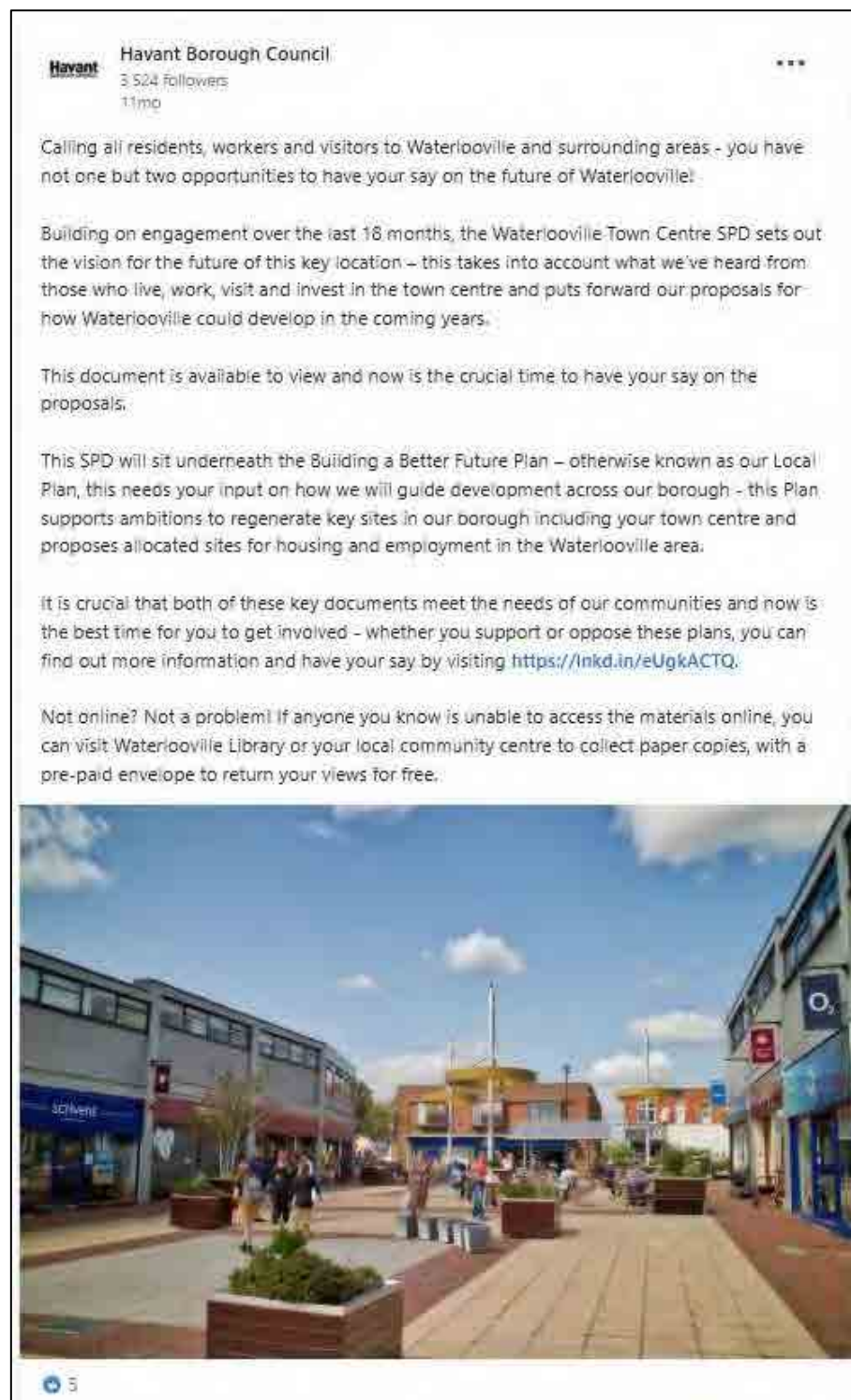


Figure 208 – Screenshot of LinkedIn post, 6 June 2025

Facebook post, 9 June 2025 (Leigh Park focus)

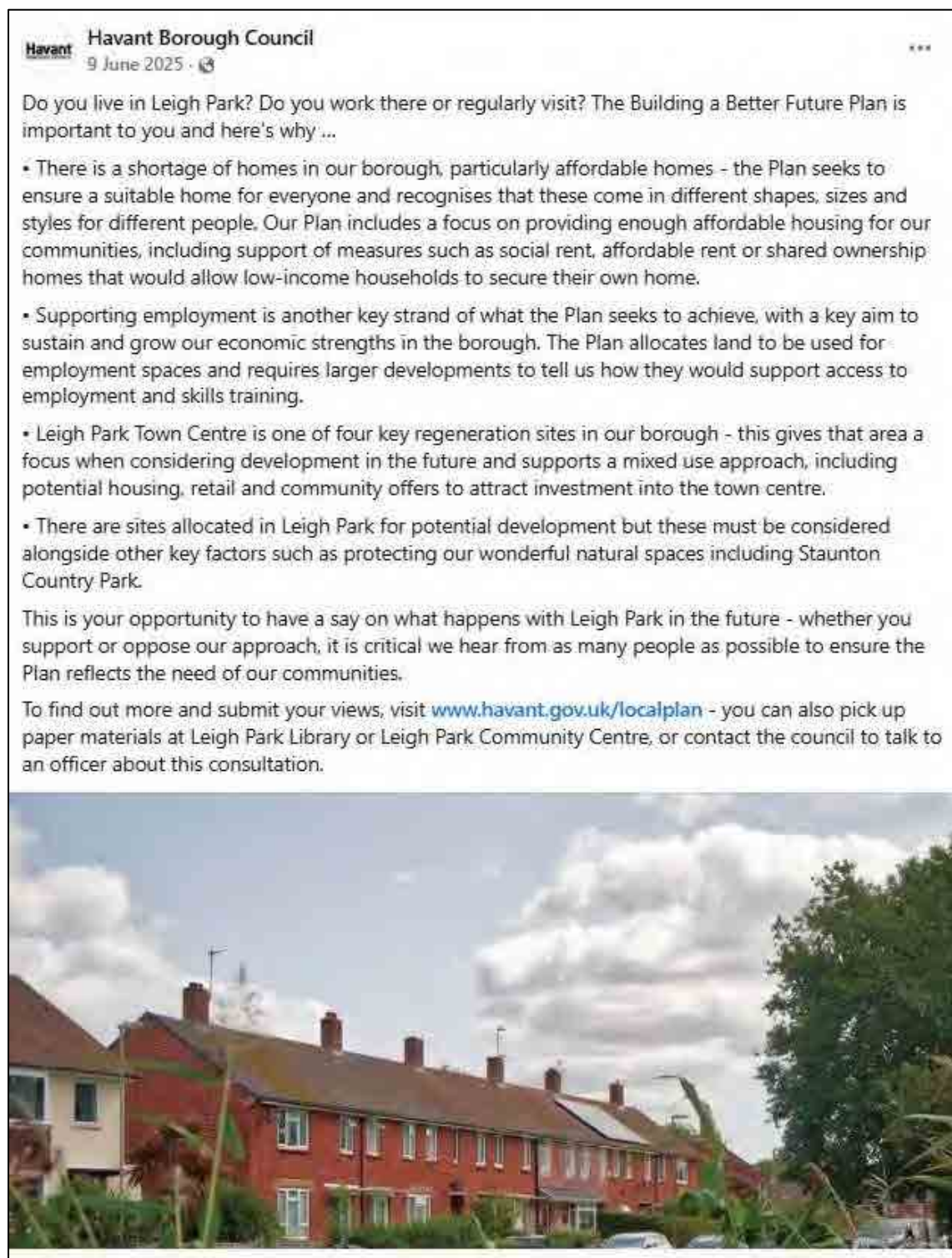


Figure 209 – Screenshot of Facebook post, 9 June 2025 (1 of 2)

Facebook post, 9 June 2025 (Councillor community meeting)



Figure 210 – Screenshot of Facebook post, 9 June 2025 (2 of 2)

Instagram post, 9 June 2025



Figure 211 – Screenshot of Instagram post, 9 June 2025

Twitter post, 9 June 2025



Figure 212 – Screenshot of Twitter post, 9 June 2025

LinkedIn post, 9 June 2025

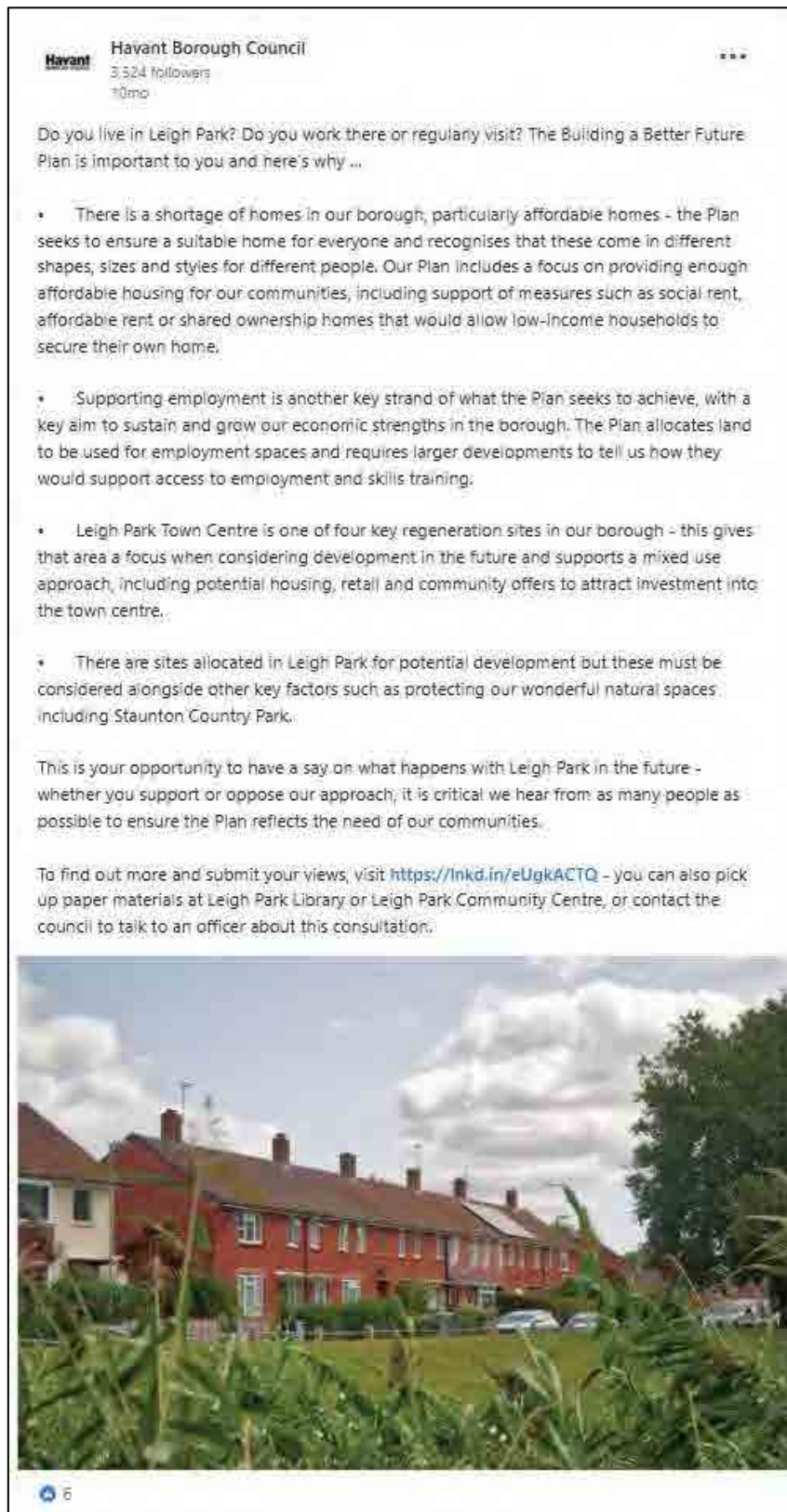


Figure 213 – Screenshot of LinkedIn post, 9 June 2025

Next Door post, 9 June 2025



Figure 214 – Screenshot of Next Door post, 9 June 2025

Facebook post, 10 June 2025

 **Havant Borough Council**

10 June 2025 · 49

...

The Building a Better Future Plan covers a number of decisions that will impact upon Emsworth and its surrounding areas - here's why it is vital that those who live, work and visit Emsworth take part in our consultation ...

- The draft Local Plan provides all of the proposed policies that will guide how we decide on development in our borough and includes allocated sites for potential future development, some of which are situated in and around Emsworth.
- This includes the draft approach to Southleigh, which is proposed as a new community between Emsworth and Denvilles of at least 2,100 homes - the allocation sets out the requirements that will guide the decisions on any applications to build here, including detailed consideration of infrastructure needs, proactive mitigation of environmental impacts and the need for comprehensive development rather than a piecemeal approach.
- Without a Local Plan, the council is in a weaker position to make decisions on applications and may lose some of our ability to proactively plan for infrastructure or environmental protections on new developments.
- Infrastructure is a critical elements to any development proposal - the Plan sets out how we intend to work with the organisations in charge of things like roads, doctor surgeries and schools to highlight any issues at the start of any proposal.
- Your feedback on our last consultation was clear on the importance of natural spaces and environmental protections for our communities, and the Plan sets out how we will seek to maintain and improve these alongside our responsibilities to provide housing and employment space.

It is critical that we hear from as many people as possible during this crucial stage of the Local Plan process to ensure that the views of our communities are represented - this is your last chance to meaningfully shape and influence the final Plan before it is submitted for decision.

Don't miss your chance to have your say - to find out more and submit your views, please visit www.havant.gov.uk/localplan.

Not online? Not a problem! If anyone you know can't access the above link, you can collect paper materials from your local community centre, with a pre-paid envelope to return for free.

⚠ Please note that comments on this post won't be included in the official feedback - make sure to use the link to have your say!



Figure 215 – Screenshot of Facebook post, 10 June 2025

Instagram post, 10 June 2025

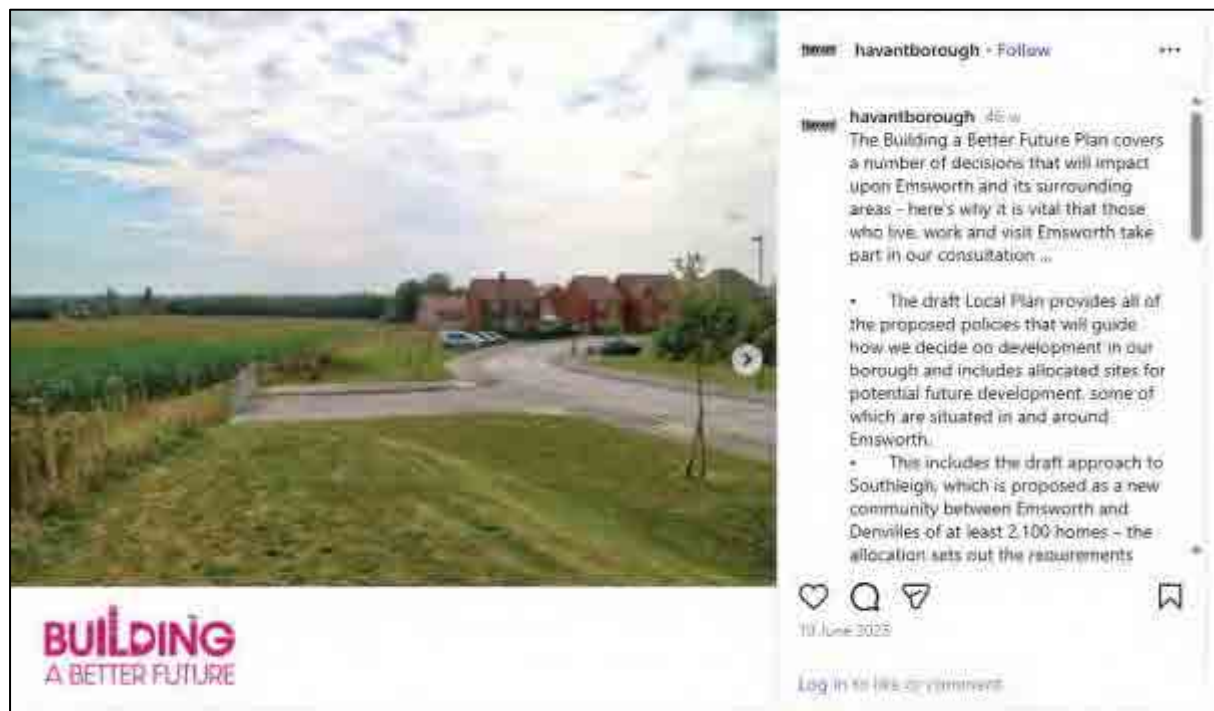


Figure 216 – Screenshot of Instagram post, 10 June 2025

LinkedIn post, 10 June 2025

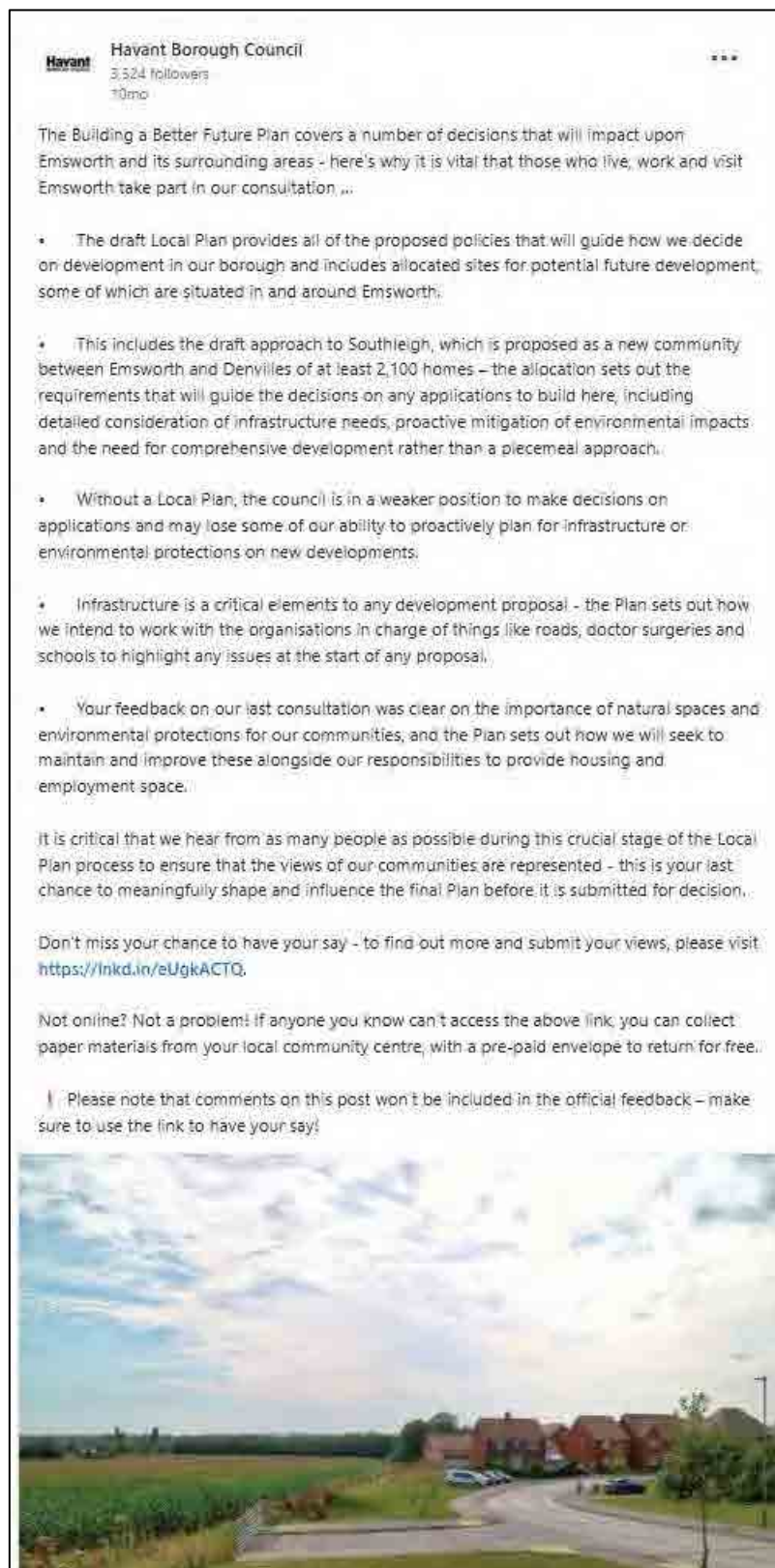


Figure 217 – Screenshot of LinkedIn post, 10 June 2025

Next Door post, 10 June 2025



Figure 218 – Screenshot of Next Door post, 10 June 2025

Facebook post, 11 June 2025

 **Havant Borough Council**

11 June 2025 · 🌐

This post is for anyone who lives, works or visits Havant - the Building a Better Future Plan is important to you and here's a few reasons why ...

- The Plan recognises Havant Town Centre as one of the borough's key regeneration sites, and looks to sustain and enhance this area with a focused approach to high-quality development that could include housing, cultural or community spaces. Regeneration here has long been an ambition of the council and the Plan provides policies that seek to attract the investment to help realise these aims.
- The centre of Havant also supports a lot of jobs and businesses - the Plan looks to protect existing employment space and allocate additional land to develop our local economy.
- Appropriate infrastructure is critical to all development and though the council does not have responsibility for roads, public transport or utilities, the Plan aims to help us engage with our partners proactively to ensure any issues are highlighted at an early stage.
- We also heard your feedback at our last consultation which emphasised the importance of protecting natural spaces and the borough's heritage, and that's why the Plan puts forward strong policies that protect, conserve and enhance the areas that make our borough special.

🗨️ It is crucial that we hear from as many people as possible, whether you support or oppose the Plan, to ensure it is fit for purpose - come along to our event tomorrow to find out more and have your say:

📅 **TOMORROW** - 10am to 2pm - The Spring Arts and Heritage Centre, 56 East St, Havant PO9 1BS

For more information and to take part online, visit www.havant.gov.uk/localplan.

Not online? Not a problem! If anyone you know is unable to access the materials online, you can visit Havant Library, The Spring Arts and Heritage Centre or your local community centre to collect paper copies, with a pre-paid envelope to return your views for free.



BUILDING
A BETTER FUTURE

Figure 219 – Screenshot of Facebook post, 11 June 2025

Instagram post, 11 June 2025

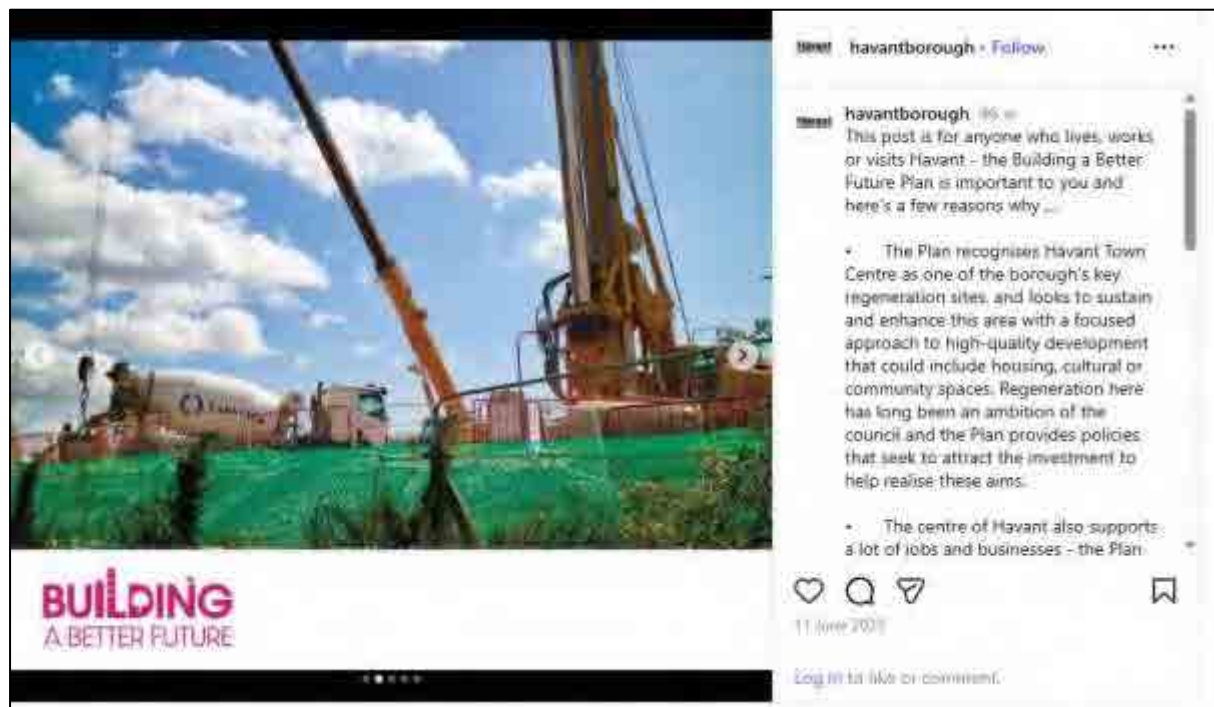


Figure 220 – Screenshot of Instagram post, 11 June 2025

LinkedIn post, 11 June 2025

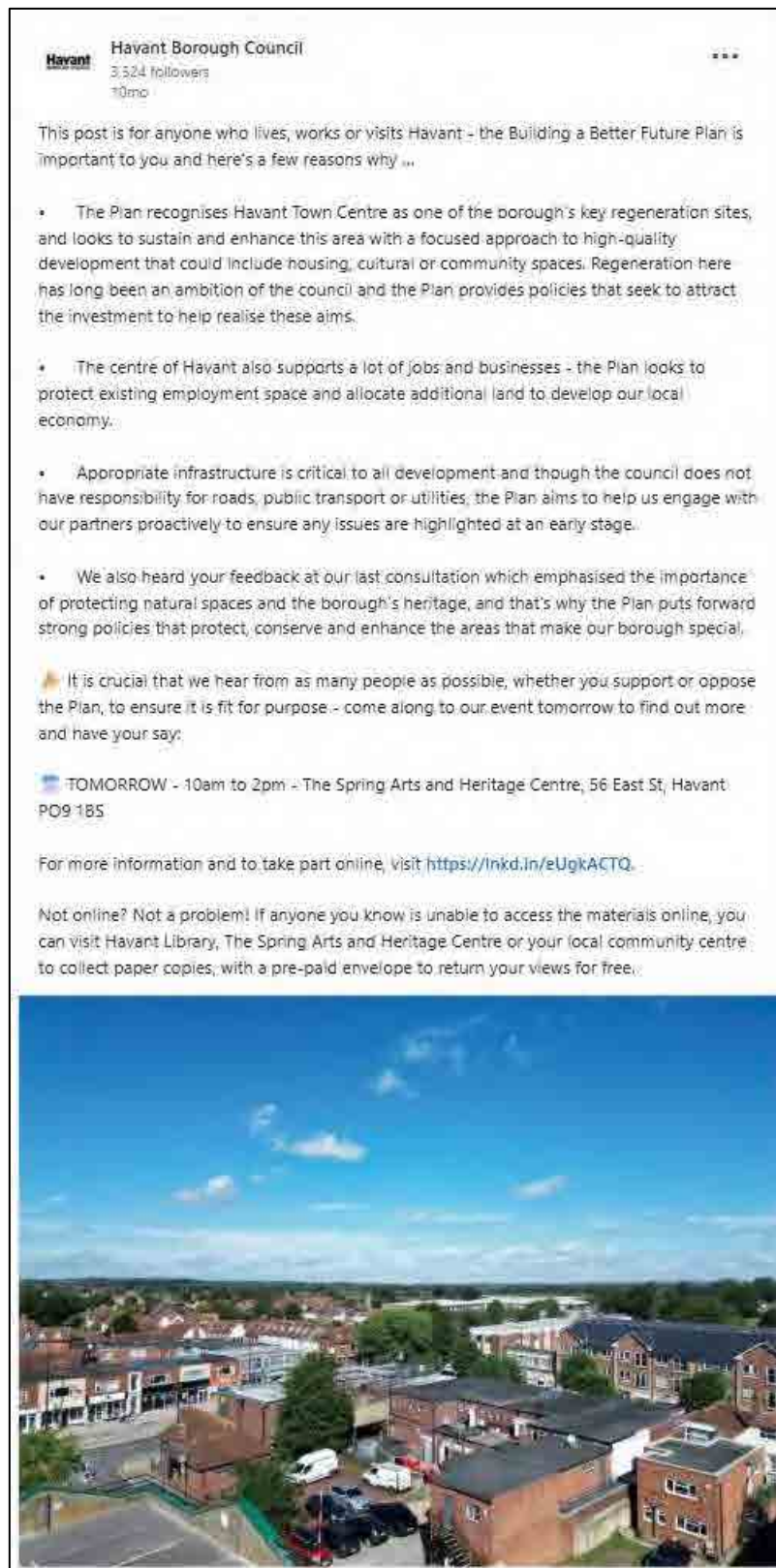


Figure 221 – Screenshot of LinkedIn post, 11 June 2025

Facebook post, 12 June 2025 (pre-event

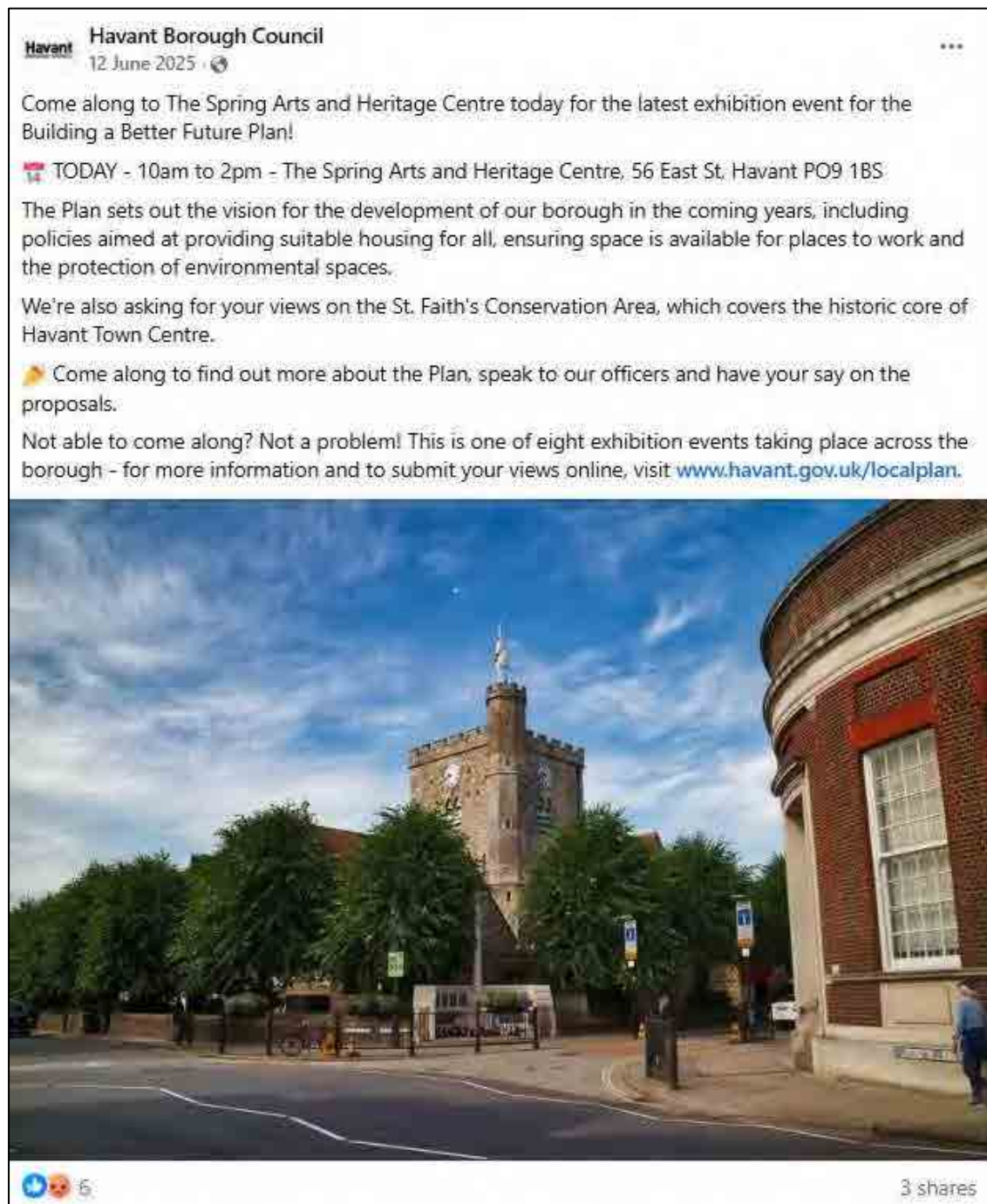


Figure 222 – Screenshot of Facebook post, 12 June 2025 (1 of 2)

Facebook post, 12 June 2025 (during event)

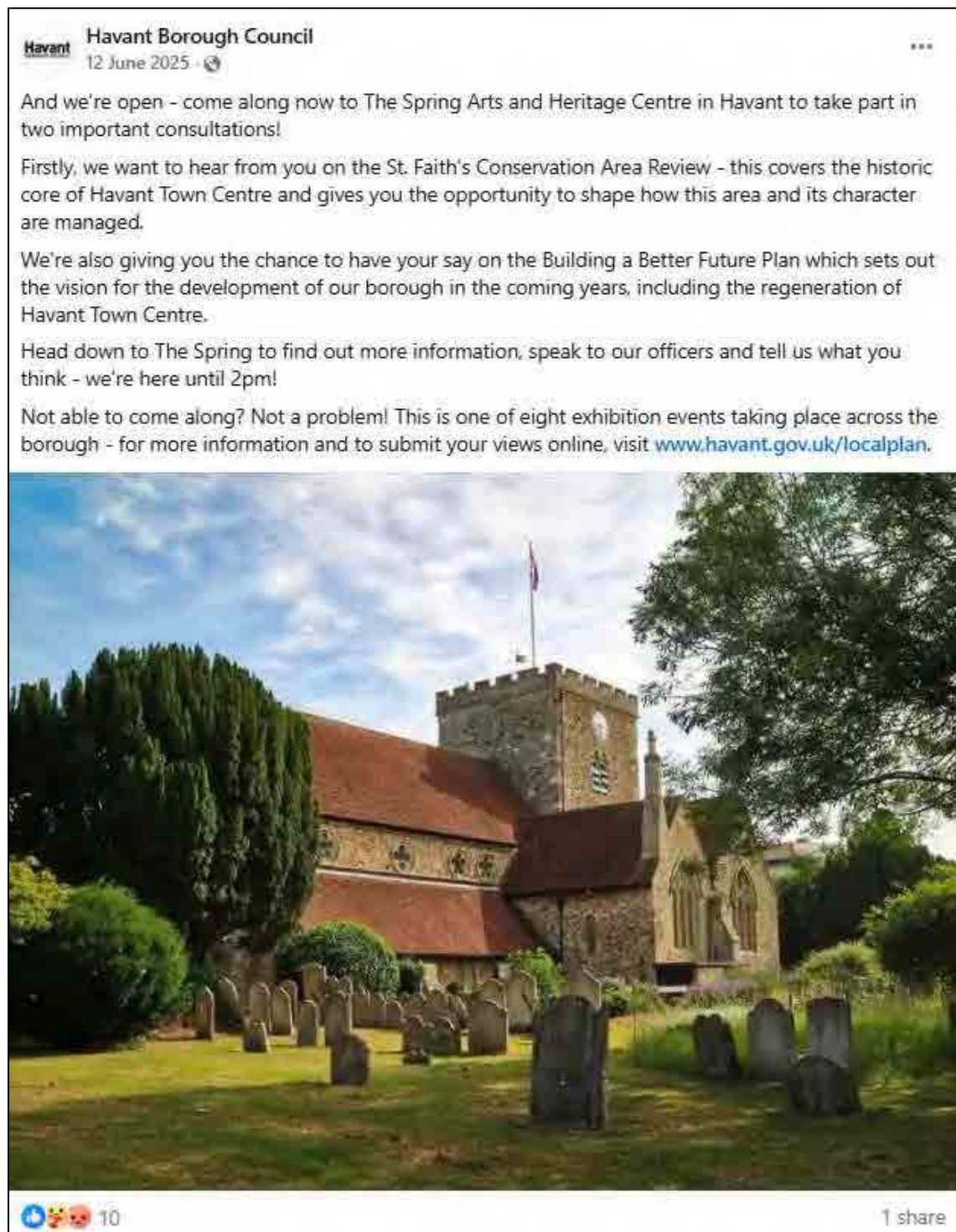


Figure 223 – Screenshot of Facebook post, 12 June 2025 (2 of 2)

Instagram post, 12 June 2025 (pre-event)



Figure 224 – Screenshot of Instagram post, 12 June 2025 (1 of 2)

Instagram post, 12 June 2025 (during event)



Figure 225 – Screenshot of Instagram post, 12 June 2025 (2 of 2)

LinkedIn post, 12 June 2025

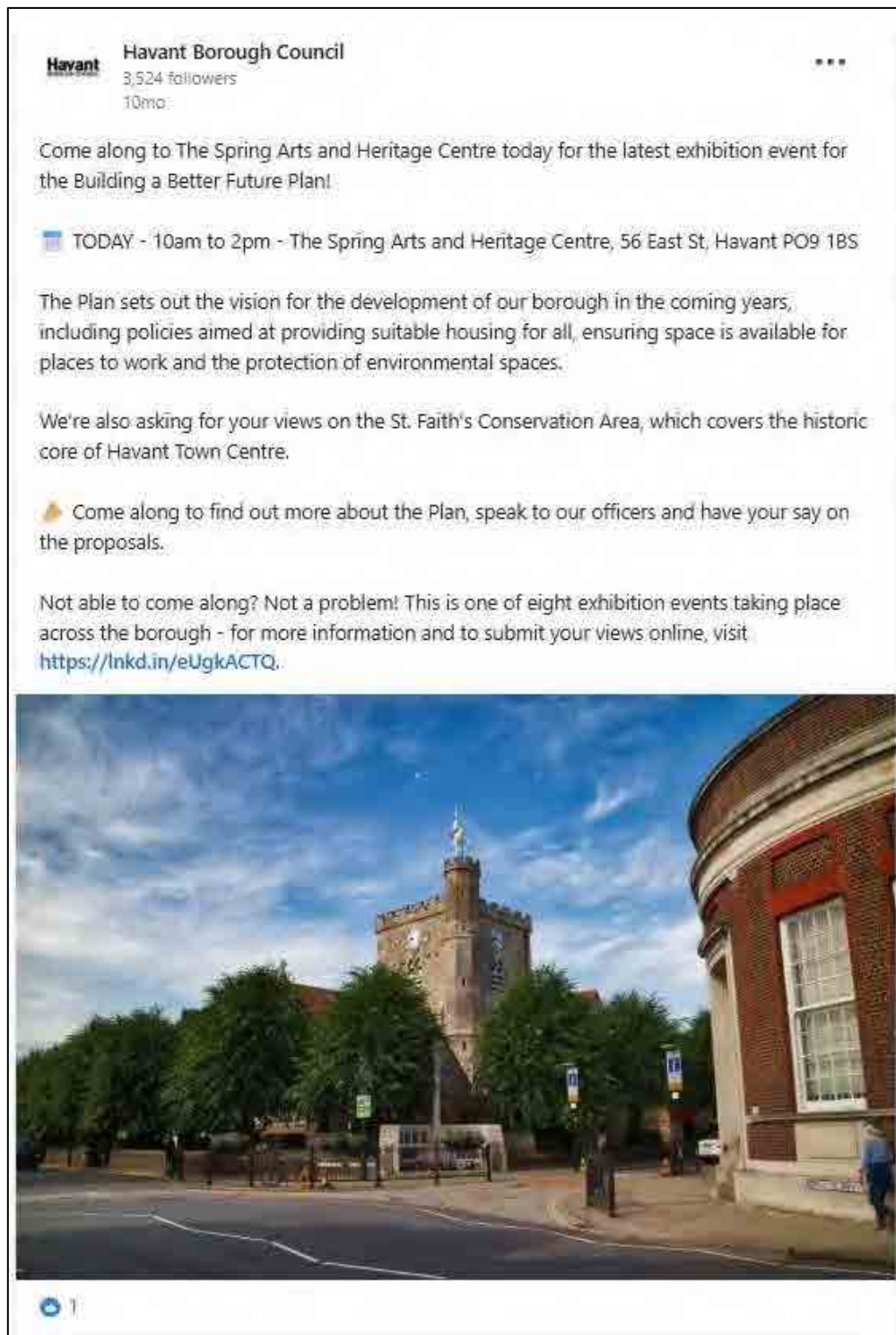


Figure 226 – Screenshot of LinkedIn post, 12 June 2025

Facebook post, 13 June 2025 (consultation focus)



Figure 227 – Screenshot of Facebook post, 13 June 2025 (1 of 2)

Facebook post, 13 June 2025 (Councillor community meeting)



Figure 228 – Screenshot of Facebook post, 13 June 2025 (2 of 2)

Instagram post, 13 June 2025



Figure 229 – Screenshot of Instagram post, 13 June 2025

Twitter post, 13 June 2025



Figure 230 – Screenshot of Twitter post, 13 June 2025

Next Door post, 13 June 2025



Figure 231 – Screenshot of Next Door post, 13 June 2025

Facebook post, 16 June 2025

Havant Borough Council
16 June 2025

The final Building a Better Future Plan exhibition events take place this week - don't miss your chance to shape the future development of your local area!

📅 Thursday 19 June - 10am to 4pm - Public Service Plaza, Civic Centre Road, Havant PO9 2AX

📅 Saturday 21 June - 10am to 4pm - St. George's Church Hall, Waterlooville PO7 7EH

You can view further information about the Local Plan, ask our officers questions and have your say at these drop-in events.

To find out more or take part online, visit www.havant.gov.uk/localplan.

Not online? Not a problem! If you know anyone who can't respond online, you can collect paper copies of the materials from your local library or community centre, with a pre-paid envelope to return to us for free.



BUILDING
A BETTER FUTURE

4 6 shares

Figure 232 – Screenshot of Facebook post, 16 June 2025

Instagram post, 16 June 2025

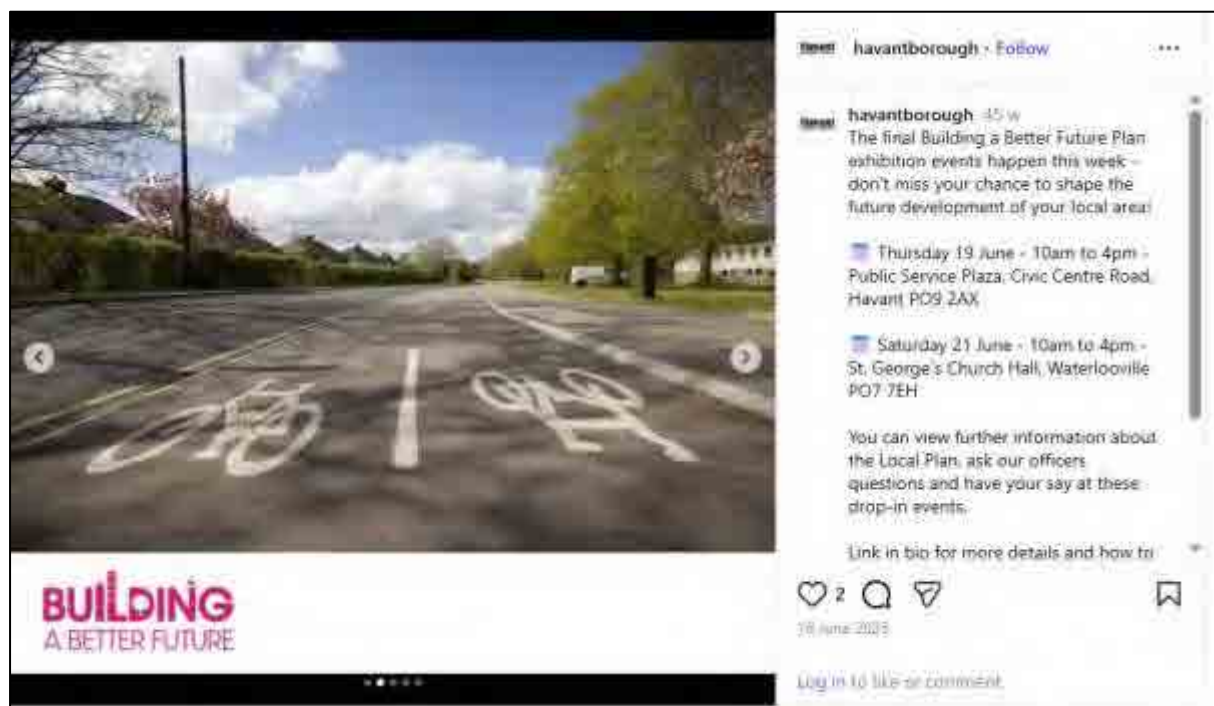


Figure 233 – Screenshot of Instagram post, 16 June 2025

LinkedIn post, 16 June 2025

**Havant Borough Council**
3,524 followers
10mo

The final Building a Better Future Plan exhibition events take place this week - don't miss your chance to shape the future development of your local area!

📅 Thursday 19 June - 10am to 4pm - Public Service Plaza, Civic Centre Road, Havant PO9 2AX

📅 Saturday 21 June - 10am to 4pm - St. George's Church Hall, Waterloooville PO7 7EH

You can view further information about the Local Plan, ask our officers questions and have your say at these drop-in events.

To find out more or take part online, visit <https://lnkd.in/eUgkACTQ>.

Not online? Not a problem! If you know anyone who can't respond online, you can collect paper copies of the materials from your local library or community centre, with a pre-paid envelope to return to us for free.





Figure 234 – Screenshot of LinkedIn post, 16 June 2025

Next Door post, 16 June 2025



Figure 235 – Screenshot of Next Door post, 16 June 2025

Facebook post, 17 June 2025

 **Havant Borough Council**

17 June 2025 · 🌐

...

👉 There are just two weeks left to tell us what you think of the Building a Better Future Plan - don't miss your chance to shape the future development of your local area!

Thank you to those who have already taken part - it is crucial that we hear from as many people as possible, so whether you support or oppose what is being proposed, we want to hear from you!

The easiest way to find out more information and have your say is to visit www.havant.gov.uk/localplan and fill out the survey.

Alternatively you can collect paper materials from your local library or community centre, or speak to us at one of the remaining exhibition events - the next one takes place on Thursday 19 June between 10am and 4pm at the Public Service Plaza, Havant PO9 2AX.





  9

8 comments · 10 shares

Figure 236 – Screenshot of Facebook post, 17 June 2025

Instagram post, 17 June 2025



Figure 237 – Screenshot of Instagram post, 17 June 2025

Facebook post, 18 June 2025



Figure 238 – Screenshot of Facebook post, 18 June 2025

Twitter post, 18 June 2025



Figure 239 – Screenshot of Twitter post, 18 June 2025

Facebook post, 19 June 2025

**Havant Borough Council**

19 June 2025 · 🌐

You're invited to the latest Building a Better Future Plan exhibition event - open now at the Public Service Plaza in Havant!

Officers are here to answer your questions, tell you more about the Plan and hear your views on what is being put forward - come along before 4pm to have your say.

The Plan sets out a vision for the development of our borough into the future and will guide decisions on planning applications in the coming years - it is crucial we hear from as many people as possible, support or oppose, to ensure the Plan is fit for purpose.

Visit www.havant.gov.uk/localplan to find out more and submit your views.

Not online? Not a problem! Anyone can collect paper copies of the materials from your local library or community centre, with a pre-paid envelope to return to us for free.



BUILDING
A BETTER FUTURE

 2

1 share

Figure 240 – Screenshot of Facebook post, 19 June 2025

Instagram post, 19 June 2025



Figure 241 – Screenshot of Instagram post, 19 June 2025

Facebook post, 20 June 2025 (pre-event)

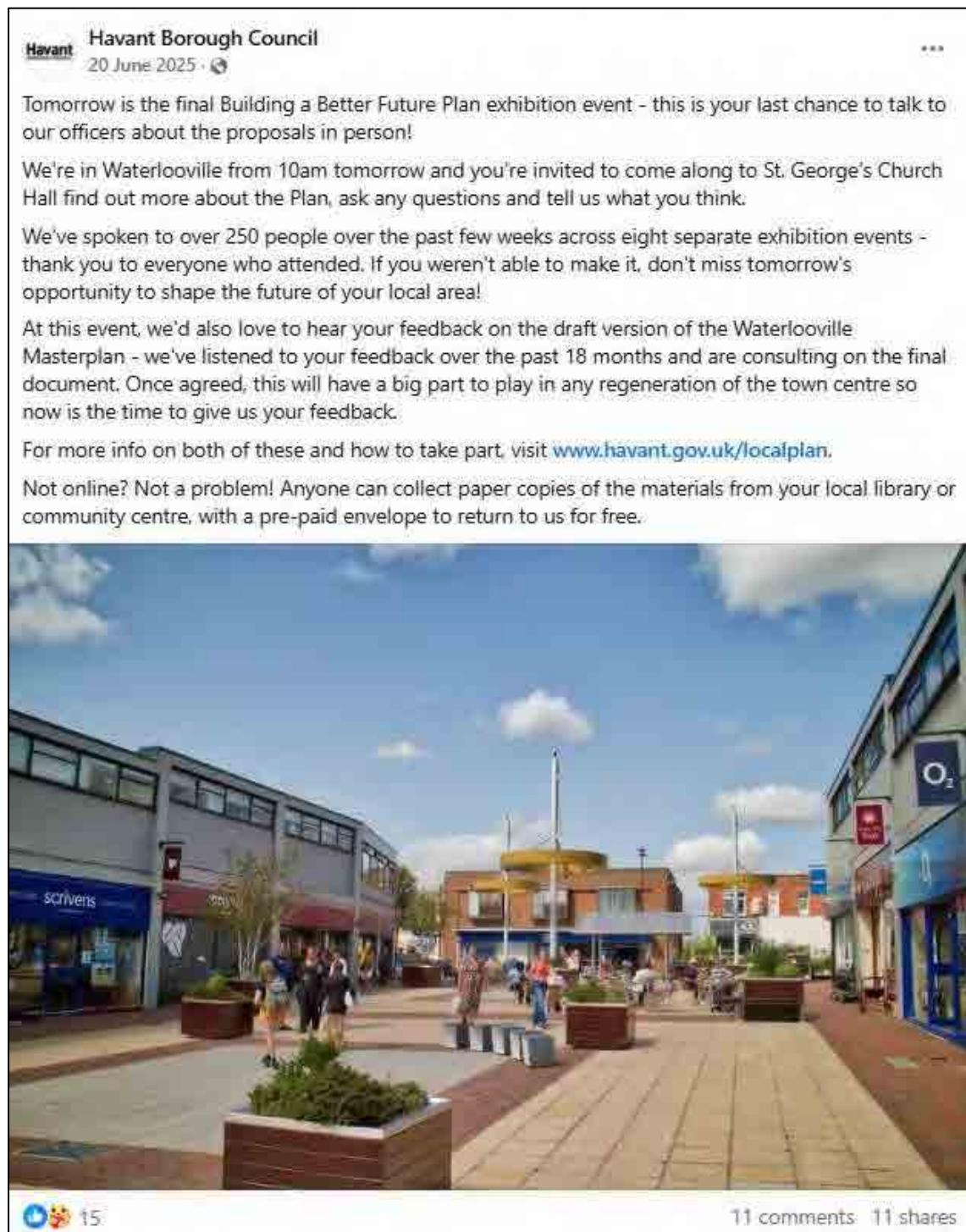


Figure 242 – Screenshot of Facebook post, 20 June 2025 (1 of 2)

Facebook post, 20 June 2025 (Councillor community meeting)



Figure 243 – Screenshot of Facebook post, 20 June 2025 (2 of 2)

Instagram post, 20 June 2025

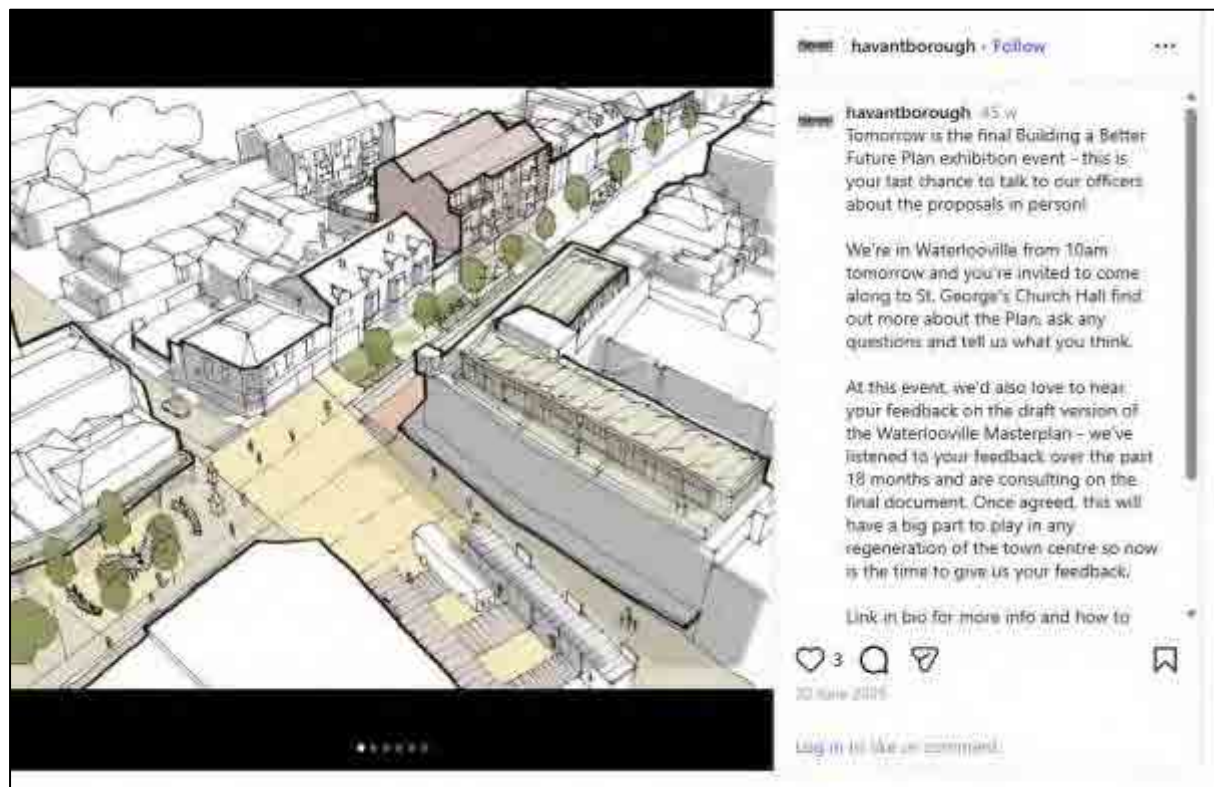


Figure 244 – Screenshot of Instagram post, 20 June 2025

LinkedIn post, 20 June 2025

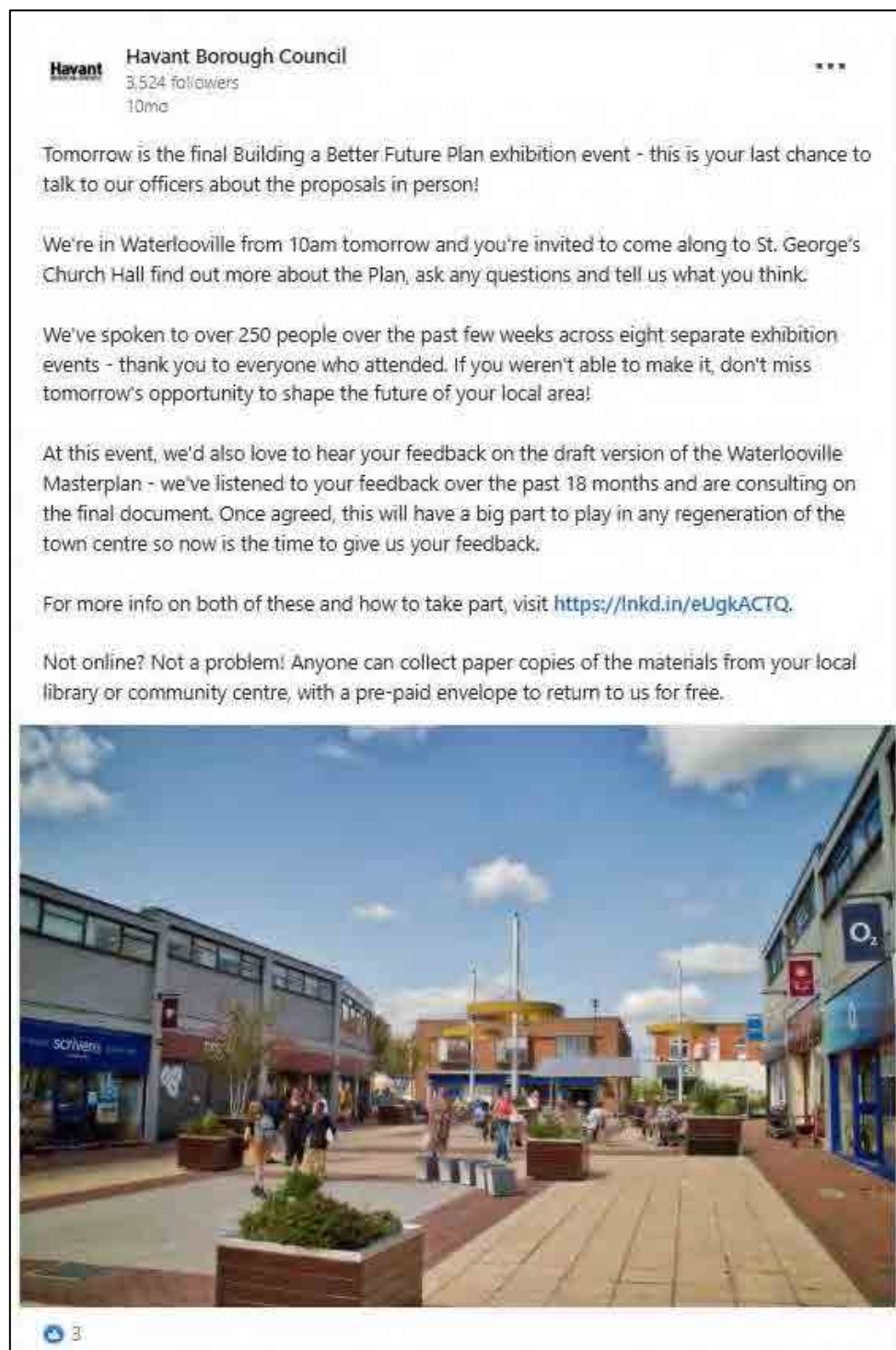


Figure 245 – Screenshot of LinkedIn post, 20 June 2025

Facebook post, 21 June 2025

**Havant Borough Council**
21 June 2025 · 🌐

Waterlooville, we are open! The final Building a Better Future Plan event is underway and we're here until 4pm - there are two good reasons why you should come along ...

- 1 You can have your say on the Building a Better Future Plan - also known as the Local Plan, this sets out the vision for the future development of our borough and it is crucial that we hear from you to make sure it meets the needs of our communities
- 2 We are also consulting on the Waterlooville Town Centre SPD, which is seeking to turn your views from the past 18 months of engagement on the Waterlooville Masterplan into a meaningful policy that can influence the regeneration of your town centre.

This is the last of eight exhibition events we have held over the past few weeks so don't miss your chance to find out more, speak to our officers and have your say.

For further details and to take part online, visit www.havant.gov.uk/localplan.

Not online? Not a problem! Anyone can collect paper copies of the materials from your local library or community centre, with a pre-paid envelope to return to us for free.



 6

1 share

Figure 246 – Screenshot of Facebook post, 21 June 2025

Instagram post, 21 June 2025



Figure 247 – Screenshot of Instagram post, 21 June 2025



Democracy and Planning Services
Local Services and Community Development

News Release

One week remaining - have your say on the future development of our borough

With one week remaining, Havant Borough Council is urging residents, visitors and businesses to have their say on the future development of the borough.

The public consultation on the borough's draft Local Plan - Building a Better Future - closes on Tuesday 1 July 2025.

Over the past seven weeks, more than 500 people have attended nine exhibition events, and six resident meetings held across the Borough of Havant, speaking to council officers and giving their feedback on this important strategy.

The Leader of Havant Borough Council, Councillor Phil Munday, said: "We have had an excellent response to the consultation so far, with an encouraging number of survey responses and good attendance at the events we have run.

"We have worked hard to ensure as many people as possible have been able to find out more about our draft Local Plan and have been able to take part in this important consultation.

"The draft Local Plan covers the future development of our borough into the future – covering not just housing, but also places to work, shops, leisure facilities and how we will protect our wonderful natural spaces. This is the best chance for our communities to have their say on what the plan covers.

Alongside the Local Plan, the council is also consulting on the Waterlooville Town Centre Supplementary Planning Document (SPD) and St. Faith's Conservation Area Review. These are available to comment via the same channels.

Councillor Munday added: "It is vital that we have an updated Local Plan so we can maintain control over development in the borough; without one, we are vulnerable to development being imposed upon us.

"Now is the best opportunity for anyone who lives, works or visits the area to shape and influence the final version of the Local Plan, so – whether you support or oppose it - please do take part and let us know your thoughts before the consultation closes".

To find out more information and to have your say, visit www.havant.gov.uk/localplan and **submit your comments before midnight on Tuesday 1 July 2025.**

Alternatively, paper copies of the draft Local Plan and survey can be collected from all libraries and community centres in the borough, with a pre-paid envelope to return to the council. Please ensure these are posted no later than 1 July.

Having trouble reading this email? [Visit our website for all the latest news.](#)

Figure 248 – Screenshot of general subscriber bulletin, 24 June 2025

June edition of Your Borough e-newsletter, 24 June 2025

Christmas and New Year period, during the school holidays whilst traffic volumes are lower.

Closure dates and travel advice will be confirmed later this year once plans are finalized.

Updates will be provided online, through social media and local news media. [You can also subscribe to the scheme's e-newsletter.](#)

BUILDING A BETTER FUTURE

Final week to have your say on the Local Plan

There is one week remaining on the Building a Better Future Plan consultation – don't miss your chance to shape the development of the borough!

Otherwise known as the Local Plan, this sets out a vision for the future development of our area and covers everything from housing, new jobs and regeneration of town centres, to addressing climate change and the protection of nature and green spaces.

Alongside this, we are also consulting on the Waterlooville Town Centre SPD and St. Faith's Conservation Area Review.

To find out more information and to take part, visit: www.havant.gov.uk/localplan

The closing date is midnight on Tuesday 1 July.

Havant Borough COMMUNITY LOTTERY

For more information, call 023 9319 6011 or visit www.havantlottery.co.uk

Local good causes win

More than £301,000 has been raised for local good causes through the Havant Borough Community Lottery since it launched.

The lottery was set up by Havant Borough Council in April 2018 as a way to raise money for local groups. For each £1 ticket bought online, 60p goes straight back to local registered clubs and charities.

Find out more about the lottery and how to take part

Updates are just a click away

Picture this; you get home from work, your bin collection was missed, but the council office is now closed. No worries, login to our online customer portal, report the missed collection in a matter of minutes and move on with your evening. Problem solved!

We now have a portal that allows residents to [see all scheduled and rescheduled rubbish, recycling and garden waste collections.](#)

The portal will also inform you of any delays or changes.

Find out more on our website: <https://www.havant.gov.uk/news/2025/gc-online-save-time>

Sign up to the customer portal



Nutwick Road play area refurbishment

Our latest play area engagement is now live – tell us what you think about the location and design of Nutwick Road play area in Denyilles!

Subject to funding, we are giving residents the chance to shape the future of this play area as part of our wider refurbishment programme.

This engagement closes on Thursday 10 July. To find out more and have your say, visit: www.havant.gov.uk/playareas

Figure 249 – Screenshot of June edition of Your Borough e-newsletter, 24 June 2025

Facebook post, 24 June 2025

 **Havant Borough Council**
24 June 2025 · 🌐

👤 ONE WEEK REMAINING – don't miss your chance to shape the future development of your local area!

The Building a Better Future Plan consultation closes in one week – it is vital that we hear from as many people as possible to ensure our Local Plan meets the needs of our communities.

This is your opportunity to tell us what you think about housing, places to work, places to visit and natural spaces to protect in our borough for the coming years.

To find out more information and have your say, visit www.havant.gov.uk/localplan by midnight on Tuesday 1 July 2025.





 1

2 comments · 2 shares

Figure 250 – Screenshot of Facebook post, 24 June 2025

Instagram post, 24 June 2025

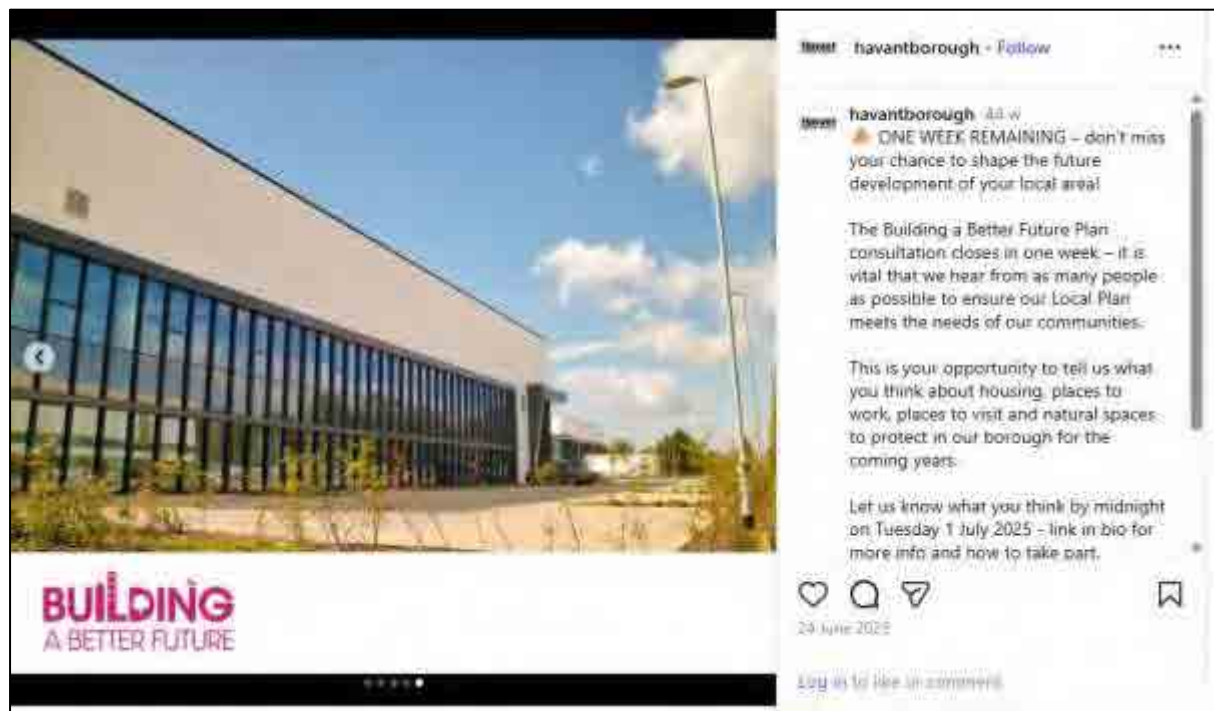


Figure 251 – Screenshot of Instagram post, 24 June 2025

Twitter post, 24 June 2025



Figure 252 – Screenshot of Twitter post, 24 June 2025

LinkedIn post, 24 June 2025

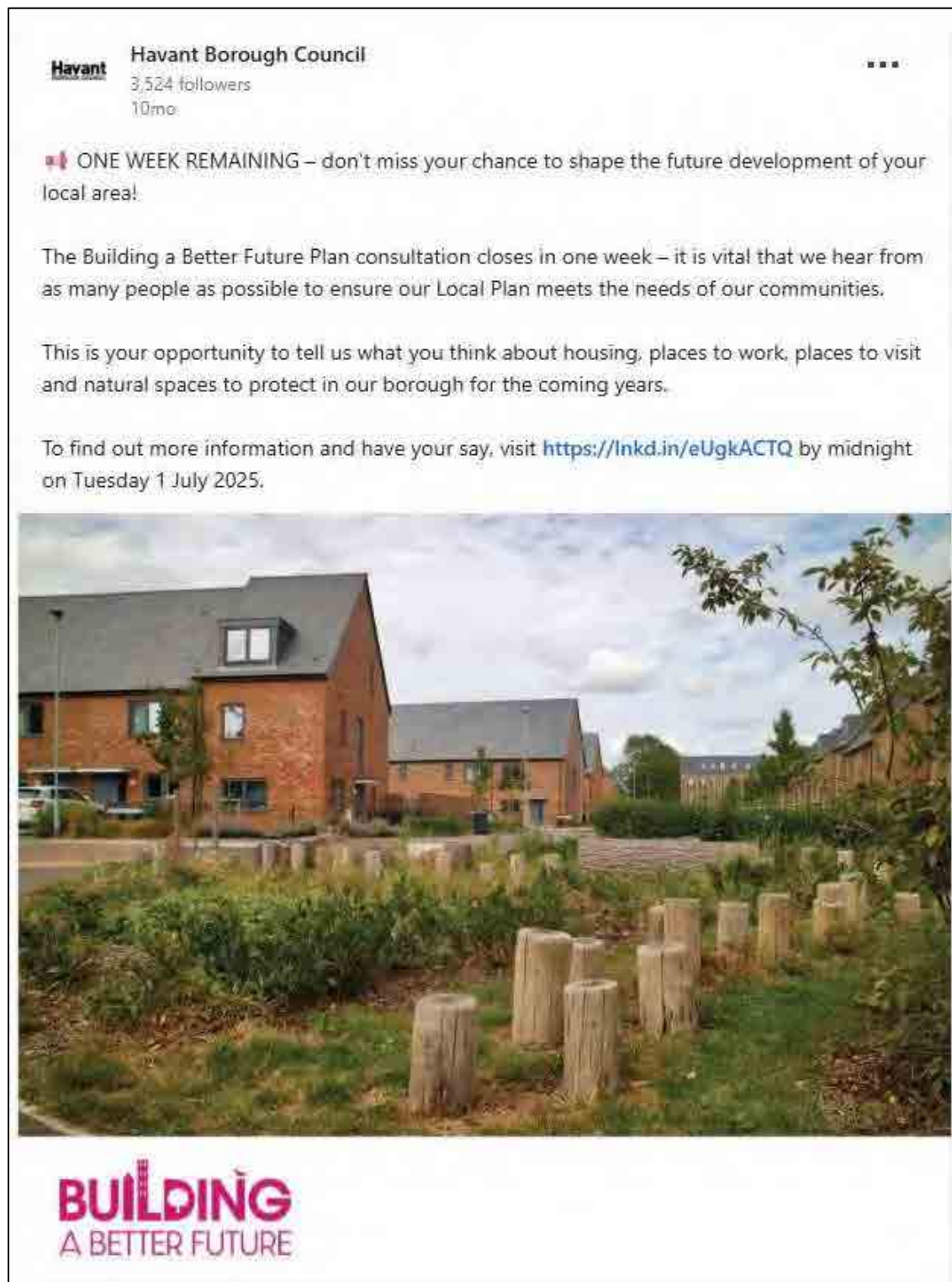


Figure 253 – Screenshot of LinkedIn post, 24 June 2025

Next Door post, 24 June 2025



Figure 254 – Screenshot of Next Door post, 24 June 2025



HAVANT BUSINESS NEWSLETTER

Special Bulletin - June 2025

YOUR VOICE

Less than One Week Remaining

BUILDING A BETTER FUTURE

There is less than one week remaining on the public consultation for the Building a Better Future Plan – don't miss your opportunity to shape the future development of your local area!

Often known as the Local Plan, this key document sets out the vision for development in the Borough of Havant. This includes securing new housing for our residents; development of commercial spaces and infrastructure as well as the safeguards we need to protect the environment and our borough's natural spaces.

The Plan provides detail about the key policy approaches to these key topics, as well as an indication of the proposed sites for allocation where development could take place. Once adopted, the Plan will carry considerable weight when deciding on planning applications.

We have held a series of events in the past few weeks, including two exhibition events across our borough, to raise awareness and answer your questions. Thank you to all those who attended and have already given their views.

Here is your opportunity to give your feedback on the proposals and influence the final Plan for our area – it is crucial that we hear from as many people as possible to ensure that the Plan reflects the needs of our communities.

Alongside this consultation, we are also asking for your views on:

- Watersloville Town Centre Supplementary Planning Document (SPD) – building on the Masterplan engagement from the past 18 months, the SPD sets out a framework for the regeneration of the town centre and is a crucial step in enabling change to happen.
- Tish's Conservation Area Review – the conservation area covers the historic core of Havant Town Centre and you have the opportunity to comment upon the proposed boundary, management and character of this designated location.

To find out more information and to have your say, visit www.havant.gov.uk/localplan and submit your comments **before midnight on Tuesday 1 July 2025**.

Alternatively, paper copies of the draft Local Plan and survey can be collected from all Houses and community centres in the borough, with a pre-paid envelope to return to the council. **Please ensure these are posted no later than 1 July.**

In addition to your feedback, we would be extremely grateful if you were able to promote and signpost this consultation to any networks, groups or users you work with. We are keen to ensure as many people as possible have the opportunity to contribute to this important consultation and any support you can provide will be much appreciated.



Figure 255 – Screenshot of business bulletin, 27 June 2025

Facebook post, 27 June 2025



Havant Borough Council
27 June 2025 · 🌐

There are only four days left to give your views on the Building a Better Future Plan - here are the main reasons why you should take part:

- 1 The Plan - otherwise known as the Local Plan - sets out how the council will decide, manage and shape development into the future and needs your input to make sure it meets the needs of our communities.
- 2 The Plan also includes proposed sites for allocation where development could take place - it is important we hear of any considerations that have not been taken into account when putting these sites forward.
- 3 This version of the plan is at a draft stage - it is based on previous engagement and now we're asking for further feedback before looking to submit the Plan to the government - now is the best time for you to have your say and shape the final policies.
- 4 The Local Plan covers housing but includes many more themes that are important to residents, visitors and workers - from infrastructure, employment space and leisure facilities to which natural spaces are protected and what environmental safeguards are introduced.
- 5 We have had an excellent response to date and with only days remaining, we want to make sure as many people as possible have the opportunity to give their views.

👉 Don't miss your chance to shape and influence the development of your local area in the coming years.

To find out more and to have your say, visit www.havant.gov.uk/localplan - hurry, the consultation closes at midnight on Tuesday 1 July!



Figure 256 – Screenshot of Facebook post, 27 June 2025

Instagram post, 27 June 2025

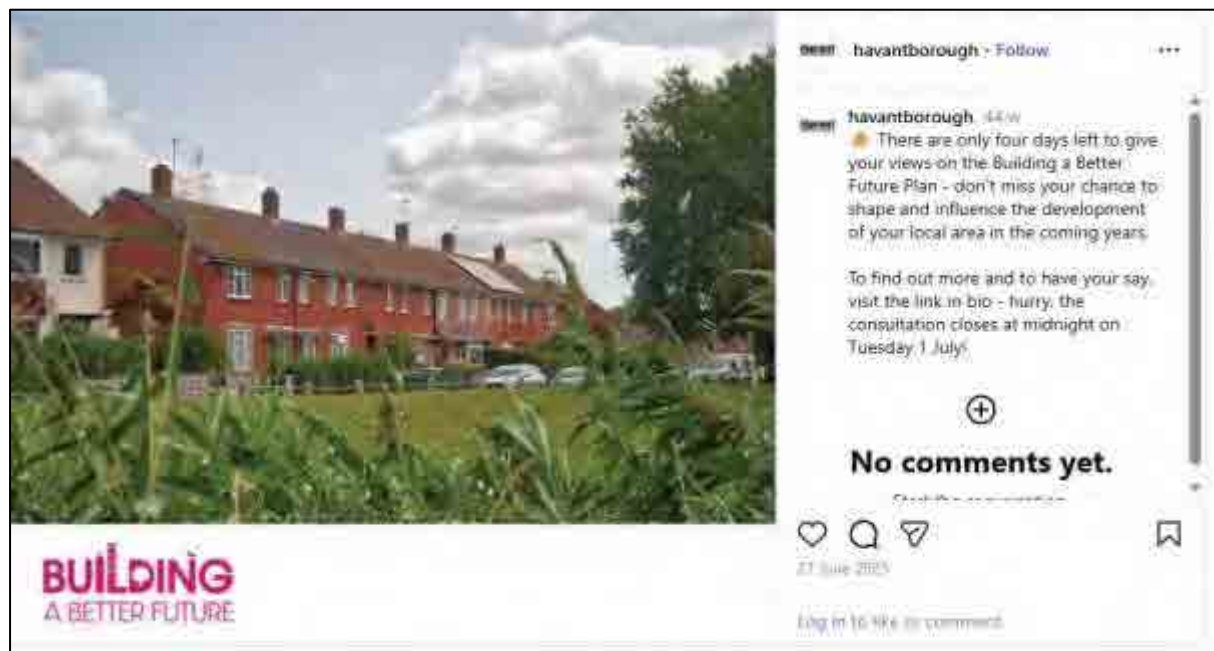


Figure 257 – Screenshot of Instagram post, 27 June 2025

Twitter post, 27 June 2025



Figure 258 – Screenshot of Twitter post, 27 June 2025

LinkedIn post, 27 June 2025

**Havant Borough Council**
3,524 followers
10mo

There are only four days left to give your views on the Building a Better Future Plan - here are the main reasons why you should take part:

- 1 The Plan - otherwise known as the Local Plan - sets out how the council will decide, manage and shape development into the future and needs your input to make sure it meets the needs of our communities.
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🔥 Don't miss your chance to shape and influence the development of your local area in the coming years.

To find out more and to have your say, visit <https://lnkd.in/eUgkACTQ> - hurry, the consultation closes at midnight on Tuesday 1 July!



BUILDING
A BETTER FUTURE

Figure 259 – Screenshot of LinkedIn post, 27 June 2025

Next Door post, 27 June 2025

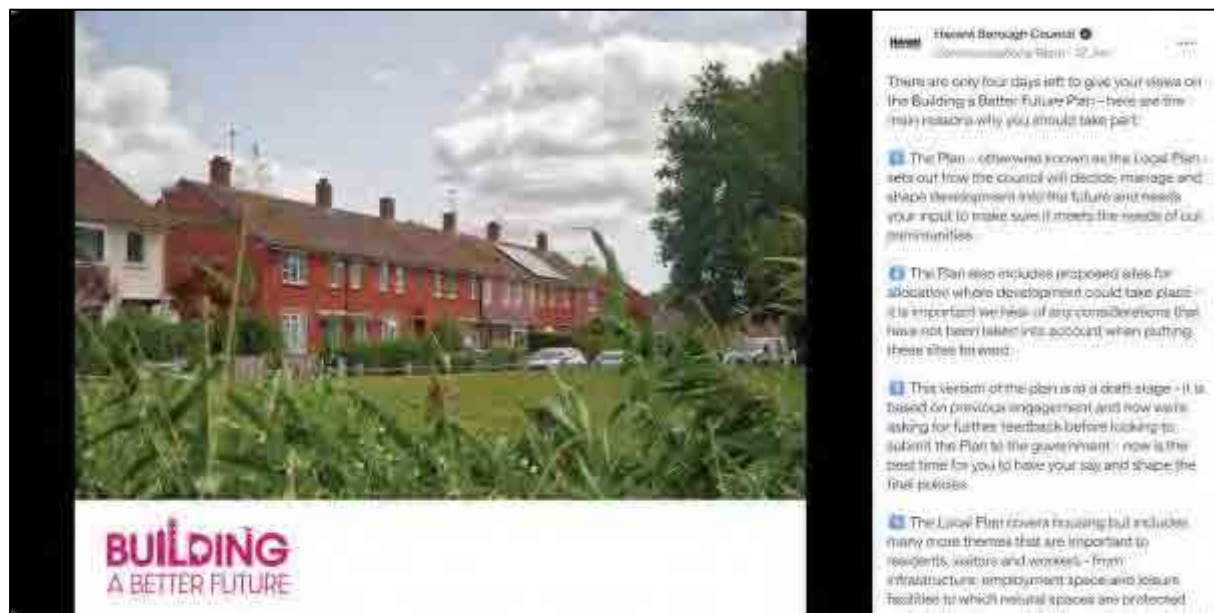


Figure 260 – Screenshot of Next Door post, 27 June 2025

Facebook post, 30 June 2025

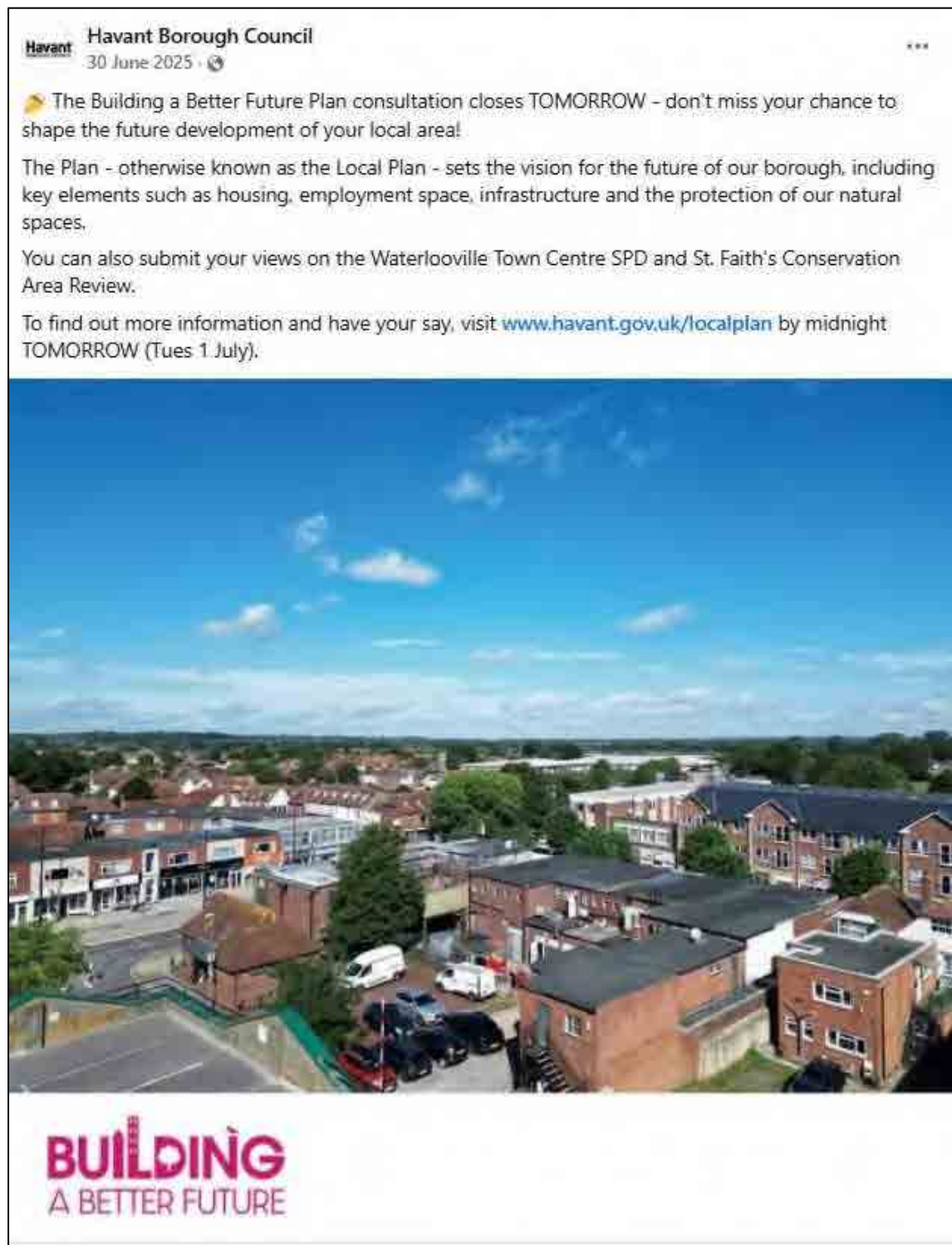


Figure 261 – Screenshot of Facebook post, 30 June 2025

Instagram post, 30 June 2025

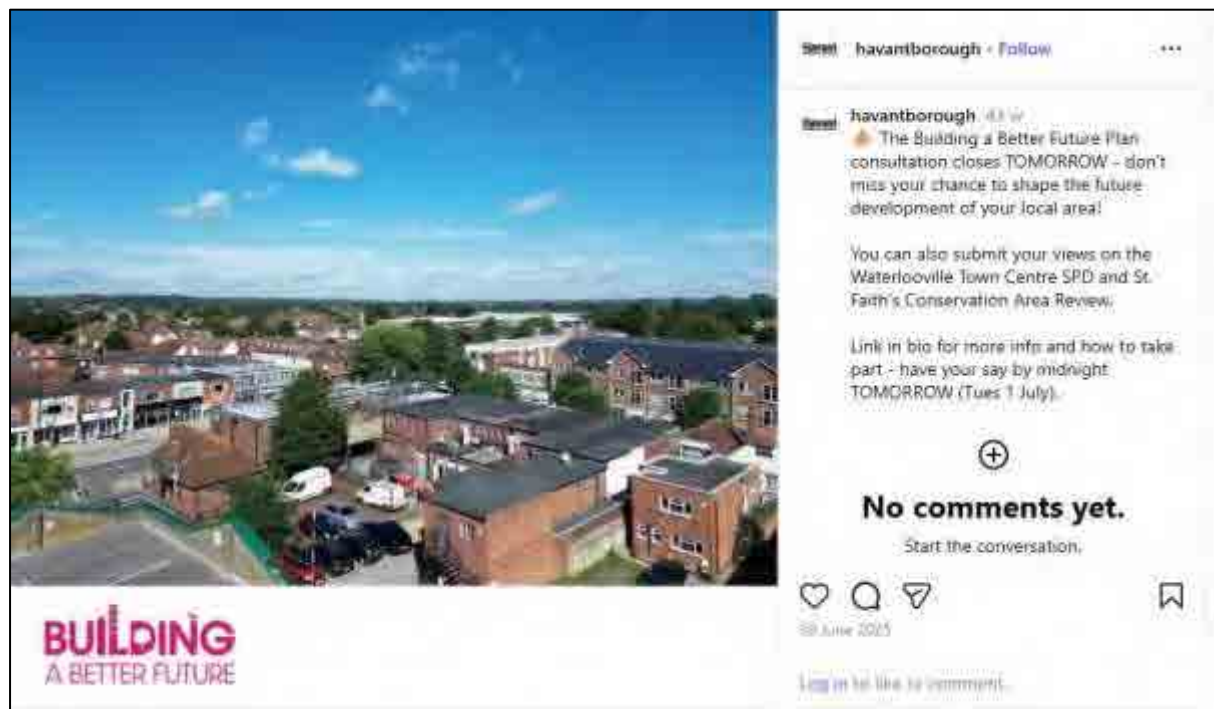


Figure 262 – Screenshot of Instagram post, 30 June 2025

Facebook post, 1 July 2025 (1 of 2)



Figure 263 – Screenshot of Facebook post, 1 July 2025 (1 of 2)

Facebook post, 1 July 2025 (2 of 2)



Figure 264 – Screenshot of Facebook post, 1 July 2025 (2 of 2)

Instagram post, 1 July 2025 (1 of 2)



Figure 265 – Screenshot of Instagram post, 1 July 2025 (1 of 2)

Instagram post, 1 July 2025 (2 of 2)

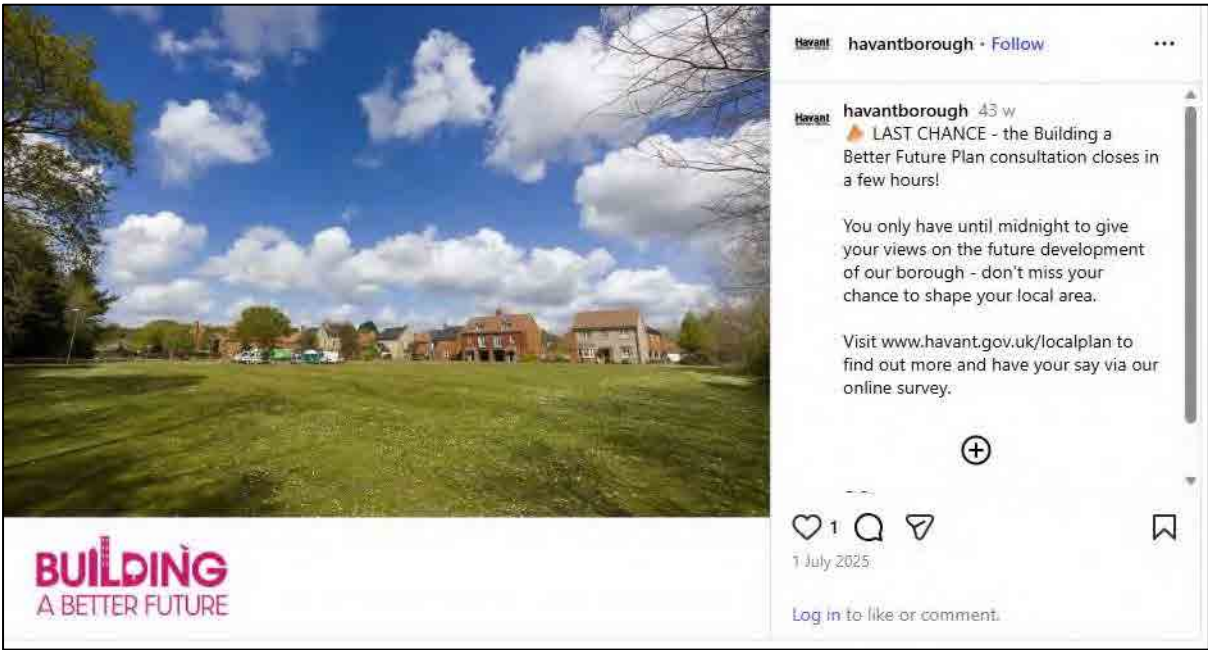


Figure 266 – Screenshot of Instagram post, 1 July 2025 (2 of 2)

Twitter post, 1 July 2025

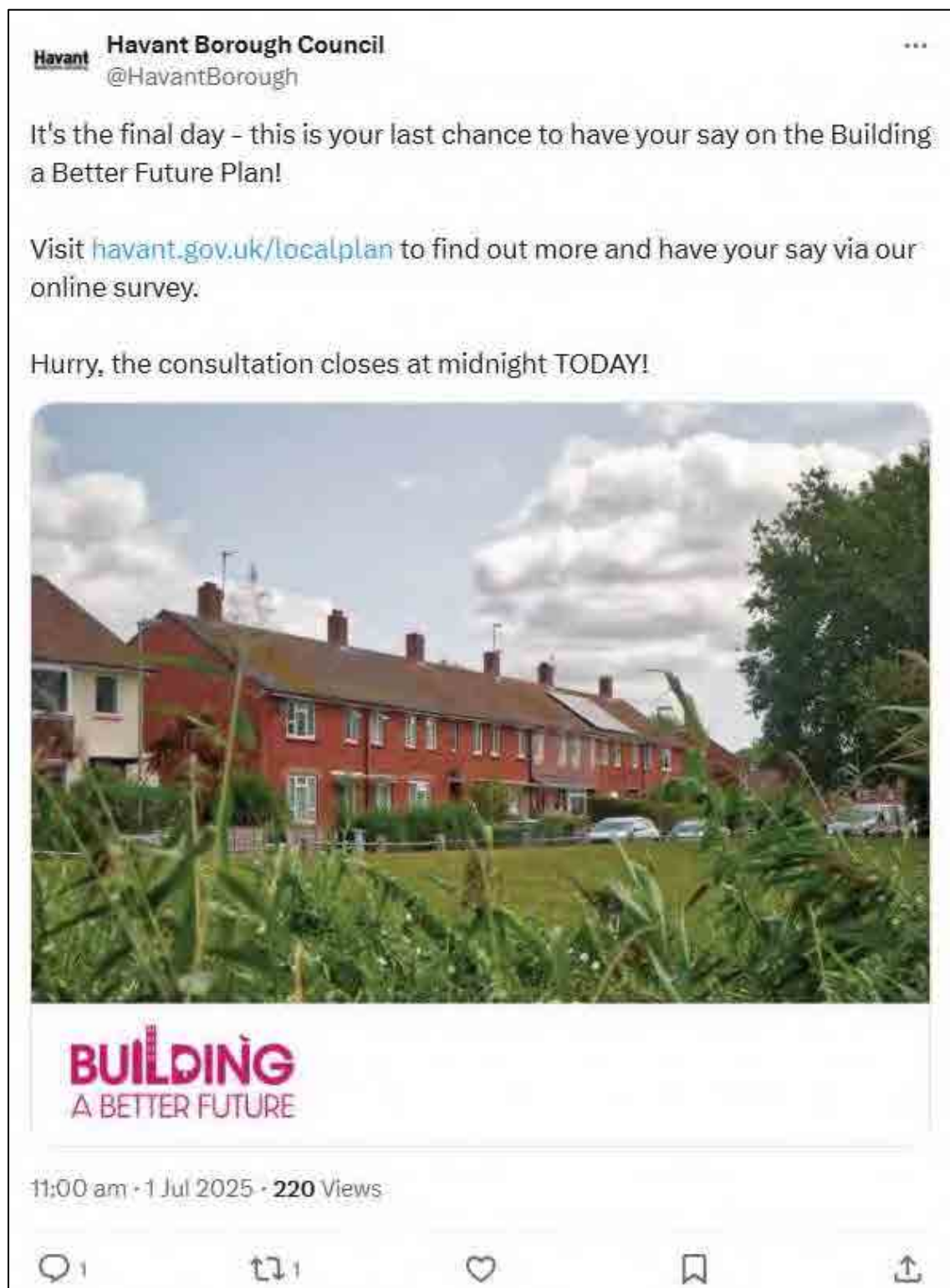


Figure 267 – Screenshot of Twitter post, 1 July 2025

LinkedIn post, 1 July 2025

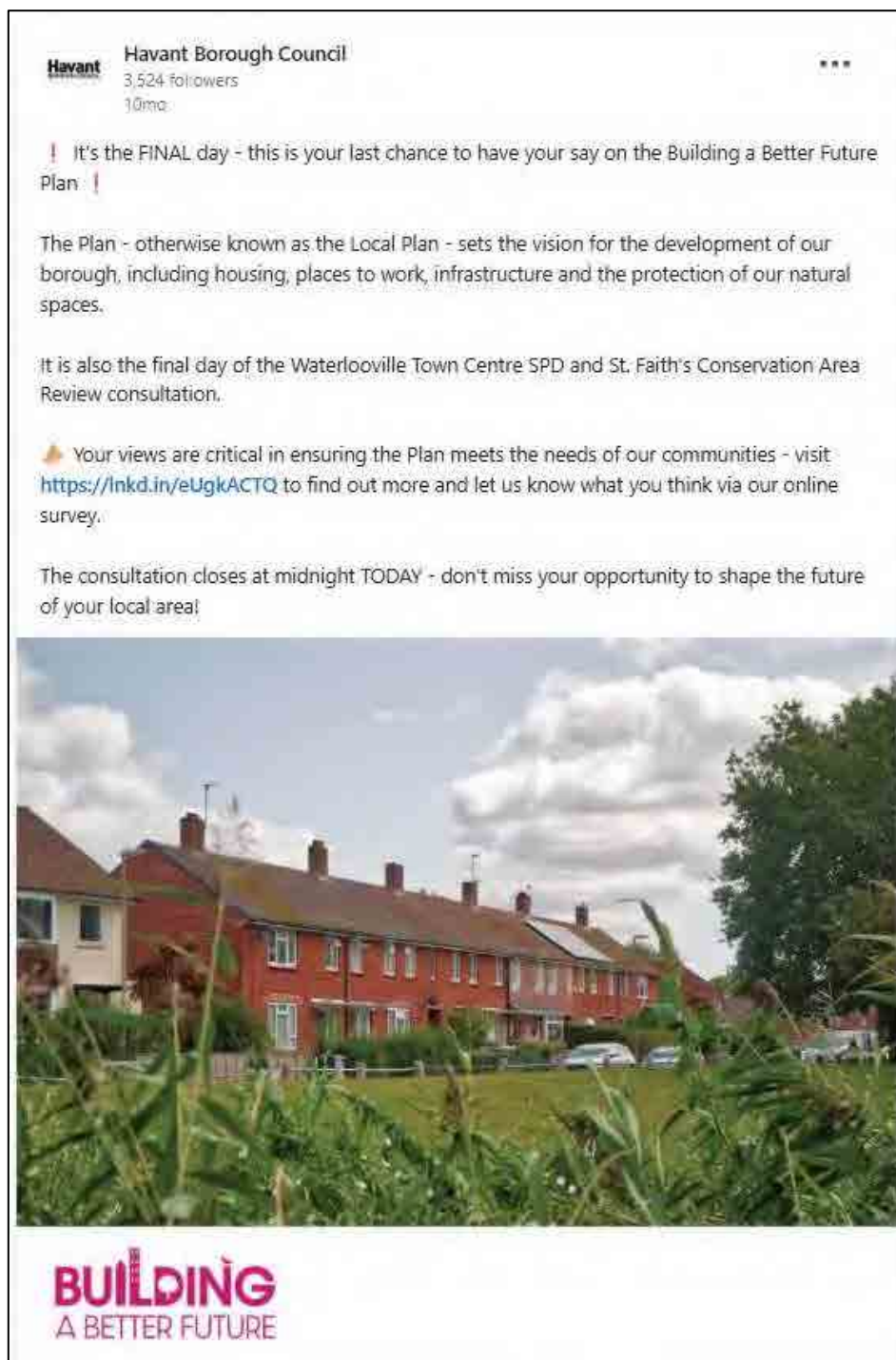


Figure 268 – Screenshot of LinkedIn post, 1 July 2025

Next Door post, 1 July 2025



Figure 269 – Screenshot of Next Door post, 1 July 2025

Facebook post, 2 July 2025

Havant Borough Council
2 July 2025 · 🌐

Thank you to everyone who took part in the Building a Better Future Plan consultation - the engagement is now closed.

Engagement on the Waterlooville Town Centre SPD and St. Faith's Conservation Area Review have also closed.

Over the past eight weeks, we have held:

- Nine in-person exhibition events held across the borough which were attended by over 250 people
- Six community meetings with local resident associations and groups with Councillor-led presentations
- Nine sessions with local schools, colleges and youth groups (aged 16-25 yrs) to gather their detailed feedback

We have had an excellent response to this consultation - whether you took part via our online survey, sent us an email or letter, or spoke to us at one of our events, thank you for your input - your views will be vital in developing the final Plan.

We are currently analysing the feedback received and will use this to develop the Local Plan in the coming months - for updates, visit www.havant.gov.uk/localplan.



Figure 270 – Screenshot of Facebook post, 2 July 2025

Instagram post, 2 July 2025



Figure 271 – Screenshot of Instagram post, 2 July 2025

Twitter post, 2 July 2025



Figure 272 – Screenshot of Twitter post, 2 July 2025

LinkedIn post, 2 July 2025

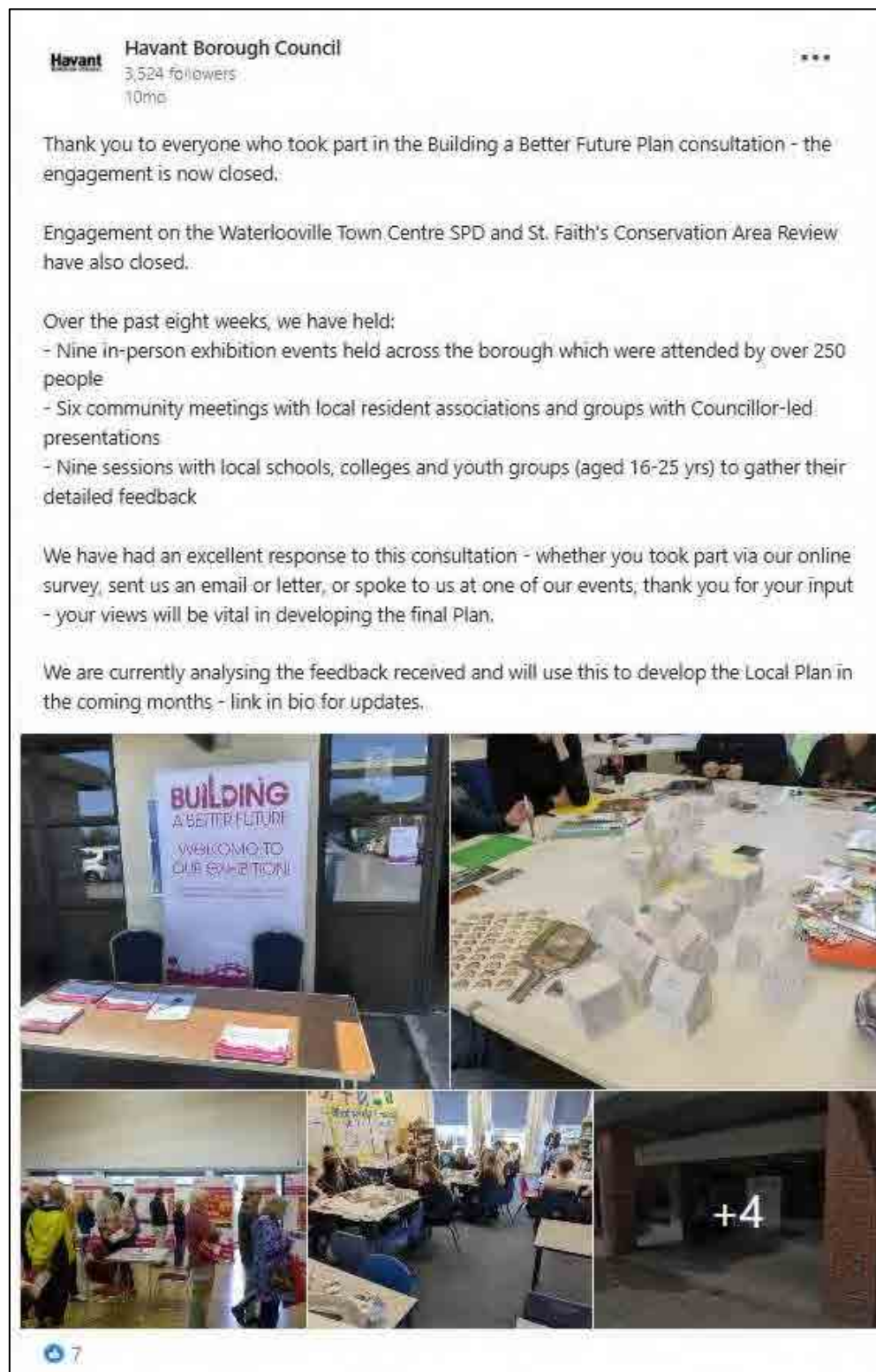


Figure 273 – Screenshot of LinkedIn post, 2 July 2025

Next Door post, 2 July 2025



Figure 274 – Screenshot of Next Door post, 2 July 2025

Appendix M – Full breakdown of respondents / participants / attendees by engagement type

Breakdown of survey respondents

Q1. Which of the following age bands do you fall into?

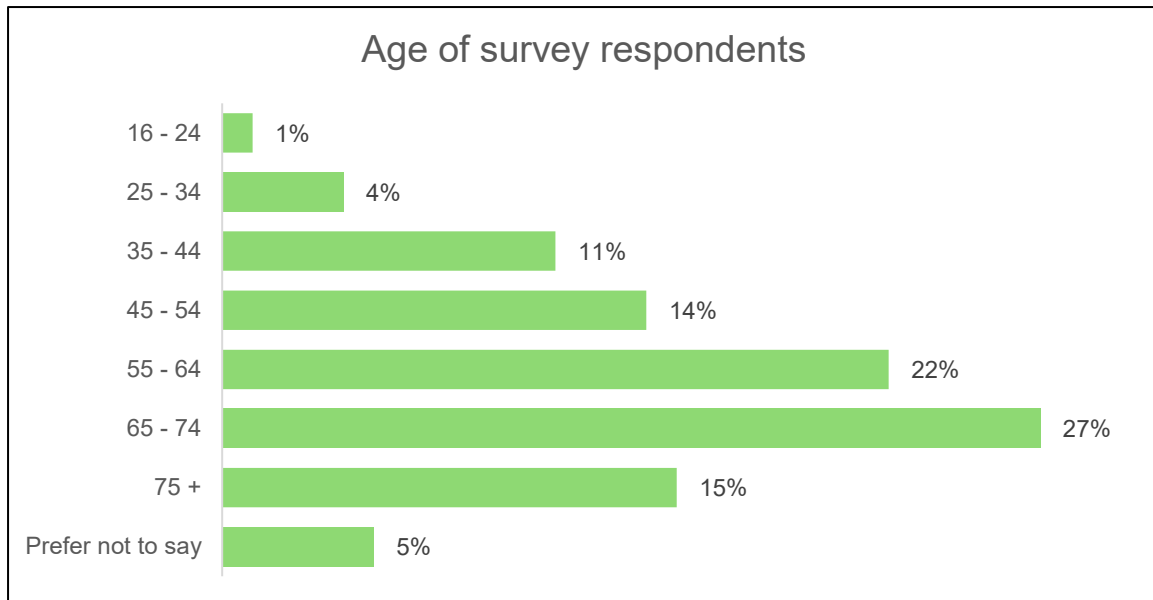


Figure 275 – Responses to Q1 – Which of the following age bands do you fall into?

SAMPLE: 1,055

Q2. Are you completing the questionnaire mainly as ...?

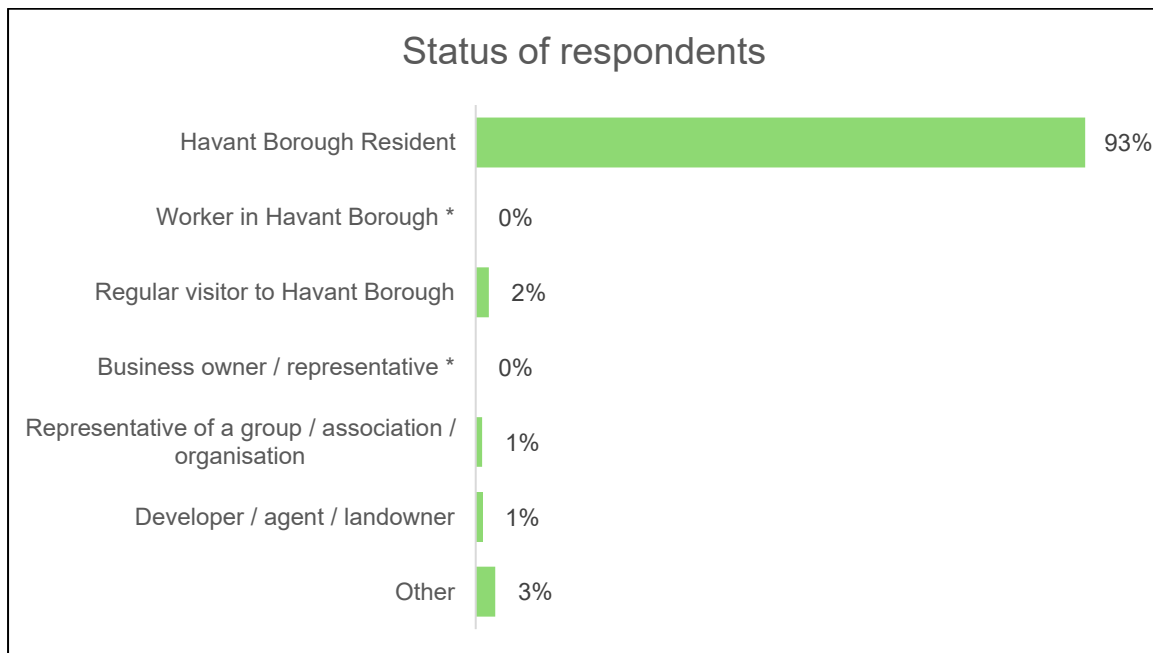


Figure 276 – Responses to Q2 – Are you completing this questionnaire mainly as ... ?
SAMPLE: 1,055

* Note that responses to these options have been rounded down to zero

Further breakdown of survey respondents

The following charts provide a further breakdown of respondents based on their responses to Q2.

Havant Borough Resident

In total, 976 respondents indicated that they were a resident in the Borough of Havant.

Q3. What is the postcode of your home?

A total of 911 respondents provided a full or partial postcode within their response. These are mapped on the below graphic – please note that partial postcodes have been aggregated to an area at the centre of the relevant postcode district. These have also been colour-coded as per the response to Q15 (Overall view on Spatial Strategy).

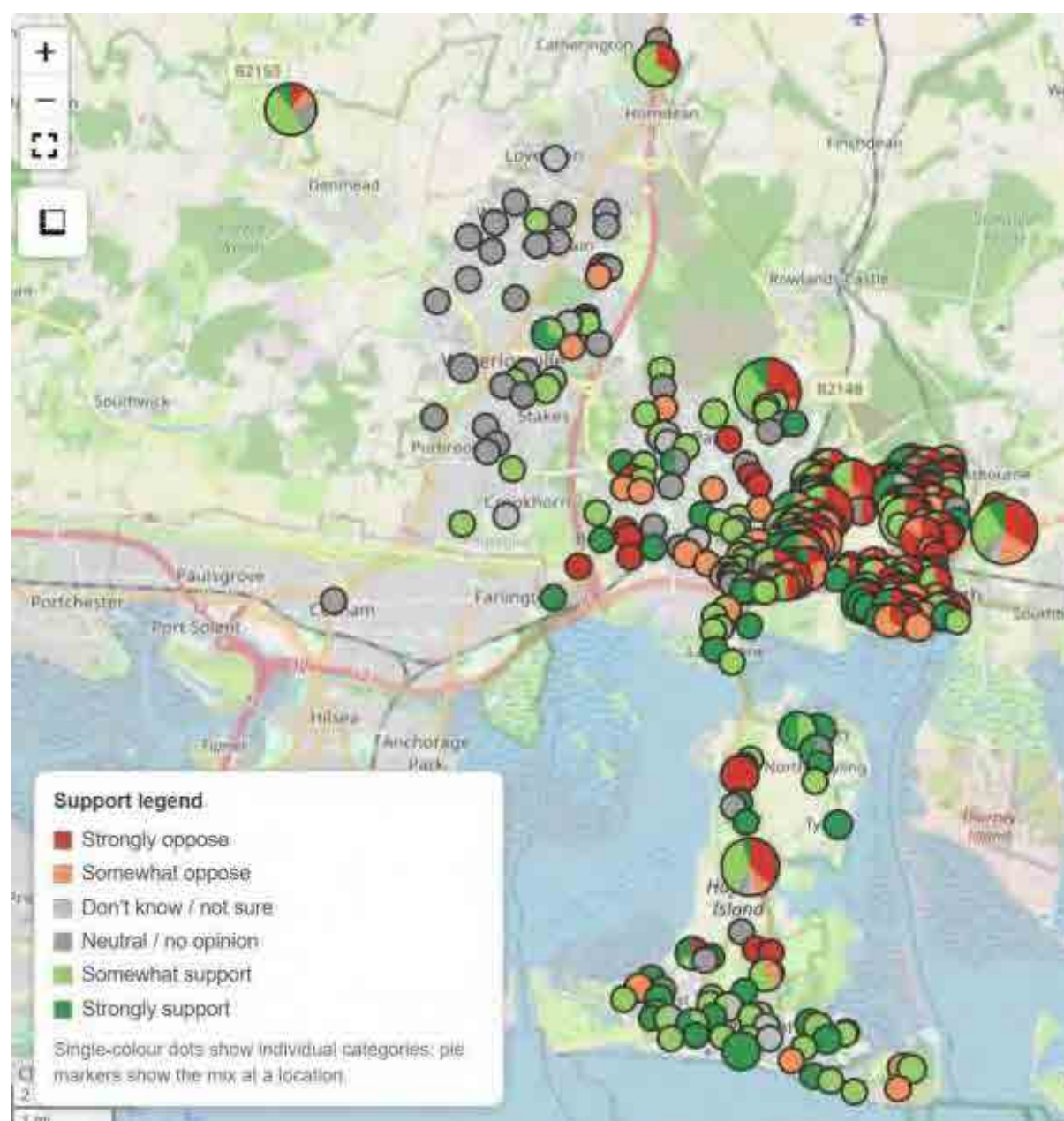


Figure 277 - Graphic of survey responses by postcode and overall view on Spatial Strategy

Overall sample sizes

Postcode district	Areas covered (within borough)	Total number of responses
PO7	Waterlooville, Purbrook	41
PO8	Waterlooville, Cowplain	22

PO9	Havant	428
PO10	Emsworth	311
PO11	Hayling Island	108

Support and opposition by postcode district

Postcode district	Total sample size	Support (inc. strongly support and somewhat support) – shown as a % of the sample size	Oppose (inc. strongly oppose and somewhat oppose) – shown as a % of the sample size
PO7	41	41%	7%
PO8	22	14%	14%
PO9	428	36%	47%
PO10	311	37%	53%
PO11	108	64%	22%

Q4. Do you own or rent your property?

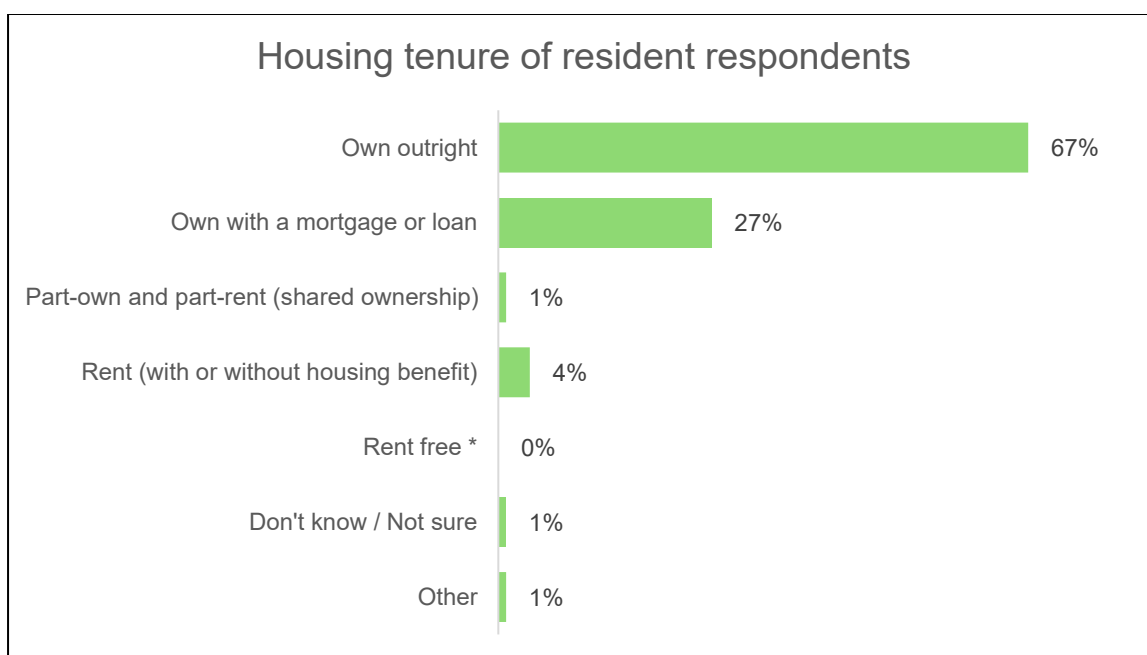


Figure 278 – Responses to Q4 – Do you own or rent your property?
SAMPLE: 962

* Note that responses to these options have been rounded down to zero

Q5. How long have you lived in the Borough of Havant?

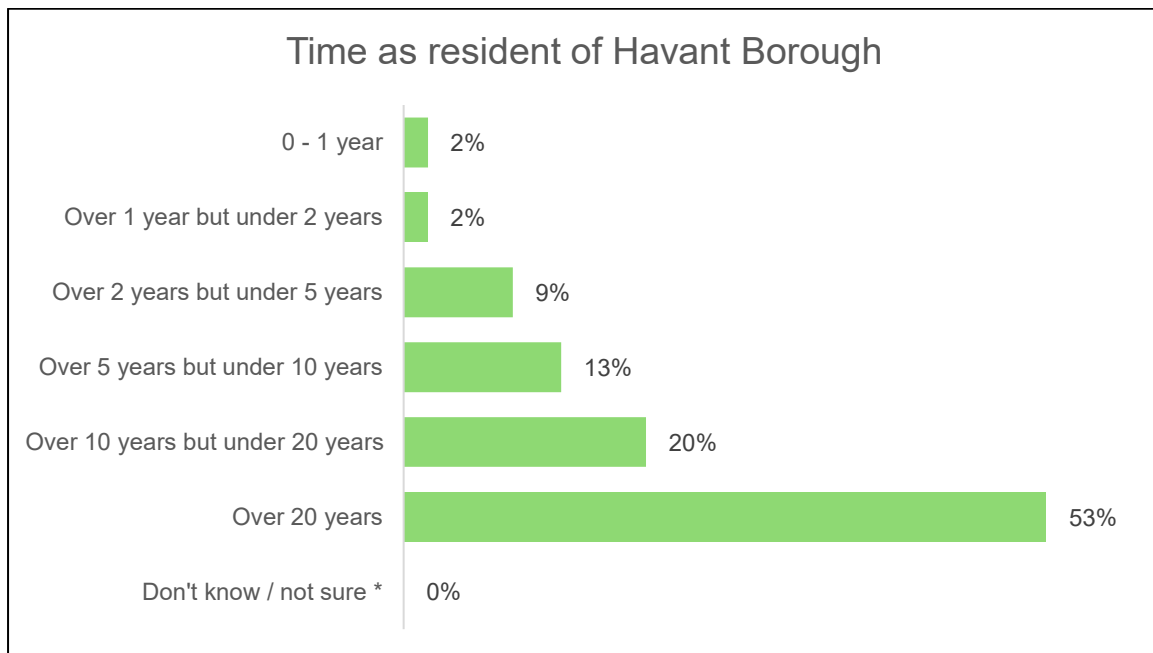


Figure 279 – Responses to Q5 – How long have you lived in the Borough of Havant?

SAMPLE: 971

* Note that responses to these options have been rounded down to zero

Appendix N – Full list of themes raised in survey responses

Q16 – Please give us more information as to why you feel this way about the proposed Spatial Strategy? (Those who selected ‘Strongly support’ or ‘somewhat support’ in response to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy?).

Theme	Frequency	Percentage
Support dependent on resolution of road infrastructure concerns	61	15%
Support for proposed open space protection	57	14%
Support dependent on provision of infrastructure in supporting development	52	13%
Support for proposed housing numbers / deficit to government targets	40	10%
Support for policy for prioritisation for brownfield over greenfield development sites	31	8%
General comments of support for the Plan	25	6%
Support for the proposed approach for development on Hayling Island	24	6%
Support dependent on resolution of flooding / sea level rise concerns	24	6%
Recognition of housing targets being required by central government	22	6%
Support dependent on resolution of health infrastructure concerns	17	4%
Support dependent on resolution of education infrastructure concerns	14	4%
Importance of regeneration ambitions	14	4%
Support dependent on resolution of waste infrastructure concerns	13	3%
Support dependent on resolution of public transport concerns	13	3%
Support given alongside concern over deliverability of policies / Plan	12	3%
Support for proposed approach to affordable housing	11	3%
Support given alongside concern over practicality of lower car dependency	10	3%
Support given alongside concern over lack of land availability	9	2%
View that the Plan reflects local views	8	2%
Support given alongside concern over impact of development on wildlife	8	2%
Importance of partnership working to realise Plan	7	2%
Support dependent on water infrastructure concerns	6	2%
Support for employment policy	6	2%
Support for retail policy	6	2%
View that having a Plan is preferable to not having a Plan	6	2%

Support given alongside concern over funding / investment for Plan	6	2%
Support given alongside views against proposed housing numbers / government housing targets	5	1%
Importance of sport / recreation facilities	5	1%
Support given alongside concern over impact of development on resident health / wellbeing / quality of life	5	1%
Support for high quality development policy	5	1%
Importance of sustainability of development	5	1%
Positive views on policy for lower car dependency	5	1%
Views expressing a lack of trust in developers	4	1%
Importance of leisure facilities	4	1%
Support dependent on resolution of concern of impact of development on the character of the area	4	1%
Support dependent on resolution of road safety concerns	4	1%
Support alongside concern over poor state of highways (including roads and pathways)	3	1%
Views supporting higher density development	3	1%
Support given alongside concerns over cumulative / piecemeal development	3	1%
Views that the Plan contains too much jargon	3	1%
Views that the Plan is too general	3	1%
Views supporting consultation process	3	1%
Support dependent on resolution of construction disruption concerns	2	1%
Support given alongside view that proposed density is too high	2	1%
Support given alongside concern over 'unknowns' contained within Plan	2	0%
Support given alongside concern over loss of agricultural land	2	0%
Support given alongside concern over quality of development	2	0%
Support given alongside concern over lack of employment offer	2	0%
Views supporting use of high quality materials	2	0%
Support given alongside concern over state of local street scene	2	0%
Support given alongside negative views on housing vision	2	0%
Views against housing sites (non-specific)	2	0%
Support for specific site allocations	2	0%
View that roadworks should take place overnight	2	0%
Support given alongside concern over lack of urgency in implementing Plan	1	0%
View that further innovation is required within the Plan	1	0%

Support given alongside concern over maintenance of open spaces	1	0%
Data / assessments required	1	0%
Support dependent on resolution of street lighting concerns	1	0%
Importance of active travel infrastructure	1	0%
Higher levels of development required within Plan	1	0%
View that development should take place on Hayling Island	1	0%
Support for use of empty / derelict housing	1	0%
Views supporting the building of affordable / social housing	1	0%
Question over CIL allocation to the original site	1	0%
Views supporting policy for conversion of retail into housing	1	0%
Support dependent on resolution of enforcement / accountability concerns	1	0%
Views expressing importance of community engagement	1	0%
Importance of including parking provision in new developments	1	0%
View that other authorities should provide for housing need	1	0%
Views expressing doubt on application of Plan	1	0%
Positive views on living in the Borough of Havant	1	0%
Views against immigration	1	0%
View that the Plan is too complex	1	0%
View that the Plan should be more ambitious	1	0%
Support for policy discouraging 'Buy to Let' schemes	1	0%
Importance of inclusion of renewable energy sources	1	0%

Figure 280 – Full themes raised by those who selected 'Strongly support' or 'Somewhat support' in response to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy?
SAMPLE: 399

Q16 – Please give us more information as to why you feel this way about the proposed Spatial Strategy? (Those who selected ‘Strongly oppose’ or ‘somewhat oppose’ in response to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy?).

Theme	Frequency	Percentage
Road infrastructure concerns	224	49%
General infrastructure concerns	115	25%
Views against proposed housing numbers / government housing targets	90	20%
Health infrastructure concerns	84	18%
Concerns over loss of open / green / designated space	77	17%
Education infrastructure concerns	64	14%
Waste infrastructure concerns	51	11%
Concern over impact of development on wildlife	50	11%
Southleigh objections	47	10%
Concern over impact of increased population	41	9%
Concern over impact of development on resident health / wellbeing / quality of life	33	7%
Water infrastructure concerns	30	7%
Road safety concerns	30	7%
Flooding / rising sea level concerns	29	6%
Public transport concerns	29	6%
View that infrastructure should be implemented before development	25	5%
Concern over practicality of reducing car usage	24	5%
Air pollution concerns	22	5%
Negative impact of development on the character of the area	21	5%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	20	4%
View that development will lead to a single conurbation	19	4%
Concern over loss of agricultural land	16	4%
Views expressing a lack of trust in developers	16	4%
Views supporting policy for brownfield over greenfield development	15	3%
Concern over poor state of highways (including roads and pathways)	13	3%
Concern over lack of land availability	12	3%
Retail infrastructure concerns	11	2%
Concern over lack of affordable housing	9	2%
Views expressing lack of trust in consultation process	9	2%
Importance of sport / recreation facilities	8	2%
Long Copse Lane objections	7	2%
Concern over deliverability of Local Plan	7	2%
Importance of regeneration ambitions	7	2%

Concern over funding for policies / Plan	7	2%
Importance of partnership working to realise Plan	7	2%
Concern over quality of development	7	2%
Construction disruption concerns	7	2%
Comments relating to Warblington footbridge	6	1%
Concerns over access for emergency services	6	1%
Negative impact on community cohesion / isolation	6	1%
View that the Plan does not consider development impact on vulnerable people	6	1%
Concern over lack of employment offer	6	1%
Concerns over food security	6	1%
Parking concerns	5	1%
Utility infrastructure concerns (inc. electric / gas / communications)	5	1%
Request for more information on certain policies	5	1%
Concern over impact on property value	5	1%
Noise pollution concerns	4	1%
Nutrient pollution concerns	4	1%
Importance of active travel routes	4	1%
Concern over sustainability of development	4	1%
Concern over design standards of new developments	3	1%
Importance of including parking provision in new developments	3	1%
Question over local housing need	3	1%
Concern over impact of development on trees / TPOs	2	0%
View that development should focus on local needs	2	0%
Concerns over level of policing	2	0%
Concern over impact of development on privacy	2	0%
Views supporting policy for conversion of retail into housing	2	0%
View that Plan will lead to greater car dependency	2	0%
Importance of providing housing for young people / first time buyers	2	0%
Data / assessment required to inform / evidence Plan	2	0%
View that Plan language is too vague	2	0%
View that the Plan provides too much information	2	0%
Anti-social behaviour (ASB) concerns	2	0%
Crime concerns	2	0%
View that the Plan lacks ambition	2	0%
View that the Plan lacks transparency	2	0%
Views supporting policy for no development on Hayling Island	2	0%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	2	0%
Concern over carbon emissions of development	1	0%
Importance of leisure facilities	1	0%

Views supporting higher density development	1	0%
View that proposed density is too high	1	0%
Concern over impact of development on local heritage	1	0%
Enforcement / accountability concerns	1	0%
Concern over vibrations from large vehicles	1	0%
View that the Plan should remove modification restrictions	1	0%
View that the Plan contains too much jargon	1	0%
View that an audit of evidence used to inform Plan is required	1	0%
Concern over impact on condition of existing properties	1	0%
Street lighting concerns	1	0%
Importance of inclusion of renewable energy sources	1	0%
View that a new town / settlement is required to meet housing need	1	0%
Views expressing general disagreement	1	0%
View that HBC lacks experienced officers to deliver the Plan	1	0%
View that the Plan requires more joined up thinking	1	0%
Views against parking charges review	1	0%
Views against regeneration ambitions	1	0%
Concern over lack of urgency in implementing Plan	1	0%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	0%
Higher levels of development required within Plan	1	0%
View that development should take place on Hayling Island	1	0%
Views against social housing	1	0%
Concern over potential overheating in new developments	1	0%
Importance of eco-friendly housing design	1	0%
View supporting using proposed housing sites for industrial purposes	1	0%
Views against immigration	1	0%
Concern over negative impact on tourism	1	0%

Figure 281 – Full themes raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy?

SAMPLE: 456

Q16 – Please give us more information as to why you feel this way about the proposed Spatial Strategy? (Those who selected 'Neutral / no opinion' in response to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy?).

Theme	Frequency	Percentage
Road infrastructure concerns	17	16%
Views against proposed housing numbers / government housing targets	9	9%
Concerns over loss of open / green / designated space	9	9%
Health infrastructure concerns	8	8%
Education infrastructure concerns	8	8%
General infrastructure concerns	7	7%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	7	7%
View that the Plan is too complex	7	7%
Flooding / rising sea level concerns	6	6%
View that the Plan is too long	6	6%
Water infrastructure concerns	5	5%
View that infrastructure should be implemented before development	4	4%
Comments recognising level of housing need	4	4%
General environment concerns	4	4%
Water infrastructure	4	4%
Unsure / don't know	4	4%
Negative impact of development on the character of the area	3	3%
Views supporting policy for brownfield over greenfield development	3	3%
Concern over impact of development on wildlife	3	3%
Enforcement / accountability concerns	3	3%
Views expressing lack of trust in consultation process	3	3%
No further comment	3	3%
View that the Plan has lack of imagination	3	3%
Concern over practicality of reducing car usage	2	2%
View that development will lead to a single conurbation	2	2%
Question over local housing need	2	2%
Importance of leisure facilities	2	2%
Retail infrastructure concerns	2	2%
Concern over loss of agricultural land	2	2%
Waste infrastructure concerns	2	2%
Concern over lack of employment offer	2	2%
View that proposed density is too high	2	2%
Views supporting policy for conversion of retail into housing	2	2%
Support for use of empty / derelict housing	2	2%

Concern over lack of land availability	1	1%
Concerns over access for emergency services	1	1%
Road safety concerns	1	1%
Public transport concerns	1	1%
Importance of active travel routes	1	1%
Parking concerns	1	1%
View that development should focus on local needs	1	1%
Concern over impact of development on resident health / wellbeing / quality of life	1	1%
Importance of community facilities	1	1%
Concern over lack of business opportunities	1	1%
Concern over deliverability of Local Plan	1	1%
Concern over funding for policies / Plan	1	1%
Views supporting policy for no development on Hayling Island	1	1%
View that mix of private / public housing in developments has failed	1	1%
Anti-social behaviour (ASB) concerns	1	1%
Views in favour of exceeding government housing targets	1	1%
Concern over quality of development	1	1%
Views expressing scepticism on climate change issue	1	1%
View that a new town / settlement is required to meet housing need	1	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	1%
Support for use of office buildings for housing	1	1%
Concern over ongoing maintenance of developments	1	1%
Comments relating to specific site allocations	1	1%
Concern over lack of affordable housing	1	1%
Views in favour of parish council	1	1%

Figure 282 – Full themes raised by those who selected ‘Neutral / no opinion’ in response to Q15 – To what extent do you support or oppose the proposed vision set out in the Spatial Strategy?

SAMPLE: 105

Q19 – Please provide any comments you wish to submit about the evidence base in the below textbox.

Theme	Frequency	Percentage
Concern over impact of development on road infrastructure	17	23%
View that additional transport assessment / information required	11	15%
Reported instances of incorrect or outdated information	9	12%
Views expressing lack of trust or referencing previous promises broken from the council	8	11%
Reported missing documents	8	11%
Waste infrastructure concerns	6	8%
View that the Plan provides too much information	4	5%
General infrastructure concerns	4	5%
Flooding / rising sea level concerns	4	5%
Importance of active travel routes	4	5%
Views against proposed housing numbers / government housing targets	3	4%
View that development should focus on local needs	3	4%
View that an audit of evidence used to inform Plan is required	3	4%
Concern over practicality of reducing car usage	3	4%
Comments relating to local footbridge	3	4%
Health infrastructure concerns	3	4%
Road safety concerns	3	4%
General environment concerns	3	4%
Support for evidence base	3	4%
Water infrastructure concerns	2	3%
Public transport concerns	2	3%
Importance of partnership working to realise Plan	2	3%
View that development should take place on Hayling Island	2	3%
Education infrastructure concerns	2	3%
Pollution concerns	2	3%
Concern over loss of agricultural land	2	3%
Food security concerns	2	3%
Uncertainty over methodology used	1	1%
Report of difficulty accessing evidence base	1	1%
View that more specific information required	1	1%
Concern over poor state of highways (including roads and pathways)	1	1%
Importance of employment sites	1	1%
Views expressing need to meet housing targets	1	1%
Support for higher density development	1	1%
View that out of date information used	1	1%

Concern over excess housing	1	1%
Views supporting policy for brownfield over greenfield development	1	1%
Comment on lower projected population and impact of calculations	1	1%
Support for use of empty retail units	1	1%
Concerns over loss of open / green / designated space	1	1%
Concern over lack of local employment offer	1	1%
Views in favour of retail	1	1%
View that infrastructure should be implemented before development	1	1%
Don't know / not sure	1	1%
Support for exclusion of specific site	1	1%
Wildlife concerns	1	1%
Views in support of self-build / custom housing	1	1%
Concern over sustainability of development	1	1%
Concern over quality of development	1	1%
Support for approach to development on Hayling Island	1	1%
View that development will lead to single conurbation	1	1%

Figure 283 – Full themes raised in response to Q19 – Please provide any comments you wish to submit about the evidence base in the below textbox.

SAMPLE: 73

Q24 – Policy 2 – Defined Urban Areas – You indicated that you ‘strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Acknowledgement of the protection of open / green / designated spaces	15	16%
General comments in support of policy	14	15%
Support dependent on resolution of road infrastructure concerns	11	12%
Support of proposed boundary	10	11%
Support dependent on resolution of concerns over infrastructure	9	9%
Views against proposed housing numbers / government housing targets	6	6%
Support dependent on resolution of concerns of impact on wildlife	5	5%
View in favour of brownfield over greenfield development	5	5%
Support dependent of resolution of concerns of impact on environment	4	4%
Support dependent on resolution of concerns of impact on health and wellbeing	4	4%
View that development will lead to single conurbation	4	4%
Support dependent on resolution of loss of agricultural land concerns	3	3%
Support dependent on resolution of education infrastructure concerns	3	3%
View in favour of converting retail to housing	3	3%
Southleigh objection	3	3%
Support dependent on resolution of concern over quality of development	3	3%
Support dependent on resolution of air pollution concerns	2	2%
Support dependent on resolution of health infrastructure concerns	2	2%
Support dependent on resolution of flood risk concerns	2	2%
Importance of regeneration	2	2%
Support dependent on resolution of lack of affordable housing concerns	2	2%
Importance of partnership working	2	2%
Comment that potential expansion of area not clearly shown	1	1%
View in favour of open spaces improvements	1	1%
Support dependent on resolution of food security concerns	1	1%

Support dependent on resolution of privacy loss concerns	1	1%
Positive for community cohesion	1	1%
View that infrastructure should be provided before development	1	1%
Support dependent on resolution of road safety concerns	1	1%
Support dependent on resolution of noise pollution concerns	1	1%
Support dependent on resolution of public transport concerns	1	1%
View in favour of more routes for sustainable travel	1	1%
Support dependent on resolution of waste infrastructure concerns	1	1%
Support dependent on resolution of water infrastructure concerns	1	1%
Concern over practicality of lower car usage	1	1%
View in favour of retail	1	1%
Support dependent on resolution of impact on character concerns	1	1%
View expressing lack of employment offer	1	1%
View in favour of providing housing for vulnerable groups	1	1%
View that the Plan should address local need	1	1%
View that Plan should consider impact of increase in population	1	1%
Support dependent on resolution of concerns over lack of land availability	1	1%
Support for sport / recreation policies	1	1%
Long Copse Lane objection	1	1%
View against further development on Hayling Island	1	1%
View in favour of avoiding single conurbation	1	1%
View that no nuance within boundary	1	1%
View highlighting lack of ambition	1	1%
View in support of higher density development	1	1%
Support given alongside view against higher density development	1	1%
View that policy is too restrictive	1	1%
View in favour of high quality design	1	1%
View in favour of use of renewable energies	1	1%
Importance of water efficiency	1	1%
View that policy should use occupant numbers rather than dwelling numbers	1	1%

Figure 284 – Full themes raised at Q24 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘Pattern of Development’ section of the Development Strategy? (Findings for ‘Policy 2 – Defined Urban Areas’)
SAMPLE: 95

Q24 – Policy 2 – Defined Urban Areas – You indicated that you ‘somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	35	31%
Protection of open / green / designated spaces	28	25%
Non-specific infrastructure concerns	16	14%
Against proposed housing numbers / government housing targets	16	14%
Concern over 'single conurbation' / merging of areas	14	13%
Negative impact of development on the character of the area	10	9%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	8	7%
Education infrastructure concerns	7	6%
View that policy should consider increase in population	7	6%
General environment concerns	6	5%
Concern over impact of development on wildlife	6	5%
Health infrastructure concerns	6	5%
Health and wellbeing concerns	5	4%
Waste infrastructure concerns	5	4%
Objections relating to Southleigh site	5	4%
Concern over loss of agricultural land	4	4%
View that infrastructure should be implemented before development	4	4%
Road safety concerns	4	4%
View that potential expansion of area not clearly shown	3	3%
Views supporting policy for brownfield over greenfield development	3	3%
Air pollution concerns	3	3%
Public transport concerns	3	3%
Water infrastructure concerns	3	3%
Flooding / sea level rise concerns	3	3%
Concern over lack of employment offer	3	3%
View that policy includes too much jargon	3	3%
View that policy is too restrictive	3	3%
Concern over poor state of highways (including roads and pathways)	2	2%
View in favour of more routes for sustainable travel	2	2%
Concern over practicality of reducing car usage	2	2%
Retail infrastructure concerns	2	2%
Cocern over impact of development on local heritage	2	2%
Enforcement / accountability concerns	2	2%
Support for sport / recreation policies	2	2%

Objections relating to Long Copse Lane site	2	2%
Views expressing lack of trust in relation to development industry	2	2%
View that the Plan lacks ambition	2	2%
Impact of LGR / devolution not included	2	2%
View that traffic studies required	2	2%
View that Plan should be more incremental	2	2%
Concern over funding for policies / Plan	1	1%
Food security concerns	1	1%
Parking concerns	1	1%
Construction disruption concerns	1	1%
Importance of regeneration ambitions	1	1%
Crime concerns	1	1%
Concerns over level of policing	1	1%
Concern over lack of affordable housing	1	1%
Concern over quality of development	1	1%
Concern over sustainability of development	1	1%
Views expressing lack of trust in consultation process	1	1%
View that the Plan lacks transparency	1	1%
General comments against policy	1	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	1%
Support for higher density development	1	1%
View in favour of development on Hayling Island	1	1%
Views against parking review	1	1%
View that a new town / settlement is required to meet housing need	1	1%

Figure 285 – Full themes at Q24 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘Pattern of Development’ section of the Development Strategy? (Findings for ‘Policy 2 – Defined Urban Areas’)

SAMPLE: 112

Q25 – Policy 3 - Regeneration – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Recognition of need for regeneration (inc. correct sites included)	35	25%
Support for development on brownfield sites over greenfield sites	13	9%
Support for mixed use areas	12	9%
Support for creating / improving business / employment opportunities	10	7%
Concern over investment / funding for regeneration	10	7%
Views that areas are currently unattractive / untidy	9	6%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	9	6%
General positive comments on regeneration	8	6%
Views expressing pride in area(s)	8	6%
Support dependent on resolution of general infrastructure concerns	8	6%
Support dependent on resolution of road infrastructure concerns	8	6%
Support for use of empty / derelict sites	6	4%
Support dependent on improvement of community facilities	6	4%
Importance of leisure facilities	5	4%
Support given alongside concern over quality of development	5	4%
Support dependent on measures to protect environment	5	4%
Recognition of lack of control over uses	4	3%
Importance of providing offer for young people	4	3%
Support dependent on measures to protect open spaces	4	3%
Public transport concerns	4	3%
Recognition of land ownership issues	3	2%
Importance of sport / recreation facilities	3	2%
Support dependent on resolution of concern of impact of development on the character of the area(s)	3	2%
Importance of sustainable travel methods	3	2%
Road safety concerns	2	1%
Support alongside concern over poor state of highways (including roads and pathways)	2	1%
Support for more retail units	2	1%
Concerns over ongoing maintenance	2	1%
ASB (anti-social behaviour) concerns	2	1%
Support for improvements to local economy	2	1%
Education infrastructure concerns	2	1%

Importance of affordable housing	2	1%
View that the Plan lacks ambition	2	1%
Respondent felt unqualified to respond	2	1%
Support dependent on use of renewable energy sources	2	1%
View in favour of higher density development	2	1%
Support given alongside concern over deliverability of policies / Plan	1	1%
Views in favour of cafes / restaurants in area(s)	1	1%
Views in favour of independent / small shops	1	1%
Support dependent on measures to protect existing assets	1	1%
Safety concerns	1	1%
Support given alongside concern over level of policing	1	1%
Crime concerns	1	1%
Flooding / sea level rise concerns	1	1%
Support given alongside concern over lack of affordable housing	1	1%
Health infrastructure concerns	1	1%
View that Plan should consider increase in population	1	1%
Support given alongside concerns over cumulative / piecemeal development	1	1%
Utility access concerns	1	1%
Water infrastructure concerns	1	1%
Comments on Beach hut licence costs	1	1%
Support for policy of not overdeveloping area(s)	1	1%
Views that no additional housing required	1	1%
Question over local housing need	1	1%
Enforcement / accountability concerns	1	1%
Views against higher density development	1	1%
Support dependent on measures to reduce carbon emissions	1	1%

Figure 286 – Full themes at Q25 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘Pattern of Development’ section of the Development Strategy? (Findings for ‘Policy 3 – Regeneration’)
SAMPLE: 140

Q25 – Policy 3 - Regeneration – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	8	18%
General infrastructure concerns	7	16%
Concerns over loss of open / green / designated space	5	11%
Views in opposition to any additional housing being built in the area	5	11%
Wildlife concerns	3	7%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	3	7%
Education infrastructure concerns	3	7%
Health infrastructure concerns	3	7%
Views that area(s) in need of improvement	2	4%
Concern over funding for policies / Plan	2	4%
Concern over lack of affordable housing	2	4%
Public transport concerns	2	4%
General positive comments on regeneration	1	2%
Importance of co-ordinated approach	1	2%
Health and wellbeing impact concerns	1	2%
Support for use of empty / derelict sites	1	2%
Air pollution concerns	1	2%
Views that areas are currently unattractive / untidy	1	2%
View that Plan should consider increase in population	1	2%
View that Plan lacks ambition	1	2%
View that Plan lacks transparency	1	2%
General comments against Plan	1	2%
View that Plan lacks evidence	1	2%
Concern over lack of engagement	1	2%

Figure 287 – Full themes at Q25 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘Pattern of Development’ section of the Development Strategy? (Findings for ‘Policy 3 - Regeneration’)

SAMPLE: 45

Q26 – Policy 4 – Infrastructure and Environmental Mitigation – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support dependent on resolution of road infrastructure concerns	27	27%
Support caveated with concerns over impact on the environment	23	23%
General infrastructure concerns	22	22%
Support dependent on resolution of wastewater infrastructure concerns	12	12%
Support dependent on resolution of education infrastructure concerns	12	12%
Support caveated with concern over impact on wildlife	12	12%
Views against current levels of / support increased levels of mitigation	11	11%
Support dependent on resolution of water infrastructure concerns	10	10%
Support dependent on implementation of infrastructure before development	8	8%
Support dependent on resolution of public transport concerns	8	8%
Support dependent on resolution of health infrastructure concerns	8	8%
Flooding / sea level rise concerns	6	6%
Support given alongside concern over impact of development on resident health / wellbeing / quality of life	6	6%
Support dependent on resolution of enforcement / accountability concerns	6	6%
Support given alongside concern over deliverability of policies / Plan	6	6%
General support for policy	5	5%
Support given alongside concern over funding / investment for Plan	5	5%
Importance of sustainable travel methods	4	4%
Support for proposed open space protection	4	4%
Emergency access concerns	3	3%
Support for policy for prioritisation for brownfield over greenfield development sites	3	3%
Importance of sport / recreation facilities	3	3%
Importance of partnership working	3	3%
Concern over practicality of reducing car usage	3	3%
Safety concerns	2	2%
Views against proposed housing numbers / government housing targets	2	2%
Pollution concerns	2	2%

Views in favour of retail	2	2%
Importance of social facilities	2	2%
Support given alongside concern over loss of agricultural land	2	2%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	2	2%
View that traffic studies required	2	2%
Road safety concerns	1	1%
Utility infrastructure concerns	1	1%
Air pollution concerns	1	1%
Importance of leisure facilities	1	1%
Support dependent on resolution of concern of impact of development on the character of the area	1	1%
Views that the Plan contains too much jargon	1	1%
Importance of forward planning	1	1%
View that a more thorough Plan required	1	1%
View that Plan lacks transparency	1	1%
Support for use of renewable energy sources	1	1%
Support given alongside concerns over cumulative / piecemeal development	1	1%
Support dependent on measures to reduce carbon emissions	1	1%
View that Plan contains no specific targets	1	1%
View that development should take place on Hayling Island	1	1%

Figure 288 – Full themes at Q26 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘Pattern of Development’ section of the Development Strategy? (Findings for ‘Policy 4 – Infrastructure and Environmental Mitigation’)
SAMPLE: 100

Q26 – Policy 4 – Infrastructure and Environmental Mitigation – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	60	49%
General infrastructure concerns	25	20%
Concern over impact on the environment	25	20%
Wastewater infrastructure concerns	16	13%
View that infrastructure should be implemented prior to development	15	12%
Road safety concerns	12	10%
Air pollution concerns	12	10%
Concern over practicality of reducing car usage	12	10%
Water infrastructure concerns	11	9%
Concern over impact of development on resident health / wellbeing / quality of life	10	8%
Health infrastructure concerns	10	8%
Concerns over loss of open / green / designated space	10	8%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	10	8%
Education infrastructure concerns	9	7%
Wildlife concerns	9	7%
Pollution concerns	8	7%
Enforcement / accountability concerns	8	7%
Importance of sustainable travel methods	7	6%
Views against current levels of / support increased levels of mitigation	7	6%
Views against proposed housing numbers / government housing targets	6	5%
Concern over impact of increased population	6	5%
Importance of partnership working	6	5%
Public transport concerns	5	4%
Flooding / sea level rise concerns	5	4%
Concern over funding for policies / Plan	5	4%
View that traffic studies required	4	3%
Noise pollution concerns	3	2%
Concern over loss of agricultural land	3	2%
General opposition to infrastructure approach	2	2%
Utility infrastructure concerns	2	2%
Views supporting policy for brownfield over greenfield development	2	2%
Importance of sport / recreation facilities	2	2%
Importance of social facilities	2	2%
Negative impact of development on the character of the area	2	2%
Importance of employment offer	2	2%

View that Plan is too vague	2	2%
Views that the Plan contains too much jargon	2	2%
View that a more thorough Plan required	2	2%
Concern over lack of affordable housing	2	2%
View that Plan lacks transparency	2	2%
Concern over poor state of highways (including roads and pathways)	1	1%
Safety concerns	1	1%
Emergency access concerns	1	1%
Concern over lack of land availability	1	1%
Retail infrastructure concerns	1	1%
Food security concerns	1	1%
Importance of regeneration	1	1%
View that consultation is poor	1	1%
Concern over quality of developments	1	1%
View that Plan lacks ambition	1	1%
Support for use of renewable energy sources	1	1%
General comments against policy	1	1%
Concern over cumulative / piecemeal development	1	1%
Objections to Long Copse Lane sites	1	1%
Objections to Southleigh site	1	1%
View that further engagement required	1	1%
View that Plan contains no specific targets	1	1%
View that cost assessments for Plan required	1	1%

Figure 289 – Full themes at Q26 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘Pattern of Development’ section of the Development Strategy? (Findings for ‘Policy 4 – Infrastructure and Environmental Mitigation’)
SAMPLE: 45

Q27 – Policy 5 – Amount of Housing – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against the proposed housing numbers and / or support for reporting deficit to government housing targets	21	35%
Views recognising the need for housing	13	22%
Support dependent on protection of open / green / designated spaces	8	13%
Support caveated with concerns over the impact of development on the environment	7	12%
Support caveated with concerns over the perceived lack of available land	7	12%
General support for policy	6	10%
Support dependent on resolution of road infrastructure concerns	6	10%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	5	8%
Support caveated with concerns over impact on wildlife	4	7%
Concern over Plan acceptability to government	4	7%
Support dependent on resolution of general infrastructure concerns	3	5%
Education infrastructure concerns	3	5%
Support for policy for prioritisation for brownfield over greenfield development sites	3	5%
Support given alongside concern over quality of development	3	5%
Importance of affordable housing	3	5%
Health infrastructure concerns	2	3%
Flooding / sea level rise concerns	2	3%
Importance of sport / recreation facilities	2	3%
View that development will lead to a single conurbation	2	3%
Importance of regeneration	2	3%
Support for higher density development	2	3%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	2	3%
Concern over impact of devolution / LGR	2	3%
Road safety concerns	1	2%
Importance of retail infrastructure	1	2%
Water infrastructure concerns	1	2%
Support given alongside concern over impact of development on resident health / wellbeing / quality of life	1	2%

Support given alongside concern over loss of agricultural land	1	2%
Views against mitigation	1	2%
Pollution concerns	1	2%
Safety concerns	1	2%
Support dependent on resolution of concern of impact of development on the character of the area	1	2%
Support for use of empty / derelict housing	1	2%
Importance of partnership working	1	2%
Importance of employment offer	1	2%
Question local housing need	1	2%
Views against immigration	1	2%
Concern over not meeting government targets	1	2%
Concern over impact on property value	1	2%
Question what is an 'average' home	1	2%

Figure 290 – Full themes at Q27 raised by those who selected 'Strongly support' or 'Somewhat support' in response to Q21 – Do you support or oppose the following policies in the 'How Much Development' section of the Development Strategy? (Findings for 'Policy 5 – Amount of Housing')

SAMPLE: 60

Q27 – Policy 5 – Amount of Housing – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Against proposed housing numbers / government housing targets	65	35%
Road infrastructure concerns	54	29%
General infrastructure concerns	45	24%
Loss of open / green / designated spaces	29	16%
Health infrastructure concerns	23	13%
Negative impact of development on the character of the area	16	9%
Concern over impact of increased population	16	9%
Education infrastructure concerns	15	8%
Question local housing need	14	8%
Single conurbation	13	7%
Wildlife concerns	12	7%
Wastewater infrastructure concerns	11	6%
Concern over impact of development on resident health / wellbeing / quality of life	11	6%
View that infrastructure should be implemented before development	10	5%
Concern over protection of environment	10	5%
Recognition of housing crisis	10	5%
Waste infrastructure concerns	9	5%
Concern over practicality of reduced car usage	9	5%
Importance of affordable housing	9	5%
Public transport concerns	8	4%
Enforcement / accountability concerns	8	4%
Flooding / sea level rise concerns	7	4%
Pollution concerns	7	4%
Views supporting policy for brownfield over greenfield development	7	4%
Road safety concerns	6	3%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	6	3%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	6	3%
View in favour of increased development	6	3%
Concern over quality of development	5	3%
Support for use of empty / derelict housing	5	3%
Importance of employment offer	5	3%
Views against proposed housing density	5	3%
Importance of sport / recreation facilities	4	2%
Concern over not meeting government targets	4	2%

Parking concerns	3	2%
Importance of retail infrastructure	3	2%
Concern over loss of agricultural land	3	2%
Safety concerns	3	2%
Importance of sustainable travel routes	3	2%
Importance of accommodation for older residents	3	2%
Objections relating to Southleigh site	3	2%
View that further assessment / data required	3	2%
Support for use of renewable energy sources	3	2%
Importance of leisure facilities	2	1%
Concern over lack of land availability	2	1%
Air pollution concerns	2	1%
Concern over impact on community cohesion	2	1%
ASB (anti-social behaviour) concerns	2	1%
Importance of partnership working	2	1%
Importance of regeneration	2	1%
Food security concerns	2	1%
Importance of providing for young families	2	1%
Views against immigration	2	1%
View that development should take place on Hayling Island	2	1%
Concern that Plan does not provide for local people	2	1%
Emergency access concerns	1	1%
Utility infrastructure concerns	1	1%
Concern over level of policing	1	1%
Importance of social / community facilities	1	1%
Concern over funding for policies / Plan	1	1%
Concern over impact on heritage	1	1%
Concern over impact on privacy	1	1%
View Plan should focus on areas of deprivation	1	1%
View in favour of bungalows / one-storey development	1	1%
Objections relating to Long Copse Lane site	1	1%
View that Plan lacks transparency	1	1%
View that Plan lacks ambition	1	1%
View that consultation is poor	1	1%
View that Plan has too much jargon	1	1%
General comments against policy	1	1%
Concern over Plan acceptability to government	1	1%
Concern over ongoing maintenance	1	1%
View that Plan focuses on specific areas rather than whole borough	1	1%
View in favour of using council offices for development	1	1%
Concern over financial impact on residents	1	1%
Construction disruption concerns	1	1%

Figure 291 – Full themes at Q27 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘How Much Development’ section of the Development Strategy? (Findings for ‘Policy 5- Amount of Housing’)
SAMPLE: 184

Q28 – Policy 6 – Amount of Employment – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Recognition of the need for measures to support local employment	25	25%
Acknowledgement that new jobs required for proposed developments	15	15%
View that policy should focus on supporting residents	10	10%
Acknowledgement of need to support commuting	4	4%
View that policy is positive for health and wellbeing	4	4%
View that policy should focus on long-term employment	3	3%
Importance of providing jobs for young people	3	3%
Requirement for higher skills	2	2%
Support dependent on resolution of road infrastructure concerns	2	2%
Support caveated with concern over lack of detail	2	2%
Support caveated with concern over available workforce	1	1%
General infrastructure concerns	1	1%
View Plan should provide jobs for people of all ages	1	1%
Support for siting of employment sites	1	1%
View that Plan should be more appealing for businesses	1	1%
Additional sites suggested	1	1%
Importance of parking at employment sites	1	1%
View that employment opportunities should be available throughout the area	1	1%
Concern over lack of affordable housing	1	1%
Importance of active travel routes	1	1%
View Plan should support business in mix of sectors	1	1%

Figure 292 – Full themes at Q28 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘How Much Development’ section of the Development Strategy? (Findings for ‘Policy 6 – Amount of Employment’)
SAMPLE: 102

Q28 – Policy 6 – Amount of Employment – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over the impact of development on road infrastructure	7	21%
Concern that measures would not provide benefits for the local area / should focus on local needs	4	12%
Health infrastructure concerns	3	9%
Education infrastructure concerns	2	6%
Positive comments on employment support	1	3%
View that support required for existing businesses	1	3%
Views against proposed housing numbers / government housing targets	1	3%
View that new developments should require job creation	1	3%
General infrastructure concerns	1	3%
Retail infrastructure concerns	1	3%
Importance of sport / recreation facilities	1	3%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	3%
View Plan lacks transparency	1	3%
View Plan lacks ambition	1	3%
Concern over provision of jobs for young people	1	3%
View that policy not aligned to catchment areas	1	3%
Importance of parking at employment sites	1	3%
Support for fewer employment sites	1	3%
Support for prioritisation of brownfield sites for employment	1	3%
Concern over lack of affordable housing	1	3%

Figure 293 – Full themes at Q28 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘How Much Development’ section of the Development Strategy? (Findings for ‘Policy 6- Amount of Employment’)

SAMPLE: 34

Q29 – Policy 7 – Five Year Housing Land Supply – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Comments citing agreement with the proposed policy, with reference to both the general policy and for specific sites within the Plan	7	12%
Views against the proposed housing numbers and / or support for reporting deficit to government housing targets	6	10%
Support dependent on protection of open / green / designated spaces	4	7%
Support caveated with concerns over sustainability	4	7%
Support caveated with concerns over impact on wildlife	3	5%
Support caveated with concerns over impact on environment	2	3%
Support dependent on resolution of road infrastructure concerns	2	3%
Recognition of local housing need	1	2%
Support for policy for prioritisation for brownfield over greenfield development sites	1	2%
Support caveated with concern over opportunities for speculative development	1	2%
General infrastructure concerns	1	2%
Enforcement / accountability concerns	1	2%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	2%
Alternative sites suggested	1	2%
View that infrastructure should be implemented before development	1	2%
Flooding / sea level rise concerns	1	2%
More detail on protection on sensitive sites required	1	2%
Negative on proposed mitigation policy	1	2%
Wastewater infrastructure concerns	1	2%
Water infrastructure concerns	1	2%
Support for infill policy	1	2%
View that development should be required in other local authority areas	1	2%
View that policy lacks flexibility	1	2%
Support for urban area policy	1	2%
Support caveated with concern over lack of land availability	1	2%

Figure 294 – Full themes at Q29 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘How Much Development’ section of the Development Strategy? (Findings for ‘Policy 7 – Five Year Housing Land Supply’)

SAMPLE: 60

Q29 – Policy 7 – Five Year Housing Land Supply – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	22	17%
Protection of open / green / designated spaces	12	9%
Views against proposed housing numbers / government housing targets	11	9%
General infrastructure concerns	11	9%
Views supporting policy for brownfield over greenfield development	10	8%
View that infrastructure should be implemented before development	8	6%
Health infrastructure concerns	5	4%
Negative impact of development on the character of the area	4	3%
View that development will lead to a single conurbation	4	3%
Negative Environmental Impact	4	3%
Question local housing need	4	3%
Construction disruption concerns	4	3%
Concern over quality of housing	3	2%
Concern over impact of development on resident health / wellbeing / quality of life	3	2%
Concern over loss of agricultural land	3	2%
Concern over lack of land availability	3	2%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	2	2%
Flooding / sea level rise concerns	2	2%
Concern over funding for policies / Plan	2	2%
Food security concerns	2	2%
View Plan should focus on local needs	2	2%
View that Plan is too complex	1	1%
Concern over opportunities for speculative development	1	1%
Concern over deliverability of Plan	1	1%
Comments relating to local footbridge	1	1%
Negative views on provision of affordable housing	1	1%
Concern over impact of increased population	1	1%
Concern that Plan will be out of date when adopted	1	1%
Pollution concerns	1	1%
Objections relating to Long Copse Lane site	1	1%
Wildlife concerns	1	1%
ASB (anti-social behaviour) concerns	1	1%
Positive on mitigation policy	1	1%
Negative on mitigation policy	1	1%
Water infrastructure concerns	1	1%

Safety concerns	1	1%
Concern over poor state of highways (including roads and pathways)	1	1%
View that Plan timescales should be longer	1	1%
Concern over achievability of Plan	1	1%
View that development should be required in other local authority areas	1	1%

Figure 295 – Full themes at Q29 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘How Much Development’ section of the Development Strategy? (Findings for ‘Policy 7 – Five Year Housing Land Supply’)
SAMPLE: 129

Q30 – Policy 8 – Health and Climate Change – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
General comments supporting climate change aims	24	21%
General comments supporting health and wellbeing aims	17	15%
Support dependent on resolution of road infrastructure concerns	11	9%
Support dependent on resolution of health infrastructure concerns	11	9%
Support dependent on resolution of pollution concerns	10	9%
Support caveated with concern of impact of development on health and wellbeing	10	9%
Importance of active travel routes	10	9%
Support dependent on resolution of air pollution concerns	8	7%
Support caveated with concern over protection of open / green spaces	8	7%
Support dependent on resolution of wastewater infrastructure concerns	7	6%
Importance of sport / recreation facilities	6	5%
Support for higher requirements for energy efficiency	6	5%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	6	5%
Flooding / sea level rise concerns	5	4%
Support for use of renewable energy sources	5	4%
Noise pollution concerns	4	3%
Wildlife concerns	4	3%
Concern over practicality of reducing car usage	4	3%
Support for policy for EV (electric vehicle) charging	4	3%
Support caveated with concern over impact on vulnerable residents	4	3%
Concern over extreme weather events	3	3%
No further comments provided	3	3%
Support for high quality development policy	3	3%
Water infrastructure concerns	2	2%
Support for net zero carbon development	2	2%
General infrastructure concerns	2	2%
Education infrastructure concerns	2	2%
Enforcement / accountability concerns	2	2%
View that Plan should consider increase in population	2	2%
Concern over viability of development concerns	2	2%
View that Plan is too vague	2	2%
Safety concerns	2	2%
Light pollution concerns	1	1%

Concern over impact on environment	1	1%
Public transport concerns	1	1%
Importance of leisure facilities	1	1%
Views against proposed housing numbers / government housing targets	1	1%
View that infrastructure should be implemented before development	1	1%
Concern over deliverability	1	1%
Road safety concerns	1	1%
Support given alongside concern over funding / investment for Plan	1	1%
Importance of retail infrastructure	1	1%
Concern over lack of commitment in Plan	1	1%
View in support of provision of affordable housing	1	1%
View that Plan is too bureaucratic	1	1%
Concern over ongoing maintenance	1	1%
Support for use of empty / derelict housing	1	1%
Importance of accessibility	1	1%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	1	1%
Importance of partnership working	1	1%
Support for policy to retrofit homes	1	1%
General comments against policy	1	1%

Figure 296 – Full themes at Q30 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 8 – Health and Climate Change’)

SAMPLE: 116

Q30 – Policy 8 – Health and Climate Change – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over the impact of development on road infrastructure	15	22%
General concerns over pollution levels	14	20%
Concern policy does not do enough for resident health and wellbeing	8	12%
General concerns over impact on environment	8	12%
Concern over the impact of development on health infrastructure	8	12%
Protection of open / green / designated spaces	6	9%
Air pollution concerns	5	7%
Flooding / sea level rise concerns	5	7%
Views against proposed housing numbers / government housing targets	5	7%
General views against climate change aims	5	7%
Wastewater infrastructure concerns	4	6%
Wildlife concerns	4	6%
General infrastructure concerns	4	6%
Concern over impact of increased population	4	6%
Viability of development concerns	4	6%
View Plan is too bureaucratic	4	6%
Noise pollution concerns	3	4%
Concern over practicality of reducing car usage	3	4%
Concern over poor state of highways (including roads and pathways)	3	4%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	3	4%
Concern over extreme weather events	2	3%
Importance of active travel routes	2	3%
Concern over protection of trees / TPOs	2	3%
Concern over funding for policies / Plan	2	3%
Enforcement / accountability concerns	2	3%
Concern over lack of affordable housing	2	3%
View Plan is too vague	2	3%
Water infrastructure concerns	1	1%
Concern over loss of agricultural land	1	1%
Concern over impact on nutrient neutrality	1	1%
Importance of sport / recreation facilities	1	1%
Support for higher energy efficiency	1	1%
Concern over impact on local biodiversity	1	1%
Support for use of renewable energy sources	1	1%
Concern over deliverability	1	1%
Road safety concerns	1	1%

Construction disruption concerns	1	1%
Education infrastructure concerns	1	1%
Retail concerns	1	1%
Concern over lack of commitment in Plan	1	1%
View policy is disproportionate	1	1%
View that policy duplicates other work / unnecessary	1	1%
View that further data / assessment required	1	1%
View Plan lacks ambition	1	1%
View Plan lacks transparency	1	1%
Concern over impact on vulnerable residents	1	1%
Support for recycling policies	1	1%

Figure 297 – Full themes at Q30 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 8 – Health and Climate Change’)

SAMPLE: 69

Q31 – Policy 9 – New Homes for Sustainable Communities – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Importance of providing affordable housing in the local area	14	14%
Importance of providing variety of unit sizes / tenures	9	9%
Importance of high quality design	8	8%
Support for policy on energy efficiency	7	7%
Support for use of renewable energy sources	6	6%
General positive comments on sustainability	5	5%
Views against proposed housing numbers / government housing targets	5	5%
Recognition of local housing need	5	5%
View that Plan should focus on local needs	4	4%
General comments on impact on environment	4	4%
Importance of community cohesion	4	4%
General infrastructure concerns	3	3%
Road infrastructure concerns	3	3%
Education infrastructure concerns	3	3%
Importance of sport / recreation facilities	3	3%
Importance of protection for open / green space	3	3%
Concern over funding / investment	3	3%
Concern over deliverability	2	2%
Health infrastructure concerns	2	2%
Wastewater infrastructure concerns	2	2%
Water infrastructure concerns	2	2%
Concern over impact of development on vulnerable residents	2	2%
Support for eco-friendly homes	2	2%
Enforcement / accountability concerns	2	2%
Support for neighbourhood approach	2	2%
Support for higher density development	2	2%
Concern over impact of development on local character	1	1%
Flooding / sea level rise concerns	1	1%
Retail concerns	1	1%
Concern over impact of development on resident health and wellbeing	1	1%
Importance of active travel routes	1	1%
View that policy is not sustainable	1	1%
Concern over lack of employment offer	1	1%
Pollution concerns	1	1%
Importance of leisure facilities	1	1%
Importance of community / social facilities	1	1%

Views supporting policy for brownfield over greenfield development	1	1%
Concern over lack of land availability	1	1%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	1%
View Plan lacks ambition	1	1%
Ongoing maintenance concerns	1	1%
No further comments	1	1%
View development should link to existing communities	1	1%
Support for use of non-urban sites for development	1	1%
ASB (anti-social behaviour) concerns	1	1%
Crime concerns	1	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	1%
Support for social / non-profit landlords	1	1%
View that policy duplicates other work / unnecessary	1	1%

Figure 298 – Full themes at Q31 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 9 – New Homes for Sustainable Development’)

SAMPLE: 103

Q31 – Policy 9 – New Homes for Sustainable Communities – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	14	15%
Road infrastructure concerns	11	12%
General infrastructure concerns	9	10%
View policy should focus on local needs	8	9%
Concern that policy does not achieve sustainability	7	8%
Concern over lack of affordable homes	7	8%
Health infrastructure concerns	6	7%
Education infrastructure concerns	5	5%
Negative impact of development on the character of the area	4	4%
Concern over lack of employment offer	4	4%
Concern over quality of development	4	4%
General environment concerns	4	4%
Protection of open / green space	4	4%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	4	4%
View that infrastructure should be implemented before development	3	3%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	3	3%
Concern over lack of land availability	3	3%
Enforcement / accountability concerns	3	3%
Community cohesion concerns	3	3%
Question local housing need	3	3%
Road safety concerns	2	2%
Flooding / sea level rise concerns	2	2%
Concern over funding for policies / Plan	2	2%
No further comments	2	2%
Concern over impact of increased population	2	2%
Concern over poor state of highways (including roads and pathways)	1	1%
Water infrastructure concerns	1	1%
Retail concerns	1	1%
Concern over impact of development on resident health / wellbeing / quality of life	1	1%
Importance of active travel routes	1	1%
Construction disruption concerns	1	1%
Concern over impact of development on vulnerable residents	1	1%
Support for use of renewable energy sources	1	1%
Pollution concerns	1	1%

Wildlife concerns	1	1%
Concern over impact on trees	1	1%
Support for policy to retrofit homes	1	1%
Concern over impact of cumulative / piecemeal development	1	1%
View in favour of reducing retail space	1	1%
View against climate change aims	1	1%
View that further data / assessment required	1	1%
View that Plan lacks ambition	1	1%
View that Plan lacks transparency	1	1%
Ongoing maintenance concerns	1	1%
Support for use of empty / derelict housing	1	1%
Privacy concerns	1	1%
View Plan is too vague	1	1%
Against high density development	1	1%

Figure 299 – Full themes at Q31 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 9 – New Homes for Sustainable Communities’)

SAMPLE: 92

Q32 – Policy 10 – Supporting a Strong and Prosperous Economy – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
General comments supporting the policy	24	16%
Comments supporting need for a strong economy	20	13%
Importance of attracting businesses to the area	9	6%
Support dependent on resolution of road infrastructure concerns	8	5%
Support dependent on resolution of general infrastructure concerns	6	4%
Support for policy to help local business	4	3%
Support caveated with concern over lack of employment offer	3	2%
Support for focus on small business	3	2%
Support dependent on resolution of health infrastructure concerns	3	2%
Support dependent on resolution of education infrastructure concerns	3	2%
Concern over investment / funding for Plan	3	2%
Support caveated with concern of the impact of development on health and wellbeing	3	2%
Importance of regeneration	2	1%
Wastewater infrastructure concerns	2	1%
Importance of skills / training offer	2	1%
Suggested sites for expansion	2	1%
No further comments	2	1%
Flooding / sea level rise concerns	2	1%
General environment concerns	2	1%
Support caveated with concern over impact on tourism	2	1%
View Plan should plan for long-term employment	1	1%
Views against proposed housing numbers / government housing targets	1	1%
Importance of digital connectivity	1	1%
View in favour of variety of retail uses	1	1%
Importance of increasing use of local facilities	1	1%
Parking concerns	1	1%
Road safety concerns	1	1%
Support alongside concern over poor state of highways (including roads and pathways)	1	1%
Public transport concerns	1	1%
Concern over deliverability of Plan	1	1%
Importance of sport / recreation facilities	1	1%
Retail concerns	1	1%
View town centre areas in need of repair / currently untidy	1	1%

Importance of generation of tax income	1	1%
View that consultation is poor	1	1%
View in favour of more beach huts	1	1%
View in favour of reducing commuting	1	1%
Importance of community cohesion	1	1%
Support for policy to encourage start-up businesses	1	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	1%
View that Plan misses opportunities	1	1%
Support dependent on resolution of concern of impact of development on the character of the area	1	1%
Support dependent on protection of open / green spaces	1	1%
View policy focuses too much on skills support	1	1%
View that policy contradicts other policy	1	1%
Support caveated with concern over loss of agricultural land	1	1%
Pollution concerns	1	1%
View Plan is too vague	1	1%
View that Freeport has failed	1	1%
Importance of leisure facilities	1	1%
Importance of supporting green businesses	1	1%
Importance of community spaces	1	1%
Support for use of renewable energy sources	1	1%
View that this support should be private sector led	1	1%

Figure 300 – Full themes at Q32 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 10 – Supporting a Strong and Prosperous Economy’)

SAMPLE: 151

Q32 – Policy 10 – Supporting a Strong and Prosperous Economy – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over lack of local employment offer	5	16%
Road infrastructure concerns	5	16%
Concern over ability to attract businesses	3	9%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	3	9%
Views against proposed housing numbers / government housing targets	2	6%
General infrastructure concerns	2	6%
Health infrastructure concerns	2	6%
Education infrastructure concerns	2	6%
No further comments	2	6%
Concern over support for local business	1	3%
View that policy should focus on small business	1	3%
Parking concerns	1	3%
Road safety concerns	1	3%
Concern over poor state of highways (including roads and pathways)	1	3%
Concern over practicality of reducing car usage	1	3%
Concern over investment / funding	1	3%
View that Plan should provide variety of retail units	1	3%
View that consultation is poor	1	3%
Concern over lack of affordable housing	1	3%
View that policy is unsustainable	1	3%
Concern over impact on trees	1	3%
Flooding / sea level rise concerns	1	3%
Negative impact of development on the character of the area	1	3%
Protection of open / green spaces	1	3%
Support for use of empty / derelict housing	1	3%
View that more housing is required	1	3%

Figure 301 – Full themes at Q32 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q21 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 10 – Supporting a Strong and Prosperous Economy’)

SAMPLE: 32

Q33 – Policy 11 – The Role of Applicants and the Local Planning Authority in Delivering Development – You indicated that you ‘Strongly support’ or ‘somewhat support’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Importance of enforcing standards and / or ensuring developers are accountable	11	14%
Importance of early engagement	11	14%
General comments of support for policy	7	9%
Support caveated with previous distrust / broken promises	6	8%
Support given alongside views against proposed housing numbers / government housing targets	4	5%
Support caveated with concern over lack of local powers	4	5%
View that Plan should focus on local needs	4	5%
Support caveated with concern over funding / investment	4	5%
View that further data / assessment required	3	4%
Road infrastructure concerns	2	3%
Importance of high quality design	2	3%
Concern over deliverability	2	3%
Comments relating to specific Development Consultation Forums	2	3%
Importance of expertise in planning team	2	3%
Importance of partnership working	2	3%
Positive comments on Planning Team	2	3%
View that infrastructure should be implemented before development	1	1%
General infrastructure concerns	1	1%
Public transport concerns	1	1%
View in favour of variety of units	1	1%
Concern over sustainability	1	1%
General environment concerns	1	1%
No further comments	1	1%
Shared responsibility	1	1%
Support for use of renewable energy sources	1	1%
Concern over impact on trees	1	1%
Concern over potential delays in decision making	1	1%

Figure 302 – Full themes at Q33 raised by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q21 – Do you support or oppose the following policies in the ‘Quality of Development’ section of the Development Strategy? (Findings for ‘Policy 11 – The Role of Applicants and the Local Planning Authority in Delivering Development’)

SAMPLE: 78

Q33 – Policy 11 – The Role of Applicants and the Local Planning Authority in Delivering Development – You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this policy – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Scepticism / distrust of role and functions of local planning authority / developers	26	29%
Road infrastructure concerns	17	19%
Views against proposed housing numbers / government housing targets	11	12%
Concern over lack of local powers	7	8%
View that Plan should focus on local needs	7	8%
Protection of open / green space	6	7%
General infrastructure concerns	5	5%
Enforcement / accountability concerns	4	4%
General environment concerns	4	4%
No further comments	4	4%
View that consultation is poor	4	4%
View that infrastructure should be implemented before development	3	3%
Health infrastructure concerns	3	3%
View that further data / assessment required	3	3%
View that Plan lacks transparency	3	3%
Views supporting policy for brownfield over greenfield development	2	2%
Concern over sustainability	2	2%
Concern over funding / investment	2	2%
Wildlife concerns	2	2%
Education infrastructure concerns	2	2%
Concern over impact of increased population	2	2%
Concern over impact of development on resident health and wellbeing	2	2%
Emergency access concerns	1	1%
Road safety concerns	1	1%
Parking concerns	1	1%
Concern over quality of development	1	1%
Concern over lack of affordable housing	1	1%
Importance of early engagement	1	1%
Comments relating to specific Development Consultation Forums	1	1%
View that Plan lacks ambition	1	1%
Ongoing maintenance concerns	1	1%
Importance of increased liaison with developers	1	1%
Concern over impact of extreme weather events on development	1	1%
Importance of sport / recreation facilities	1	1%
Retail concerns	1	1%

Support for use of empty / derelict housing	1	1%
Negative impact of development on the character of the area	1	1%
Importance of partnership working	1	1%
View town centre areas in need of repair / currently untidy	1	1%
View that 'stronger' Plan needed	1	1%

Figure 303 – Full themes at Q33 raised by those who selected 'Somewhat oppose' or 'Strongly oppose' in response to Q21 – Do you support or oppose the following policies in the 'Quality of Development' section of the Development Strategy? (Findings for 'Policy 11 – The Role of Applicants and the Local Planning Authority in Delivering Development')

SAMPLE: 91

Q35 – What changes would you like to see made to the proposed urban area boundary?

Theme	Frequency	Percentage
Concern over inclusion of open / green / designated spaces	12	26%
Road infrastructure concerns	7	15%
Concern over impact of development on character within boundary	6	13%
Comments for protecting / exclusion of specific sites	6	13%
Flooding / sea level rise concerns	5	11%
General opposition to boundary	4	9%
View that development will lead to a single conurbation	4	9%
Concern over impact on resident health and wellbeing	4	9%
Wildlife concerns	4	9%
Views against proposed housing numbers / government housing targets	3	7%
General infrastructure concerns	3	7%
View that development should take place on Hayling Island	3	7%
View that consultation is poor	3	7%
Pollution concerns	2	4%
Air pollution concerns	2	4%
Water infrastructure concerns	2	4%
Concern over lack of land availability	2	4%
View in favour of reducing / restricting boundary	1	2%
Noise pollution concerns	1	2%
Light pollution concerns	1	2%
Emergency access concerns	1	2%
Health infrastructure concerns	1	2%
Wastewater infrastructure concerns	1	2%
General environment concerns	1	2%
Views supporting policy for brownfield over greenfield development	1	2%
View that Plan should focus on local needs	1	2%
ASB (anti-social behaviour) concerns	1	2%
Importance of early engagement	1	2%
View that Plan is too restrictive	1	2%
Views against NPPF	1	2%
Concern that policy does not include future development	1	2%
Concern over sustainability	1	2%
Rental price concerns	1	2%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	2%
Concern that development is proposed outside of boundary	1	2%

Concern over funding / investment	1	2%
Importance of active travel routes	1	2%
Concern over loss of agricultural land	1	2%
View that development should take place in other local authority areas	1	2%
Open to new windfall sites	1	2%
Enforcement / accountability concerns	1	2%

Figure 304 – Full themes at Q35 raised by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q34 – To what extent do you support or oppose the proposed urban area boundary?
SAMPLE: 46

Q38 – Allocation 1 – Southleigh - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support dependent on resolution of road infrastructure concerns	47	77%
Support dependent on resolution of education infrastructure concerns	16	26%
Support dependent on resolution of health infrastructure concerns	15	25%
Concern over practicality of low car usage policies	12	20%
Recognition of housing need	12	20%
Support dependent on resolution of public transport concerns	10	16%
Support dependent on resolution of retail concerns	10	16%
Support dependent on resolution of general infrastructure concerns	9	15%
Support dependent on protection of open / green spaces	9	15%
Support for sustainable travel routes	9	15%
Support caveated with concern over loss of wildlife	7	11%
Importance of social / community infrastructure	7	11%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	7	11%
Views against proposed housing numbers / government housing targets	6	10%
Support given alongside concern over impact of development on resident health / wellbeing / quality of life	6	10%
View that infrastructure should be implemented before development	5	8%
Support dependent on resolution of road safety concerns	5	8%
Support dependent on resolution of wastewater infrastructure	5	8%
General comments on protection of environment	5	8%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	5	8%
Water infrastructure concerns	4	7%
Importance of affordable housing	4	7%
Importance of considering increase in population	3	5%
Importance of sport / recreation facilities	3	5%
Support dependent on resolution of concern of impact of development on the character of the area	3	5%
Concern over investment / funding	3	5%

Support given alongside concerns over cumulative / piecemeal development	3	5%
Enforcement / accountability concerns	3	5%
Parking concerns	2	3%
Pollution concerns	2	3%
Noise pollution concerns	2	3%
Utility infrastructure concerns	2	3%
Importance of accommodation for elderly residents	2	3%
Support for policy on eco-friendly housing	2	3%
Support for use of renewable energy sources	2	3%
Support for higher density development	2	3%
Construction disruption concerns	2	3%
Air pollution concerns	1	2%
Emergency access concerns	1	2%
Support caveated with concern over loss of agricultural land	1	2%
View that development will lead to a single conurbation	1	2%
Importance of leisure facilities	1	2%
Importance of partnership working	1	2%
Importance of high quality design	1	2%
Food security concerns	1	2%
View that Plan should focus on local needs	1	2%
Views against high density development	1	2%
View that further assessment / data needed	1	2%
Not impacted	1	2%
View that Plan doesn't provide clarity	1	2%
View that policy would benefit area	1	2%
Positive comments on local land availability	1	2%

Figure 305 – Full themes raised at Q38 by those who selected 'Strongly support' or 'Somewhat support' in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 1 – Southleigh'

SAMPLE: 61

Q38 – Allocation 1 – Southleigh - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	227	79%
Non-specific reference to the importance of infrastructure	76	27%
Health infrastructure concerns	76	27%
Education infrastructure concerns	74	26%
Protection of open / green / designated spaces	61	21%
Against proposed housing numbers / government housing targets	49	17%
Concern over impact on wildlife	47	16%
Road safety concerns	45	16%
View that infrastructure should be implemented prior to development	42	15%
View that development will lead to a single conurbation	41	14%
Wastewater infrastructure concerns	36	13%
Concern over impact of development on resident health / wellbeing / quality of life	36	13%
Negative impact of development on the character of the area	36	13%
General environment concerns	33	12%
Concern over practicality of reduced car usage	28	10%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	27	9%
Water infrastructure concerns	26	9%
Public transport concerns	26	9%
Flooding / sea level rise concerns	20	7%
Recognition of local housing need	20	7%
Pollution concerns	18	6%
Concern over loss of agricultural land	18	6%
Retail concerns	15	5%
Concern over investment / funding	15	5%
Concern over impact of increase in population	14	5%
Emergency access concerns	13	5%
Air pollution concerns	12	4%
Importance of sport / recreation facilities	12	4%
Importance of sustainable travel routes	11	4%
Enforcement / accountability concerns	9	3%
Construction disruption concerns	9	3%
View that further assessment / data needed	9	3%
Concern over poor state of highways (including roads and pathways)	8	3%
Food security concerns	7	2%
Importance of social / community facilities	6	2%

ASB (anti-social behaviour) concerns	6	2%
Importance of partnership working	6	2%
Concerns over cumulative / piecemeal development	6	2%
View that Plan should focus on local needs	5	2%
Parking concerns	4	1%
Importance of recognising / protecting historic designations	4	1%
Views against proposed housing density	4	1%
Noise pollution concerns	3	1%
Views supporting policy for brownfield over greenfield development	3	1%
Importance of affordable housing	3	1%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	3	1%
Support for eco-friendly housing	3	1%
Issue with ongoing payments	3	1%
Concerns over level of policing	2	1%
Question local housing need	2	1%
View that Plan lacks ambition	2	1%
Impact of development on views	2	1%
Impact of development on housing values	2	1%
Utility infrastructure concerns	1	0%
Importance of leisure facilities	1	0%
Importance of accommodation for elderly residents	1	0%
Safety concerns	1	0%
Impact on heritage sites	1	0%
Importance of economic development	1	0%
Concern over quality of development	1	0%
Support for use of empty / derelict housing	1	0%
Support for use of renewable energy sources	1	0%
View that Plan lacks transparency	1	0%
Impact on fire services	1	0%
Poor planning coordination	1	0%
Concern over increased carbon emissions	1	0%
View that consultation is poor	1	0%
View against sensitive lighting strategy	1	0%
View that Plan should wait until after Devolution / LGR	1	0%
Importance of continuing engagement	1	0%
Support for self-build spaces	1	0%

Figure 306 – Full themes raised at Q38 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 1 – Southleigh’

SAMPLE: 286

Q39 – Allocation 2 – Long Copse Lane - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support dependent on infrastructure being implemented prior to development	2	50%
Support dependent on resolution of road infrastructure concerns	2	50%

Figure 307 – Full themes raised at Q39 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 2 – Long Copse Lane’

SAMPLE: 4

Q39 – Allocation 2 – Long Copse Lane - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	89	70%
Concerns over impact on environment	43	34%
Concern over impact on wildlife	39	30%
Concern over impact on character of local area	39	30%
Road safety concerns	30	23%
Waste infrastructure concerns	29	23%
General infrastructure concerns	27	21%
Loss of open / green / designated spaces	26	20%
Health infrastructure concerns	22	17%
Concern over impact of development on resident health / wellbeing / quality of life	22	17%
Education infrastructure concerns	21	16%
Public transport concerns	21	16%
Concern over poor state of highways (including roads and pathways)	17	13%
Views against proposed housing numbers / government housing targets	16	13%
Water infrastructure concerns	15	12%
Importance of sustainable travel routes	14	11%
Concern over distance to amenities	13	10%
Importance of sport / recreation facilities	12	9%
Retail needed	11	9%
Pollution concerns	10	8%
View that other partners / authorities had previously blocked development on site	9	7%
View that site is outside urban boundary	9	7%
Concern over impact on nutrient neutrality	8	6%
Flooding / sea level rise concerns	7	5%

View that other sites more suitable for development	7	5%
View that previous assessments had blocked development on site	6	5%
Comments on withdrawal of previous planning application	6	5%
Parking concerns	5	4%
View that development will lead to a single conurbation	5	4%
Importance of partnership working	5	4%
View that development does not provide for local needs	5	4%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	5	4%
Views against mitigation policy	4	3%
Light pollution concerns	4	3%
View that infrastructure should be implemented before development	3	2%
Concern over practicality of reducing car usage	3	2%
Question local housing need	3	2%
Concern over impact on trees / TPOs	3	2%
Enforcement / accountability concerns	3	2%
View that allocation is against NPPF requirements	3	2%
Views supporting policy for brownfield over greenfield development	2	2%
Air pollution concerns	2	2%
Noise pollution concerns	2	2%
Importance of leisure facilities	2	2%
Importance of social / community facilities	2	2%
Concern over impact of increase in population	2	2%
Construction disruption concerns	2	2%
Importance of recognising / protecting historic designations	2	2%
Issues with construction staff	2	2%
Emergency access concerns	1	1%
Concerns over level of policing	1	1%
Concern over loss of agricultural land	1	1%
Concern over lack of employment offer	1	1%
View that further data / assessment required	1	1%
Support for higher density development	1	1%
Concern over provision of housing for young people	1	1%
Concern over lack of planning coordination	1	1%
Impact on heritage	1	1%
View that allocation is unsound	1	1%
Support for requirements relating to window glazing standards	1	1%

Figure 308 – Full themes raised at Q39 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 2 – Long Copse Lane’
SAMPLE: 128

Q40 – Allocation 3 – Cold Harbour Farm - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support dependent on resolution of road infrastructure concerns	2	100%
Noise pollution concerns	1	50%
Air pollution concerns	1	50%

Figure 309 – Full themes raised at Q40 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 3 – Cold Harbour Farm’

SAMPLE: 2

Q40 – Allocation 3 – Cold Harbour Farm - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	11	42%
General infrastructure concerns	7	27%
Concern over loss of open / green space	6	23%
Views against proposed housing numbers / government housing targets	4	15%
Health infrastructure concerns	4	15%
Education infrastructure concerns	4	15%
Concern over loss of greenfield site	3	12%
Wastewater infrastructure concerns	3	12%
Road safety concerns	3	12%
Concerns over impact of development on local character	3	12%
Accessibility concerns	2	8%
Wildlife concerns	2	8%
Pollution concerns	2	8%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	2	8%
Comment that development is already underway	1	4%
Concern over impact of increase in population	1	4%
Concern over impact of development on resident health / wellbeing / quality of life	1	4%
Flooding / sea level rise concerns	1	4%
Water infrastructure concerns	1	4%
Lack of planning coordination	1	4%
Enforcement / accountability concerns	1	4%
Importance of partnership working	1	4%

Figure 310 – Full themes raised at Q40 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 3 – Cold Harbour Farm’

SAMPLE: 26

Q41 – Allocation 4 – Helmsley House - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for inclusion of care homes / accommodation for elderly residents	3	75%
Support dependent on resolution of road infrastructure concerns	2	50%
View that allocation does not impact on local infrastructure	1	25%
View that infrastructure should be implemented before development	1	25%
Parking concerns	1	25%
Accessibility concerns	1	25%

Figure 311 – Full themes raised at Q41 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 4 – Helmsley House’
SAMPLE: 4

Q41 – Allocation 4 – Helmsley House - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers	4	57%
General infrastructure concerns	2	29%
Importance of providing care homes / accommodation for elderly residents	1	14%
Accessibility concerns	1	14%
Road infrastructure concerns	1	14%
Protection of open / green spaces	1	14%

Figure 312 – Full themes raised at Q41 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 4 – Helmsley House’
SAMPLE: 7

Q42 – Allocation 5 – Southleigh Park House - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support dependent on resolution of road infrastructure concerns	3	50%
Views against proposed housing numbers	2	33%
View that infrastructure should be implemented before development	1	17%
Parking concerns	1	17%
Concern over loss of agricultural land	1	17%
Concern over impact of increase in population	1	17%
View that Plan should provide for local needs	1	17%

Figure 313 – Full themes raised at Q42 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 5 – Southleigh Park House”
SAMPLE: 6

Q42 – Allocation 5 – Southleigh Park House - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	40	65%
General infrastructure concerns	18	29%
Views against proposed housing numbers / government housing targets	12	19%
Education infrastructure concerns	11	18%
Loss of open / green space	11	18%
General environment concerns	10	16%
Wildlife concerns	10	16%
Health infrastructure concerns	9	15%
Road safety concerns	7	11%
Wastewater infrastructure concerns	7	11%
View that infrastructure should be implemented before development	6	10%
View that development will lead to a single conurbation	6	10%
Negative impact of development on the character of the area	6	10%
Flooding / sea level rise concerns	5	8%
Pollution concerns	5	8%
Public transport concerns	5	8%
Concern over impact of increase in population	4	6%
Concern over impact of development on resident health / wellbeing / quality of life	3	5%
Air pollution concerns	3	5%

Water infrastructure concerns	3	5%
Recognition of local housing need	3	5%
Concern over investment / funding	3	5%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	3	5%
Concern over impact on trees / TPOs	3	5%
Importance of recognising / protecting historic designations	3	5%
Emergency access concerns	2	3%
Retail concerns	2	3%
Importance of Partnership working	2	3%
Concern over quality of development	2	3%
Concern over lack of affordable housing	2	3%
View that Plan should provide for local needs	2	3%
Concerns over cumulative / piecemeal development	2	3%
Concern over site distance from infrastructure	1	2%
Concern over level of policing	1	2%
Noise pollution concerns	1	2%
Light pollution concerns	1	2%
Concern over loss of agricultural land	1	2%
Importance of sport / recreation facilities	1	2%
Utility infrastructure concerns	1	2%
Importance of community / social facilities	1	2%
Concern over impact on regeneration / economic development	1	2%
Importance of active travel routes	1	2%
Concern over practicality of reducing car usage	1	2%
Question local housing need	1	2%
Enforcement / accountability concerns	1	2%
View against high density development	1	2%
Importance of providing housing for young people	1	2%
View that Plan won't provide for local housing need	1	2%
Importance of planning coordination	1	2%
Ongoing maintenance concerns	1	2%
Comment that approval for site already been given	1	2%
Impact on heritage sites	1	2%
View that further data / assessment needed	1	2%
View that other sites more suitable for development	1	2%
Concern over social housing	1	2%
Concern over impact on property value	1	2%
Construction disruption concerns	1	2%

Figure 314 – Full themes raised at Q42 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 5 – Southleigh Park House)

SAMPLE: 62

Q43 – Allocation 6 – Land East of Castle Avenue - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support dependent on resolution of road infrastructure concerns	3	50%
Road safety concerns	1	17%
Impact on property value	1	17%
Comments on footbridge	1	17%
General comments of support for site	1	17%
Importance of working with developers	1	17%
Support for higher density development	1	17%

Figure 315 – Full themes raised at Q43 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 6 – Land East of Castle Avenue’

SAMPLE: 6

Q43 – Allocation 6 – Land East of Castle Avenue - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	14	52%
Accessibility concerns	8	30%
Views against proposed housing numbers / government housing targets	7	26%
Road safety concerns	5	19%
Concern over use of greenfield site for development	4	15%
General infrastructure concerns	4	15%
Noise pollution concerns	4	15%
Pollution concerns	4	15%
Concern over lack of garden space on proposed development	3	11%
Parking concerns	3	11%
Concern over loss of open / green space	3	11%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	2	7%
View that infrastructure should be implemented before development	2	7%
Concern over distance from amenities	2	7%
Air pollution concerns	2	7%
View that housing numbers should be incorporated within other developments	2	7%
View that further data / assessment needed	2	7%
Need to incorporate development with area	1	4%
Wildlife concerns	1	4%

Importance of sport / recreation facilities	1	4%
Importance of active travel routes	1	4%
Concern over practicality of reduced car usage	1	4%
Construction disruption concerns	1	4%
Concern over ground stability	1	4%
Concern over impact on resident health and wellbeing	1	4%
Flooding / sea level rise concerns	1	4%

Figure 316 – Full themes raised at Q43 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 6 – Land East of Castle Avenue’
SAMPLE: 27

Q44 – Allocation 7 – Former Oak Park School - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Importance of providing care homes / accommodation for elderly residents	6	55%
Support dependent on resolution of health infrastructure concerns	5	45%
View that development on the site is overdue	4	36%
Support for policy for prioritisation for brownfield over greenfield development sites	2	18%
Concern over travellers at site	1	9%
Concern over flooding	1	9%
Parking concerns	1	9%
Support for development in close proximity to town centres	1	9%

Figure 317 – Full themes raised at Q44 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 7 – Former Oak Park School)
SAMPLE: 11

Q44 – Allocation 7 – Former Oak Park School - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	2	50%
Views against proposed housing numbers / government housing targets	2	50%
Importance of provision of care homes / accommodation for elderly residents	1	25%
Road safety concerns	1	25%
Loss of open / green spaces	1	25%
Pollution concerns	1	25%
General infrastructure concerns	1	25%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	25%

Figure 318 – Full themes raised at Q44 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 7 – Former Oak Park School)
SAMPLE: 4

Q45 – Allocation 8 – Palk Road - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
General comment of support for allocation	1	100%

Figure 319 – Full themes raised at Q45 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 8 – Palk Road’

SAMPLE: 1

Q45 – Allocation 8 – Palk Road - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	4	80%
Views against proposed housing numbers / government housing targets	2	40%
Accessibility concerns	1	20%
View against higher density development	1	20%
General infrastructure concerns	1	20%

Figure 320 – Full themes raised at Q45 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 8 – Palk Road’

SAMPLE: 5

Q46 – Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for provision of care homes / accommodation for elderly residents	1	25%
Support for policy for prioritisation for brownfield over greenfield development sites	1	25%
Views against proposed housing numbers / government housing targets	1	25%

Figure 321 – Full themes raised at Q46 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road”
SAMPLE: 4

Q46 – Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	2	67%
Views against proposed housing numbers / government housing targets	2	67%
Air pollution concerns	1	33%
Noise pollution concerns	1	33%
General infrastructure concerns	1	33%

Figure 322 – Full themes raised at Q46 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 9 – Belmont Castle Rest Home, 18-20 Portsdown Hill Road”
SAMPLE: 3

Q47 – Allocation 10 – Land South of Lower Road (Phase 2) - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

No respondents indicated that they supported this allocation.

Q47 – Allocation 10 – Land South of Lower Road (Phase 2) - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	4	50%
Concern over use of greenfield site in allocation	2	25%
General environment concerns	2	25%
Flooding / sea level rise concerns	2	25%
Views against proposed housing numbers / government housing targets	2	25%
Wildlife concerns	1	13%
Concern over impact on trees / TPOs	1	13%
General infrastructure concerns	1	13%
Concern over loss of open / green space	1	13%
Concern over impact of development on local character	1	13%

Figure 323 – Full themes raised at Q47 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 10 – Land South of Lower Road (Phase 2))
SAMPLE: 8

Q48 – Allocation 11 – Kingscroft Farm - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

No respondents indicated that they supported this allocation.

Q48 – Allocation 11 – Kingscroft Farm - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over number of houses proposed for site	3	60%
Road infrastructure concerns	2	40%
View that development is too big for site	2	40%
General infrastructure concerns	2	40%
Concern over use of greenfield site for development	1	20%
Concern over distance to amenities	1	20%

Figure 324 – Full themes raised at Q48 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 11 – Kingscroft Farm”

SAMPLE: 5

Q49 – Allocation 12 – Portsmouth Water Headquarters - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for allocation in close proximity to amenities	2	50%
Road infrastructure concerns	1	25%
Parking concerns	1	25%
Support for local business	1	25%
Support for policy for prioritisation for brownfield over greenfield development sites	1	25%

Figure 325 – Full themes raised at Q49 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 12 – Portsmouth Water Headquarters”
SAMPLE: 4

Q49 – Allocation 12 – Portsmouth Water Headquarters - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	6	38%
Health infrastructure concerns	5	31%
General environment concerns	4	25%
General infrastructure concerns	4	25%
Views against proposed housing numbers / government housing targets	2	13%
Parking concerns	2	13%
Accessibility concerns	2	13%
Concern over loss of open / green space	2	13%
Concern over sustainability	2	13%
Emergency access concerns	2	13%
Waste infrastructure concerns	2	13%
Negative view on previous planning decisions for area	2	13%
Road safety concerns	1	6%
Wildlife concerns	1	6%
Concern over impact on trees / TPOs	1	6%
Pollution concerns	1	6%
Question local housing need	1	6%
Flooding / sea level rise concerns	1	6%
Construction disruption concerns	1	6%
Enforcement / accountability concerns	1	6%

Figure 326 – Full themes raised at Q49 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 12 – Portsmouth Water Headquarters”
SAMPLE: 16

Q50 – Allocation 13 – Cabbagefield Row - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
General environment concerns	1	33%
Views against mitigation policy	1	33%
Support for higher density development	1	33%
View that road infrastructure can cope with proposed development	1	33%

Figure 327 – Full themes raised at Q50 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 13 – Cabbagefield Row”
SAMPLE: 3

Q50 – Allocation 13 – Cabbagefield Row - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over use of greenfield site for development	2	33%
General environment concerns	2	33%
Wildlife concerns	2	33%
Views against proposed housing numbers / government housing targets	2	33%
Concern over loss of open / green space	1	17%
View that development is too large	1	17%
General infrastructure concerns	1	17%
Road infrastructure concerns	1	17%
Concern over impact on trees / TPOs	1	17%

Figure 328 – Full themes raised at Q50 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 13 – Cabbagefield Row”
SAMPLE: 6

Q51 – Allocation 14 – Strouden Court - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Importance of partnership working	1	100%

Figure 329 – Full themes raised at Q51 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 14 – Strouden Court”

SAMPLE: 1

Q51 – Allocation 14 – Strouden Court - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	2	100%
General infrastructure concerns	1	50%
Road infrastructure concerns	1	50%

Figure 330 – Full themes raised at Q51 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 14 – Strouden Court”

SAMPLE: 2

Q52 – Allocation 15 – Land West of Hulbert Road - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for higher density development	1	50%

Figure 331 – Full themes raised at Q52 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 15 – Land West of Hulbert Road’
SAMPLE: 2

Q52 – Allocation 15 – Land West of Hulbert Road - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	4	44%
Views against proposed housing numbers / government housing targets	3	33%
Road safety concerns	2	22%
General environment concerns	2	22%
Wildlife concerns	2	22%
Concern over loss of open / green space	1	11%
Concern over poor state of highways (including roads and pathways)	1	11%
Concern over use of greenfield site for allocation	1	11%
View that development is too large	1	11%
General infrastructure concerns	1	11%
Concern over cumulative impact of development on area	1	11%
Comment on former use of site	1	11%

Figure 332 – Full themes raised at Q52 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 15 – Land West of Hulbert Road’
SAMPLE: 9

Q53 – Allocation 16 – Dunsbury Way - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for provision of care home / accommodation for elderly residents	1	50%
View that size of site is suitable for area	1	50%
Views supporting policy for brownfield over greenfield development	1	50%

Figure 333 – Full themes raised at Q53 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 16 – Dunsbury Way
SAMPLE: 2

Q53 – Allocation 16 – Dunsbury Way - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	2	67%
Concern over impact of increase in population	1	33%
General infrastructure concerns	1	33%
Road infrastructure concerns	1	33%

Figure 334 – Full themes raised at Q53 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 16 – Dunsbury Way
SAMPLE: 3

Q54 – Allocation 17 – Former Dairy Crest Depot, Dunsbury Way - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
View that size of site is suitable for area	1	20%
Recognition of local housing need	1	20%
Views supporting policy for brownfield over greenfield development	1	20%

Figure 335 – Full themes raised at Q54 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 17 – Former Dairy Crest Depot, Dunsbury Way’

SAMPLE: 5

Q54 – Allocation 17 – Former Dairy Crest Depot, Dunsbury Way - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	2	100%
General infrastructure concerns	1	50%
Road infrastructure concerns	1	50%

Figure 336 – Full themes raised at Q54 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 17 – Former Dairy Crest Depot, Dunsbury Way’

SAMPLE: 2

Q55 – Allocation 18 – Former Electricity Board, Bartons Road - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
View that development of the site is overdue	3	33%
Support for inclusion of affordable housing	3	33%
View that allocation is a good location for development	2	22%
Views supporting policy for brownfield over greenfield development	2	22%
Road infrastructure concerns	1	11%
View that the allocation is a suitable size of development	1	11%
Concern over associated costs of development	1	11%
Support for higher density development	1	11%

Figure 337 – Full themes raised at Q55 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 18 – Former Electricity Board, Bartons Road’

SAMPLE: 9

Q55 – Allocation 18 – Former Electricity Board, Bartons Road - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	4	50%
General infrastructure concerns	3	38%
Views against proposed housing numbers / government housing targets	3	38%
Comments on local allotment provision	1	13%
View that development of the site is overdue	1	13%
Concern over loss of open / green space	1	13%
Concern over impact on trees / TPOs	1	13%
Flooding concerns	1	13%
Concern over contamination of site	1	13%
Emergency access concerns	1	13%
Road safety concerns	1	13%
View that infrastructure should be implemented before development	1	13%

Figure 338 – Full themes raised at Q55 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 18 – Former Electricity Board, Bartons Road’

SAMPLE: 8

Q56 – Allocation 19 – Padnell Grange - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

1 respondent stated that they were in support of the allocation and provided no further comments.

Q56 – Allocation 19 – Padnell Grange - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	2	40%
Road infrastructure concerns	2	40%
View that development is too large	1	20%
Concern over impact on trees / TPOs	1	20%
Construction disruption concerns	1	20%
Road safety concerns	1	20%
Parking concerns	1	20%
General infrastructure concerns	1	20%
Views supporting policy for brownfield over greenfield development	1	20%

Figure 339 – Full themes raised at Q56 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 19 – Padnell Grange’

SAMPLE: 5

Q57 – Allocation 20 – Land at Cowplain School - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for provision of care home / accommodation for elderly residents	1	50%

Figure 340 – Full themes raised at Q57 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 20 – Land at Cowplain School’

SAMPLE: 2

Q57 – Allocation 20 – Land at Cowplain School - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	2	50%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	25%
Views against proposed housing numbers / government housing targets	1	25%

Figure 341 – Full themes raised at Q57 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 20 – Land at Cowplain School’

SAMPLE: 4

Q58 – Allocation 21 – Blue Star - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

No respondents were in support of this allocation.

Q58 – Allocation 21 – Blue Star - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over use of greenfield site for development	2	67%
Wildlife concerns	1	33%
View that development is too large	1	33%
Views against proposed housing numbers / government housing targets	1	33%
Concern over contamination of land at site	1	33%
Road infrastructure concerns	1	33%

Figure 342 – Full themes raised at Q58 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 21 – Blue Star’

SAMPLE: 3

Q59 – Allocation 22 – Goodwillies Timber Yard - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
General comments of support for allocation	2	40%
Support for use of brownfield site	1	20%

Figure 343 – Full themes raised at Q59 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 22 – Goodwillies Timber Yard’

SAMPLE: 5

Q59 – Allocation 22 – Goodwillies Timber Yard - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	3	60%
Road infrastructure concerns	2	40%
Concern over impact of increase in population	1	20%
Importance of leisure facilities	1	20%
Concern over contamination of land at site	1	20%

Figure 344 – Full themes raised at Q59 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 22 – Goodwillies Timber Yard’

SAMPLE: 5

Q60 – Allocation 23 – MDA Newlands Phase 1 Hambledon Road - You indicated that you 'Strongly support' or 'somewhat support' this allocation – please give us more information as to why you feel this way.

1 respondent indicated that they supported the allocation and provided no further comments.

Q59 – Allocation 23 – MDA Newlands Phase 1 Hambledon Road - You indicated that you 'Somewhat oppose' or 'strongly oppose' this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over use of greenfield site for development	2	50%
Road infrastructure concerns	1	25%
Views against proposed housing numbers / government housing targets	1	25%
View against proliferation of fast food outlets	1	25%
Concern over impact on trees / TPOs	1	25%
Wildlife concerns	1	25%
Concern over impact on listed building(s)	1	25%
Concern over impact on site(s) of archeological importance	1	25%
Concern over impact on nearby Conservation Area	1	25%
View development is too large	1	25%

Figure 345 – Full themes raised at Q60 by those who selected 'Somewhat oppose' or 'Strongly oppose' in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 23 – MDA Newlands Phase 1 Hambledon Road'
SAMPLE: 4

Q61 – Allocation 24 – South Downs College Car Park - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for policy for prioritisation for brownfield over greenfield development sites	2	67%
Support dependent on space for local college not being lost	1	33%
Support for location of allocation	1	33%
Support caveated with concern over cumulative impact with other allocations (Campdown)	1	33%

Figure 346 – Full themes raised at Q61 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 24 – South Downs College Car Park’
SAMPLE: 3

Q61 – Allocation 24 – South Downs College Car Park - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over requirement for parking at South Downs College (and impact on surrounding roads)	6	46%
Wildlife concerns	4	31%
Road infrastructure concerns	3	23%
Concern over loss of open / green space	3	23%
General environment concerns	3	23%
Concern over loss of space	1	8%
Views against proposed housing numbers / government housing targets	1	8%
Concern over future of the college	1	8%
Support for policy for prioritisation for brownfield over greenfield development sites	1	8%
Road safety concerns	1	8%
Education infrastructure concerns	1	8%
Health infrastructure concerns	1	8%
Impact on residential parking	1	8%
Concern over loss of agricultural land	1	8%
Water infrastructure concerns	1	8%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	8%
Light pollution concerns	1	8%
Concern over lack of affordable housing	1	8%
Concern over quality of development	1	8%
Concern over cumulative impact with other allocations (Campdown)	1	8%

View that allocation could release land in Havant (HSDC Campus)	1	8%

Figure 347 – Full themes raised at Q61 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 24 – South Downs College Car Park’

SAMPLE: 13

Q62 – Allocation 25 - Campdown - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Comments relating to separate sites	2	67%
Road infrastructure concerns	1	33%
Support for higher density development	1	33%
Importance of views from properties	1	33%

Figure 348 – Full themes raised at Q62 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 25 - Campdown’

SAMPLE: 3

Q62 – Allocation 25 - Campdown - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	10	45%
Wildlife concerns	10	45%
Concern over loss of open / green space	8	36%
General environment concerns	7	32%
Views against proposed housing numbers / government housing targets	5	23%
Concern over impact on site(s) of archeological importance	5	23%
Views against mitigation policy	5	23%
Concern over impact on trees / TPOs	3	14%
General infrastructure concerns	2	9%
Importance of sport / recreation facilities	2	9%
Education infrastructure concerns	2	9%
Health infrastructure concerns	2	9%
Importance of partnership working	2	9%
Construction disruption concerns	2	9%
Question local housing need	1	5%
View that allocation proposed on unsuitable ground	1	5%
View that further assessment / data needed	1	5%
Potential for contaminated land	1	5%
View site should be used for mitigation	1	5%
Road safety concerns	1	5%
Concern over ongoing requirement for college parking	1	5%
Impact on residential parking	1	5%
Concern over loss of agricultural land	1	5%
Water infrastructure concerns	1	5%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	5%

Opposition from other organisations	1	5%
Support for higher density development	1	5%
Public transport concerns	1	5%
Importance of active travel routes	1	5%
Light pollution concerns	1	5%
Concern over cumulative impact of development	1	5%

Figure 349 – Full themes raised at Q62 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q37 – Do you support or oppose the following allocated housing sites within the Plan? (Findings for Allocation 25 - Campdown’
SAMPLE: 22

Q65 – Allocation 26 – Waterloo Park - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over deliverability	1	33%
Concern over desirability	1	33%

Figure 350 – Full themes raised at Q65 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 26 – Waterloo Park)

SAMPLE: 3

Q65 – Allocation 26 – Waterloo Park - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

No respondents were in opposition to this allocation.

Q66 – Allocation 27 – Dunsbury Park Strategic Site - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support from strategic partner	1	14%
Concern over deliverability	1	14%
General support for allocation	1	14%
Support for retention of site for employment purposes	1	14%
View that site can support specialised industry	1	14%
Support for design interventions	1	14%
Support for mitigation actions	1	14%
View that site will have positive environmental impact	1	14%
View that site will have positive impact on health and wellbeing	1	14%
Importance of active travel routes	1	14%
Report of error in Plan	1	14%
General infrastructure concerns	1	14%

Figure 351 – Full themes raised at Q66 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 27 – Dunsbury Park Strategic Site’

SAMPLE: 7

Q66 – Allocation 27 – Dunsbury Park Strategic Site - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Wildlife concerns	1	50%
Light pollution concerns	1	50%
Concern over impact on trees / TPOs	1	50%

Figure 352 – Full themes raised at Q66 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 27 – Dunsbury Park Strategic Site’

SAMPLE: 2

Q67 – Allocation 28 – Former Colt Site - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
View that the site should be used for housing	2	67%
Concern over deliverability	1	33%
View that site could be used for housing / employment mix	1	33%

Figure 353 – Full themes raised at Q67 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 28 – Former Colt Site’

SAMPLE: 3

Q67 – Allocation 28 – Former Colt Site - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
View that the site should be used for housing	1	100%
Concern over desirability	1	100%
View that site could be used for housing / employment mix	1	100%
Noise pollution concerns	1	100%

Figure 354 – Full themes raised at Q67 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 28 – Former Colt Site’

SAMPLE: 1

Q68 – Allocation 29 – Gas Holder Site, Downley Road, New Lane - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over deliverability	1	100%

Figure 355 – Full themes raised at Q68 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 29 – Gas Holder Site, Downley Road, New Lane’
SAMPLE: 1

Q68 – Allocation 29 – Gas Holder Site, Downley Road, New Lane - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

No respondents were in opposition to this allocation.

Q69 – Allocation 30 – Langstone Park - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for use of site for employment purposes	1	20%
Support dependent on introduction of access restrictions	1	20%
Noise pollution concerns	1	20%
Light pollution concerns	1	20%
Air pollution concerns	1	20%
Concern over deliverability	1	20%
Importance of active travel routes	1	20%
Road safety concerns	1	20%
Concern over design of buildings	1	20%

Figure 356 – Full themes raised at Q69 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 30 – Langstone Park’

SAMPLE: 5

Q69 – Allocation 30 – Langstone Park - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	1	50%
Water pollution concerns	1	50%
Water infrastructure concerns	1	50%
View that buffer to watercourse should be maintained	1	50%

Figure 357 – Full themes raised at Q69 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 30 – Langstone Park’

SAMPLE: 2

Q70 – Allocation 31 – Interbridges West - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over deliverability	1	100%

Figure 358 – Full themes raised at Q70 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 31 – Interbridges West’

SAMPLE: 1

Q70 – Allocation 31 – Interbridges West - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	3	43%
View that site should be used to provide infrastructure	2	29%
View that infrastructure should be implemented before development	1	14%
Importance of active travel routes	1	14%

Figure 359 – Full themes raised at Q70 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 31 – Interbridges West’

SAMPLE: 7

Q71 – Allocation 32 – Interbridges East - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over deliverability	1	100%

Figure 360 – Full themes raised at Q71 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 32 – Interbridges East’
SAMPLE: 1

Q71 – Allocation 32 – Interbridges East - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	6	67%
Flooding / sea level rise concerns	2	22%
Pollution concerns	1	11%
Noise pollution concerns	1	11%
Concern over access for heavy vehicles	1	11%
Road safety concerns	1	11%
Light pollution concerns	1	11%
Wildlife concerns	1	11%

Figure 361 – Full themes raised at Q71 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 32 – Interbridges East’
SAMPLE: 9

Q72 – Allocation 33 – Gas Site, Palmers Road, Emsworth - You indicated that you ‘Strongly support’ or ‘somewhat support’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over deliverability	1	50%
Road infrastructure concerns	1	50%
Construction disruption concerns	1	50%

Figure 362 – Full themes raised at Q72 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 33 – Gas Site, Palmers Road, Emsworth’

SAMPLE: 2

Q72 – Allocation 33 – Gas Site, Palmers Road, Emsworth - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this allocation – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Proximity to home of respondent	1	50%

Figure 363 – Full themes raised at Q72 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q64 – Do you support or oppose the following allocations for employment space within the Plan? (Findings for Allocation 33 – Gas Site, Palmers Road, Emsworth’

SAMPLE: 2

Q77 – High quality development – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Importance of high quality design	21	23%
Support caveated with views expressing lack of trust in relation to HBC / planning	10	11%
Importance of providing affordable housing	8	9%
Views against high density development	7	8%
Support for climate resilient housing	6	6%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	6	6%
Importance of aesthetic appeal	6	6%
Support for use of renewable energy sources	6	6%
Support dependent on resolution of concern of impact of development on the character of the area	6	6%
Enforcement / accountability concerns	6	6%
View design should be robust / resilient	5	5%
Importance of sustainability	5	5%
Support given alongside concern over impact of development on resident health / wellbeing / quality of life	5	5%
General comments of support for policy	4	4%
Support given alongside views against proposed housing numbers / government housing targets	4	4%
Support for use of good quality / modern materials	4	4%
Importance of ample internal space	4	4%
Protection of open / green space	4	4%
Road infrastructure concerns	4	4%
Wastewater infrastructure concerns	4	4%
Importance of sense of pride / cohesion with development	3	3%
General infrastructure concerns	3	3%
Parking concerns	3	3%
General environment concerns	3	3%
Water infrastructure concerns	3	3%
Support for higher density development	3	3%
Safety concerns	2	2%
View Plan is too vague	2	2%
Flooding / sea level rise concerns	2	2%
Ongoing maintenance concerns	2	2%
Importance of attracting business to the area	1	1%
Support for low carbon design	1	1%
Importance of providing ample outdoor space	1	1%
Unsure on definition	1	1%

Further information required	1	1%
Support for energy efficient design	1	1%
Concern over practicality of reducing car usage	1	1%
Importance of active travel	1	1%
Wildlife concerns	1	1%
Concern over impact on trees / TPOs	1	1%
Emergency access concerns	1	1%
Road safety concerns	1	1%
Support alongside concern over poor state of highways (including roads and pathways)	1	1%
Concern over impact of increase in population	1	1%
Views against / concern over electric vehicles	1	1%
Impact on tourism / holiday visitors	1	1%
ASB (anti-social behaviour) / crime concerns	1	1%
View that development should be close to place(s) of worship	1	1%
No reference to AONB	1	1%
Query on information	1	1%
Support for communal gardens	1	1%
View that further data / assessment required	1	1%
Importance of guarantee / warranty on development	1	1%
Noise pollution concerns	1	1%
No mention of Chichester Harbour Conservancy Plan	1	1%
Utility infrastructure concerns	1	1%
Importance of sports / recreation facilities	1	1%
Importance of leisure facilities	1	1%
Retail concerns	1	1%
Support for pedestrianised areas	1	1%

Figure 364 – Full themes raised at Q77 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for High Quality Development’

SAMPLE: 93

Q77 – High quality development - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	4	21%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	4	21%
Concern over quality of design	3	16%
Concern over lack of affordable housing	3	16%
Concern over loss of open / green space	3	16%
Road infrastructure concerns	3	16%
General environment concerns	3	16%

Concern development will not be robust / resilient	2	11%
Views against higher density development	2	11%
Unsure on definition	2	11%
Concern over deliverability	2	11%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	1	5%
View Plan should focus on local needs	1	5%
General infrastructure concerns	1	5%
Concern policy is contrary to other policies	1	5%
Wildlife concerns	1	5%
Negative impact of development on the character of the area	1	5%
Water infrastructure concerns	1	5%
Construction disruption concerns	1	5%
Concern over lack of economic benefit from development	1	5%
Enforcement / accountability concerns	1	5%
Views against any type of development	1	5%

Figure 365 – Full themes raised at Q77 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for High Quality Development’

SAMPLE: 19

Q79 – Climate change – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for policy for local environment	16	19%
Support for policy / measures on water efficiency	11	13%
Importance of low carbon homes	7	8%
Support caveated with concerns over flooding / sea level rise	6	7%
General support for policy	5	6%
Support for more resilient development	5	6%
Support for use of renewable energy sources	4	5%
Wastewater infrastructure concerns	4	5%
Concern over impact on trees / TPOs	4	5%
Importance of 'climate conscious' construction	4	5%
Support given alongside views against proposed housing numbers / government housing targets	3	4%
Importance of natural absorption	3	4%
Protection of open / green space	3	4%
Support for energy efficiency measures	2	2%
Water infrastructure concerns	2	2%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	2	2%
Enforcement / accountability concerns	2	2%
General infrastructure concerns	2	2%
Road infrastructure concerns	2	2%
Wildlife concerns	2	2%
Construction disruption concerns	2	2%
Support for mitigation measures	2	2%
View that policy should prioritise development	1	1%
Concern over desirability	1	1%
View Plan should consider more frequent use of air conditioning	1	1%
Health infrastructure concerns	1	1%
Pollution concerns	1	1%
Air pollution concerns	1	1%
Support dependent on resolution of concern of impact of development on the character of the area	1	1%
Noise pollution concerns	1	1%
Importance of high quality design	1	1%
Scepticism over climate change aims	1	1%
View in favour of prioritising adaptation	1	1%
Concern over wider fatigue on climate change issue	1	1%
View that small scale actions preferable	1	1%
Concern over deliverability	1	1%
Report of error in document	1	1%

Figure 366 – Full themes raised at Q79 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Climate change)
SAMPLE: 84

Q79 – Climate change - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Views against proposed housing numbers / government housing targets	4	19%
View in favour of prioritising development over climate change policies	3	14%
Road infrastructure concerns	3	14%
View that climate policies should be delivered by central government	3	14%
Concern over use of renewable energy sources	2	10%
General environment concerns	2	10%
Importance of water efficiency	2	10%
Wastewater infrastructure concerns	2	10%
Water infrastructure concerns	2	10%
Concern over lack of affordable housing	2	10%
Air pollution concerns	2	10%
Noise pollution concerns	2	10%
Comments relating to climate impact of other countries	2	10%
Concern over funding / investment	2	10%
Importance of low carbon design	1	5%
Importance of energy efficiency	1	5%
Importance of resilient development	1	5%
Concern over flooding / sea level rise	1	5%
Concern over viability	1	5%
Enforcement / accountability concerns	1	5%
View Plan lacks definitive targets	1	5%
View Plan lacks coordinated actions	1	5%
Importance of natural absorption	1	5%
Wildlife concerns	1	5%
View Plan is too vague	1	5%
Importance of 'climate conscious' construction	1	5%
Importance of high quality design	1	5%
Scepticism over climate change aims	1	5%
View that Havant Town Centre is neglected	1	5%
Importance of cooling measures	1	5%
Importance of active travel	1	5%
Public transport concerns	1	5%
View in favour of protecting existing buildings	1	5%

Food security concerns	1	5%

Figure 367 – Full themes raised at Q79 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Climate Change’
SAMPLE: 21

Q81 – The natural environment – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for measures to protect local wildlife	20	22%
Support for measures to protect local environment	19	21%
Importance of environment for resident health and wellbeing	17	19%
Support for protection of designated sites	7	8%
Enforcement / accountability concerns	6	7%
Support for protection of open / green space	5	6%
Wastewater infrastructure concerns	5	6%
Negative views on mitigation / BNG policies	4	4%
View that development will have negative impacts on environment	4	4%
General support for policy	4	4%
Value of local nature	4	4%
View that natural environment should be prioritised over development	3	3%
Concern over possibility of fragmented development	3	3%
Support for measures to enhance local nature	3	3%
Water infrastructure concerns	3	3%
Support for specific measures	3	3%
Support for protection of sea / harbour	3	3%
Concern over impact on biodiversity	2	2%
Concern over impact on trees / TPOs	2	2%
Support dependent on resolution of concern of impact of development on the character of the area	2	2%
Concern over deliverability	2	2%
Contrary to specific allocations / other allocations	2	2%
Support given alongside views against proposed housing numbers / government housing targets	1	1%
View that nature should be left alone	1	1%
Pollution concerns	1	1%
Air pollution concerns	1	1%
Importance of nutrient neutrality	1	1%
View that policy is comprehensive	1	1%
Importance of sport / recreation facilities	1	1%
View that policy is balanced	1	1%
Support for policy for prioritisation for brownfield over greenfield development sites	1	1%
Importance of active travel	1	1%
Support for use derelict land	1	1%
Concern over funding / investment	1	1%
Support for higher density development	1	1%
Importance of biomass net gain	1	1%

Concern of greenwashing	1	1%
No reference to Chichester Harbour National Landscape	1	1%
Minimum BNG provision standard	1	1%
Reference to charity / community sector	1	1%
No reference to Chichester Strategic Wildlife Corridor	1	1%
General infrastructure concerns	1	1%

Figure 368 – Full themes raised at Q81 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for The natural environment’

SAMPLE: 90

Q79 – Climate change - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Wildlife concerns	9	43%
General environment concerns	4	19%
Negative views on mitigation / BNG policies	4	19%
Concern over loss of open / green space	4	19%
View that development will have negative impacts on environment	3	14%
Contrary to specific allocations / other allocations	3	14%
Concern over protection of designated sites	2	10%
Concern over impact on trees / TPOs	2	10%
Enforcement / accountability concerns	2	10%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	2	10%
Concern over possibility of fragmented development	1	5%
Concern over impact on biodiversity	1	5%
Views against proposed housing numbers / government housing targets	1	5%
Pollution concerns	1	5%
Air pollution concerns	1	5%
Noise pollution concerns	1	5%
Concern over impact on nutrient neutrality	1	5%
Water infrastructure concerns	1	5%
Negative impact of development on the character of the area	1	5%
Views supporting policy for brownfield over greenfield development	1	5%
Road infrastructure concerns	1	5%
Flooding / sea level rise concerns	1	5%
Concern over protection of sea / harbour	1	5%
Construction disruption concerns	1	5%
View policies undermine resilience	1	5%

Concern over lack of firm commitments	1	5%
Concern over impact of increase in population	1	5%
Concern of greenwashing	1	5%
View policies block adaptation	1	5%
Concern over clarity of evidence	1	5%

Figure 369 – Full themes raised at Q81 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for The natural environment’

SAMPLE: 21

Q83 – Flood risk and the coast – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for avoiding development on areas at risk of flooding	16	18%
Support dependent on resolution of concerns over risk of flooding / sea level rise	14	15%
Support for policy for development on Hayling Island	13	14%
General support for policy	11	12%
Water infrastructure concerns	9	10%
Wastewater infrastructure concerns	8	9%
Importance of policies on resident health and wellbeing	4	4%
Support for natural solution for flooding mitigation / against non-natural solutions (e.g. tarmac)	3	3%
Enforcement / accountability concerns	3	3%
Impact of flooding on tourism offer	3	3%
Importance of maintenance of flood defences	2	2%
Concern over impact of devolution	2	2%
Support caveated with concern over longevity of flood defences	2	2%
Concern over loss of biodiversity	2	2%
Protection of open / green space	2	2%
Concern over economic impact of flooding	2	2%
View in favour of enhancing sea defences	1	1%
Support given alongside views against proposed housing numbers / government housing targets	1	1%
Support for immediate action	1	1%
Concern over impact of increase in population	1	1%
Importance of sport / recreation facilities	1	1%
Concern over funding / investment	1	1%
General infrastructure concerns	1	1%
Pollution concerns	1	1%
Emergency access concerns	1	1%
Road infrastructure concerns	1	1%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	1%
Concern over deliverability	1	1%
General environment concerns	1	1%
Climate change scepticism	1	1%
View Plan should use updated data	1	1%
View Plan is too vague	1	1%
Missing reference to local sites / plans	1	1%
Support for nature based solutions	1	1%
Concern over lack of awareness of flood risk	1	1%

Coastal expertise in place	1	1%
Support for policy for prioritisation for brownfield over greenfield development sites	1	1%

Figure 370 – Full themes raised at Q83 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Flood risk and the coast’

SAMPLE: 91

Q83 – Flood risk and the coast - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over ongoing risk of development on areas at risk of flooding / sea level rise	7	30%
Water infrastructure concerns	5	22%
Wastewater infrastructure concerns	4	17%
View in favour of enhancing sea defences	2	9%
Views against proposed housing numbers / government housing targets	2	9%
Support for natural solution for flooding mitigation / against non-natural solutions (e.g. tarmac)	2	9%
Concern over funding / investment	2	9%
View that development should take place on Hayling Island	2	9%
Road infrastructure concerns	2	9%
Concern over ongoing maintenance of flood defences	1	4%
Flooding / sea level rise concerns	1	4%
Concern over impact of increase in population	1	4%
Importance of flood defences	1	4%
View that infrastructure should be implemented before development	1	4%
General infrastructure concerns	1	4%
Pollution concerns	1	4%
Concern over 'blocking' development	1	4%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	4%
View that seafront is overlooked	1	4%
Climate change scepticism	1	4%
Independent audit required	1	4%

Figure 371 – Full themes raised at Q83 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Flood risk and the coast’

SAMPLE: 23

Q85 – Heritage and landscape – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Value / support for protection of local historic sites	10	12%
Positive impact of historic sites on resident health and wellbeing	7	9%
Support for protection of local environment	7	9%
Support for protection of local wildlife	7	9%
Support for protection of local trees / TPOs	6	7%
Positive impact of historic sites on community cohesion	5	6%
Support for protection of hedgerows	4	5%
Concern over policy deliverability	3	4%
Concern over wider landscape impact	3	4%
Support for protection of open / green space	3	4%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	3	4%
Specific references missing	3	4%
Positive impact on local tourism offer	2	2%
Importance of sustainability	2	2%
Positive impact on local character	2	2%
Air pollution concerns	2	2%
Support for protection of sea / harbour locations	2	2%
View in favour of enhancing historic sites	2	2%
View that policy should be strengthened	2	2%
General comments of support	1	1%
Economic benefits of historic sites	1	1%
Noise pollution concerns	1	1%
View that development will lead to a single conurbation	1	1%
View policy is not strong enough	1	1%
Enforcement / accountability concerns	1	1%
Importance of early assessments	1	1%
Wastewater infrastructure concerns	1	1%
Water infrastructure concerns	1	1%
Construction disruption concerns	1	1%
Support for specific section	1	1%
Better retail offer required	1	1%
Support housing in town centres	1	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	1%
Importance of partnership working	1	1%
Importance of natural absorption	1	1%
Concern over soil quality	1	1%
Importance of shielding / cooling measures	1	1%

Figure 372 – Full themes raised at Q85 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Heritage and Landscape’
SAMPLE: 82

Q85 – Heritage and landscape - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern policies do not fully protect local historic sites	4	29%
Concern policies do not fully protect local hedgerows	3	21%
Concern over wider landscape impact	2	14%
Concern over impact on trees / TPOs	2	14%
Views against proposed housing numbers / government housing targets	2	14%
Concerns over loss of open / green / designated space	2	14%
View that development will lead to a single conurbation	2	14%
Support for protection of local historic sites	2	14%
General environment concerns	1	7%
Noise pollution concerns	1	7%
Wildlife concerns	1	7%
Negative impact of development on the character of the area	1	7%
View policy is not strong enough	1	7%
Clarity needed	1	7%
Enforcement / accountability concerns	1	7%
Concern over cumulative impact of development	1	7%
Importance of early assessments	1	7%
Importance of community involvement	1	7%
Ongoing maintenance concerns	1	7%
Road infrastructure concerns	1	7%

Figure 373 – Full themes raised at Q85 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Heritage and Landscape’
SAMPLE: 14

Q87 – Homes for all – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for provision of affordable housing	17	25%
Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	8	12%
Support for measures for renters	6	9%
Importance of older person accommodation	4	6%
Support for policies to enable up / downsizing	4	6%
Importance of provision of accommodation for disabled residents	4	6%
Recognition of local housing need	4	6%
View that starter homes required	3	4%
Views against proposed housing numbers / government housing targets	3	4%
Views against the traveller community	3	4%
ASB (anti-social behaviour) concerns	2	3%
Enforcement / accountability concerns	2	3%
Protection of open / green space	2	3%
Support for provision for self-build homes	2	3%
View in favour of additional traveller site	2	3%
Safety concerns	2	3%
Concern over lack of employment offer	2	3%
Importance of providing community for older residents	1	1%
Impact on character	1	1%
View that private / public housing should not be mixed	1	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	1%
General environment concerns	1	1%
Wildlife concerns	1	1%
Use retail for housing	1	1%
Unsure on definition	1	1%
Support for energy efficiency measures	1	1%
Support for use of renewable energy sources	1	1%
Views against immigration	1	1%
Question local housing need	1	1%
Support policy on annexes	1	1%
Importance of flexibility relating to annexes	1	1%
Public transport concerns	1	1%
Concern over isolation of elderly residents	1	1%
Support for refugees	1	1%
View in favour of ability to rent out rooms	1	1%
Importance of high quality design	1	1%

Figure 374 – Full themes raised at Q87 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Homes for all’
SAMPLE: 69

Q87 – Homes for all - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Concern over lack of affordable housing	5	19%
Importance of older person accommodation	2	8%
Support for policies to enable up / downsizing	2	8%
Views against proposed housing numbers / government housing targets	2	8%
General infrastructure concerns	2	8%
Road infrastructure concerns	2	8%
Health infrastructure concerns	2	8%
Education infrastructure concerns	2	8%
View that private / public housing should not be mixed	2	8%
View Plan should focus on local needs	2	8%
View that starter homes required	1	4%
Concern over lack of accommodation for disabled residents	1	4%
Importance of providing community for older residents	1	4%
Concern over impact of development on resident health / wellbeing / quality of life	1	4%
Concern over impact of increase in population	1	4%
View that infrastructure should be implemented before development	1	4%
Public transport concerns	1	4%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	4%
Views against the traveller community	1	4%
Recognition of local housing need	1	4%
Views supporting policy for brownfield over greenfield development	1	4%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	4%
Concern over loss of open / green space	1	4%
Support for use of empty / derelict buildings	1	4%
Concern over deliverability	1	4%
Concern over provision for self-build homes	1	4%
Views against immigration	1	4%
Views against providing affordable housing	1	4%

Concern over quality of development	1	4%

Figure 375 – Full themes raised at Q87 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Homes for all’
SAMPLE: 26

Q89 – The borough’s economy and town centres – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Importance of regeneration	11	14%
View that regeneration is positive for local community	7	9%
Support dependent on resolution of road infrastructure concerns	6	8%
Support dependent on resolution of ASB / crime concerns	4	5%
View that Plan reflects changing shopping habits	4	5%
Support for local retail	4	5%
Negative views on fast food outlets / takeaways	4	5%
Positive impact of regeneration on resident health and wellbeing	3	4%
Accessibility concerns	3	4%
Support for use of retail for housing	3	4%
Support for policies to support night time economy	3	4%
Importance of active travel	3	4%
General comments of support	2	3%
Concern over funding / investment	2	3%
View that policies would bring positive economic impact	2	3%
Support for policy impact on local retail parks	2	3%
Concern over deliverability	2	3%
Public transport concerns	2	3%
Importance of community facilities	2	3%
Importance of leisure / entertainment facilities	2	3%
Importance of providing cultural offer	2	3%
View that town centres currently untidy / in poor state of repair	1	1%
Support dependent on resolution of concern of impact of development on the character of the area	1	1%
General infrastructure concerns	1	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	1	1%
Road safety concerns	1	1%
Parking concerns	1	1%
Parking charge comments	1	1%
Support for variety of retail offer	1	1%
Wastewater infrastructure concerns	1	1%
Concern over loss of biodiversity	1	1%
Protection of open / green space	1	1%
Concern over lack of employment offer	1	1%
View that urgency to implement policies required	1	1%
Support for small business focus	1	1%

Litter concerns	1	1%
View that other locations are preferable	1	1%
Support for housing vulnerable people near town centres	1	1%
Report of error in document	1	1%
View that innovative ideas needed	1	1%
Support for added seating in town centres	1	1%
Support for higher density development	1	1%
Importance of sport / recreation facilities	1	1%

Figure 376 – Full themes raised at Q89 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for The borough’s economy and town centres’

SAMPLE: 79

Q89 – The borough’s economy and town centres - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	4	27%
Importance of regeneration	2	13%
Views against proposed housing numbers / government housing targets	2	13%
Concern over lack of employment offer	2	13%
View that town centres currently untidy / in poor state of repair	1	7%
Concern over changing retail habits	1	7%
Negative views on fast food outlets / takeaways	1	7%
Support for increasing offer in town centres	1	7%
Retail park impact	1	7%
Support for play area improvements	1	7%
General infrastructure concerns	1	7%
Road safety concerns	1	7%
Parking concerns	1	7%
Variety of retail offer	1	7%
Support for use of retail for housing	1	7%
Concern over lack of affordable housing	1	7%
General comments against policies	1	7%
Positive views on fast food outlets / takeaways	1	7%
Concern over lack of appeal for businesses	1	7%
Support for use of renewable energy sources	1	7%

Figure 377 – Full themes raised at Q89 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for The borough’s economy and town centres’

SAMPLE: 15

Q91 – Amenity and pollution – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support for policies to reduce / deal with local pollution	12	15%
Poor state of local water quality	7	9%
Poor state of local air quality	6	8%
Support dependent on resolution of road infrastructure concerns	6	8%
General infrastructure concerns	5	6%
Concern over impact of development on resident health / wellbeing / quality of life	5	6%
Wastewater infrastructure concerns	4	5%
Importance of water efficiency measures	4	5%
Concern over impact on trees / TPOs	3	4%
General comments of support	3	4%
Importance of active travel	3	4%
General environment concerns	3	4%
Enforcement / accountability concerns	2	3%
Noise pollution concerns	2	3%
Protection of open / green space	2	3%
Wildlife concerns	2	3%
Public transport concerns	2	3%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	1	1%
View that further data / assessment required	1	1%
Concern over flooding	1	1%
Light pollution concerns	1	1%
Concern over deliverability	1	1%
Safety concerns	1	1%
Concern over impact on cost for users	1	1%
Road safety concerns	1	1%
Missing designations	1	1%
Importance of partnership working	1	1%
Food security concerns	1	1%
View in favour of reducing / eliminating car usage in town centres	1	1%
Support for policies that encourage electric vehicle usage	1	1%
Importance of nutrient neutrality	1	1%
Concern over lack of appeal for businesses	1	1%
Support for use of renewable energy sources	1	1%

Figure 378 – Full themes raised at Q91 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Amenity and Pollution’
SAMPLE: 78

Q91 – Amenity and pollution - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	8	36%
Pollution concerns	5	23%
General infrastructure concerns	4	18%
Air quality concerns	3	14%
View that further data / assessment required	3	14%
Views against proposed housing numbers / government housing targets	3	14%
Water quality concerns	2	9%
Wastewater infrastructure concerns	2	9%
Enforcement / accountability concerns	2	9%
Health infrastructure concerns	2	9%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	2	9%
Concern over impact on trees / TPOs	1	5%
Concern over lack of affordable housing	1	5%
Education infrastructure concerns	1	5%
Concern over impact of development on resident health / wellbeing / quality of life	1	5%
Noise pollution concerns	1	5%
Light pollution concerns	1	5%
View policies are not specific enough	1	5%
View policies are not strong enough	1	5%
View Plan lacks transparency	1	5%
View Plan lacks ambition	1	5%
Public transport concerns	1	5%
Concern over impact on hedgerows	1	5%
ASB (anti-social behaviour) concerns	1	5%
View in favour of reducing / eliminating car usage in town centres	1	5%
Concern over radon levels	1	5%
Concern over soil quality	1	5%
Concern over lack of appeal for businesses	1	5%
Support for use of renewable energy sources	1	5%

Figure 379 – Full themes raised at Q91 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Amenity and Pollution’
SAMPLE: 22

Q93 – Infrastructure – You indicated that you ‘strongly support’ or ‘somewhat support’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Support dependent on resolution of road infrastructure concerns	22	28%
Support dependent on prioritisation of infrastructure	13	17%
Importance of protecting open / green space	13	17%
Impact of infrastructure on resident health and wellbeing	10	13%
Importance of investment in infrastructure	6	8%
Importance of sport / recreation facilities	6	8%
Health infrastructure concerns	5	6%
Wastewater infrastructure concerns	5	6%
Education infrastructure concerns	5	6%
Parking concerns	5	6%
General support for policy	4	5%
View that infrastructure should be implemented before development	4	5%
Enforcement / accountability concerns	4	5%
Concern over future impacts if issue is neglected	4	5%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	4	5%
General environment concerns	4	5%
Public transport concerns	3	4%
Concern over practicality of reducing car usage	3	4%
Wildlife concerns	3	4%
Support for requirement for renewable energies	3	4%
Emergency access concerns	3	4%
Flooding / sea level rise concerns	3	4%
Views against proposed housing numbers / government housing targets	2	3%
Water infrastructure concerns	2	3%
Importance of active travel routes	2	3%
Importance of providing business / employment opportunities	2	3%
Ongoing maintenance concerns	2	3%
Heavy vehicle concerns	2	3%
Support given alongside concerns over cumulative / piecemeal development	1	1%
Support alongside concern over poor state of highways (including roads and pathways)	1	1%
Utility infrastructure concerns	1	1%
Importance of partnership working	1	1%
Accessibility concerns	1	1%
Safety concerns	1	1%
Importance of community cohesion	1	1%

Support for aims to reduce travel	1	1%
Importance of affordable facilities	1	1%
Air pollution concerns	1	1%
Support for inclusion of EV charging points	1	1%
Road safety concerns	1	1%
Concern over lack of land availability	1	1%
Recognition of local housing need	1	1%
Support for policy for prioritisation for brownfield over greenfield development sites	1	1%
Pollution concerns	1	1%
Support for wider renewable energy infrastructure	1	1%
Importance of cemeteries	1	1%
Noise pollution concerns	1	1%
Concern over loss of agricultural land	1	1%

Figure 380 – Full themes raised at Q93 by those who selected ‘Strongly support’ or ‘Somewhat support’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Infrastructure’

SAMPLE: 78

Q93 – Infrastructure - You indicated that you ‘Somewhat oppose’ or ‘strongly oppose’ this theme and/or the policies it includes – please give us more information as to why you feel this way.

Theme	Frequency	Percentage
Road infrastructure concerns	34	71%
Concern over impact of increase in population	9	19%
Concern over prioritisation of infrastructure	7	15%
Enforcement / accountability concerns	7	15%
Concern over practicality of reducing car usage	7	15%
Education infrastructure concerns	6	13%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	6	13%
Concern over investment in infrastructure	5	10%
View that infrastructure should be implemented before development	5	10%
Parking concerns	5	10%
Road safety concerns	4	8%
Health infrastructure concerns	3	6%
Importance of partnership working	3	6%
Public transport concerns	3	6%
Concern over impact of development on resident health / wellbeing / quality of life	3	6%
Concerns over loss of open / green / designated space	3	6%
View that further assessment / data required	3	6%
Air pollution concerns	3	6%

Views against proposed housing numbers / government housing targets	2	4%
Water infrastructure concerns	2	4%
Importance of sport / recreation facilities	2	4%
Importance of active travel methods	2	4%
Ongoing maintenance concerns	2	4%
Support for requirement for renewable energies	2	4%
General environment concerns	2	4%
Heavy vehicle concerns	2	4%
Waste infrastructure concerns	1	2%
Objection relating to Southleigh site	1	2%
Importance of active travel routes	1	2%
Concern over lack of affordable housing	1	2%
View that Plan lacks ambition	1	2%
View that Plan lacks transparency	1	2%
Concern over inclusion of EV charging points	1	2%
Concern over lack of business / employment opportunities	1	2%
Wildlife concerns	1	2%
ASB (anti-social behaviour) concerns	1	2%
Emergency access concerns	1	2%
View that consultation is poor	1	2%
Flooding / sea level rise concerns	1	2%
Concern over lack of land availability	1	2%
Recognition of local housing need	1	2%
Retail needed	1	2%
Importance of social / community facilities	1	2%

Figure 381 – Full themes raised at Q93 by those who selected ‘Somewhat oppose’ or ‘Strongly oppose’ in response to Q76 – Do you support or oppose the following topic-based policies within the Plan? (Findings for Infrastructure’

SAMPLE: 48

Q99 – And finally, in relation to the Building a Better Future Plan, do you have any further comments you would like to submit for consideration?

Theme	Frequency	Percentage
Road infrastructure concerns	174	41%
General infrastructure concerns	65	15%
Views against proposed housing numbers / government housing targets	59	14%
Environmental impact concerns	52	12%
View that infrastructure should be implemented before development	49	12%
Concern over impact of development on resident health / wellbeing / quality of life	49	12%
Concerns over loss of open / green / designated space	47	11%
Health infrastructure concerns	39	9%
Education infrastructure concerns	34	8%
Views expressing lack of trust / previous promises broken in relation to HBC / planning	33	8%
Comments expressing general thanks / support for the Plan	31	7%
Wastewater infrastructure concerns	29	7%
Negative impact of development on the character of the area	28	7%
Flooding / rising sea level concerns	26	6%
No further comments	25	6%
Concern over impact of development on wildlife	24	6%
Concern over impact of increased population	22	5%
Water infrastructure concerns	20	5%
Pollution concerns	20	5%
Enforcement / accountability concerns	20	5%
Comments recognising housing need	19	5%
Road safety concerns	19	5%
Views supporting policy for brownfield over greenfield development	18	4%
Concern over practicality of low car usage	17	4%
Negative views on consultation process	17	4%
Public transport concerns	15	4%
Importance of affordable housing	15	4%
Concern over funding / investment sources	14	3%
Concern over design standards of new developments	14	3%
Support for the proposed approach for development on Hayling Island	13	3%
View that development will lead to a single conurbation	13	3%
Retail infrastructure concerns	12	3%

Importance of providing variety of units / dwellings as part of development (inc. 1/2 bedroom flats to executive housing)	12	3%
Active travel route infrastructure	11	3%
Question over local housing need	10	2%
Concern over future impact of Plan	10	2%
Concern over lack of land availability	10	2%
Importance of eco-friendly housing design	10	2%
Concern over cumulative / piecemeal development	9	2%
Importance of partnership working to realise Plan	9	2%
Importance of regeneration ambition	9	2%
View that development should focus on local needs	9	2%
Importance of economic / commercial opportunities	8	2%
Concern over poor state of highways (including roads and pathways)	7	2%
Air pollution concerns	7	2%
Concern over loss of agricultural land	7	2%
Concern over lack of community engagement	7	2%
Concern over sustainability of development	7	2%
Concern over impact on TPOs / trees	6	1%
Importance of sport / recreation facilities	6	1%
Concern over community cohesion / isolation	6	1%
Construction disruption concerns	6	1%
View further data / assessment needed	6	1%
Comments on local footbridge	5	1%
Emergency access concerns	5	1%
Noise pollution concerns	5	1%
Food security concerns	5	1%
Concern over lack of employment offer	5	1%
Support for higher density development	5	1%
Support for use of renewable energy sources	5	1%
Support for use of empty / derelict homes	5	1%
Support for providing accommodation for older people	5	1%
Negative views on Bloor consultation	5	1%
Safety concerns	4	1%
Concern over impact of devolution / LGR	4	1%
Concern over deliverability	3	1%
Importance of leisure facilities	3	1%
Utility infrastructure concerns	3	1%
Ongoing maintenance concerns	3	1%
Concern over inspector decision	3	1%
Views supporting policy against temporary lets (e.g. Airbnb) / second homes	3	1%
Parking concerns	2	0%
Importance of recycling	2	0%
Lack of joined-up thinking	2	0%

View that other authority areas better suited for development	2	0%
ASB (anti-social behaviour) concerns	2	0%
Comment on parking charges	2	0%
Concern that Plan fails to meet housing targets	2	0%
View that Plan lacks ambition	2	0%
General comments against Plan	2	0%
Concern over impact on tourism	2	0%
Objections relating to Long Copse Lane site	1	0%
Objections relating to Southleigh site	1	0%
Light pollution concerns	1	0%
Views against mitigation measures	1	0%
Importance of community facilities	1	0%
Views against higher density development	1	0%
Views against affordable housing	1	0%
Concern over impact on vulnerable residents	1	0%
Rental opportunities	1	0%
Importance of monitoring / evaluation	1	0%
Concern over level of policing	1	0%
Street lighting concerns	1	0%
Comments on beach facilities	1	0%
Public toilet maintenance concerns	1	0%
Support for beach hut owners	1	0%
Support for more bins in area	1	0%
View in favour of creation of new towns / settlements	1	0%
Question legality of Emsworth Park allocation	1	0%
View that Plan has been rushed	1	0%
Support for measures to reduce homelessness	1	0%
Views against immigration	1	0%
Support for conversion of caravan sites into housing	1	0%
Importance of arts / cultural offer	1	0%
Concern over insurance of properties	1	0%
Support for policy for caravan sites	1	0%
View that Plan blocks development	1	0%
Support for providing homes for those in need	1	0%

Figure 382 – Full themes raised in response to Q99 – And finally, in relation to the Building a Better Future Plan, do you have any further comments you would like to submit for consideration?

SAMPLE: 422

Appendix O – Full list of themes raised on Go Vocal

1 respondent provided information via Go Vocal – their comment raised concern over the impact on development on the local road infrastructure, particularly in reference to the Southleigh site.

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