Havant
BOROUGH COUNCIL

Statement of Common Ground

Hampshire County Council &
Havant Borough Council

November 2026

Introduction

This Statement of Common Ground ('SoCG') is a jointly agreed statement between Hampshire County Council ('HCC') and Havant Borough Council ('HBC') in relation to the Havant 'Building a Better Future' Plan (BBFP) ('The Local Plan').

Overview of Joint Working & Engagement

HCC have acted as a key partner authority to HBC, providing inputs into to the Local Plan throughout its preparation. In particular:

- The scoping report for the Sustainability Appraisal and the assessment of the main issues for the plan relied heavily on county level data, such as the Joint Strategic Needs Assessment (JSNA);
- Hampshire County Council was consulted and provided information for the screening of sites (identified via the site selection process), in relation to highways, rights of way, minerals & waste planning, education and drainage / flood risk; HBC also undertook and archaeology review under an existing service level agreement with the Brough Council.
- Public Health officers reviewed and influenced the approach to health taken in the plan and provided guidance on the completion of the Health Impact Assessment;
- Monthly 'check-ins' between officers from the Local Plan team and HCC's highways strategy team were scheduled to discuss the approach to transport in the Local Plan, as well as the selection of sites and the drafting of transport related topic policies

As well as the informal engagement set out above, Hampshire County Council also submitted formal consultation responses to the Regulation 18 Draft Local Plan in 2025 and the Regulation 19 Publication Plan in 2026, with officers of the two authorities working together to finalise policy wording between the two formal stages.

Relevant evidence base

Key part of the evidence base, relevant to both authorities are:

- (IT006) Strategic Transport Assessment (STA) *
- (KS006) Local Transport Plan 4
- (IT002) Local Cycling and Walking Infrastructure Plan
- (SP005) Health Impact Assessment (HIA)
- (NE008) Catchment Management Plan

* the Havant Local Plan Strategic Transport Assessment (STA 2025) was produced by Hampshire Planning and Transport (Hampshire County Council's trading name) contracted to coordinate the STA on behalf of Havant Borough Council (HBC). Hampshire County Council as Local Highway Authority were a key partner in the preparation of the Strategic Transport Assessment (STA) for the Local Plan, attending workshops with HBC officers and their TA consultants, National Highways and neighbouring local highway authorities; Through these workshops the Vision for the Transport Assessment, as part of the vision led approach, was agreed; findings of model runs were reviewed and the mitigation package agreed.

Summary of Common Ground

Development Strategy

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.

In this context, the County Council is also supportive of aims to develop at high densities, as this supports the viability of both active travel and of public transport. The County Council supports the allocation of greenfield sites so long as 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.

Allocation 1: Southleigh (2,100 homes)

The County Council strongly supports a comprehensive masterplan-led approach to the delivery of Southleigh, as required in paragraph 3.16 of Allocation 1. Due to the multiple land ownership, this recognises the need for the site to be planned and brought forward comprehensively. HCC and HBC agree that a whole-site masterplan is essential to safeguard land, coordinate infrastructure delivery, avoid piecemeal development, and demonstrate how links beyond the site and a wider sustainable transport strategy will be delivered in practice.

Development Requirement k (infrastructure (transport)) (iii), requires a bridge link from Southleigh to the South West to connect the sites with the wider transport network. The County Council has not provided technical comment or advice on the deliverability of the bridge as set out in Allocation 1, but supports the principle of the project, with a feasible solution to supporting sustainable modes of transport to be identified and delivered by the developer through an appropriate mechanism.

The County Council will continue to engage with the Borough Council regarding the provision of a bridge connection between Southleigh and the wider transport network. The parties agree that an updated Infrastructure Delivery Plan should identify the preferred infrastructure solution, its intended transport function, delivery responsibilities, phasing arrangements and indicative costs, when these are known. This can be informed by the findings of the Southleigh South-West Bridge Feasibility Study (June 2026, ref. IT007), including the different bridge options considered and the associated land take, cost and delivery implications. Further technical work led by the County Council is underway to inform the bridge requirements and associated evidence base. The two authorities will continue to work closely together on this matter, both in the context of the Local Plan and of the current outline planning application for the site (HBC ref APP/26/00324).

Allocation 18: Padnell Grange

HCC as Lead Local Flood Authority (LLFA) expressed concern in its Reg19 response (Representation No. 583) regarding the deliverability of Site Allocation 18 (Padnell Grange). Based on a review of all the allocations, the County Council identify that Allocation 18 does not have an obvious suitable drainage outfall. On closer inspection, the County Council has learned that the solution depends on securing agreement from a third-party landowner to connect to an off-site watercourse. The LLFA consider that until evidence is provided that the third party landowner supports the principle of the proposed connection, the deliverability of the site remains uncertain.

To address this concern, The County Council recommends additional wording, under the Development Requirements heading, to ensure an achievable drainage of this site is required.

While Havant Borough Council does not consider these amendments necessary for the plan to be considered sound, since in accordance with Policy 28 of the plan a satisfactory drainage solution must be found for all sites regardless of whether this is noted specifically in an allocation policy, HBC is nevertheless content for such an amendment to be made to satisfy HCC as LLFA.

The modification to address the County's concern is set out at the end of this SoCG.

Signatories

This statement has been prepared and agreed by the following organisations

Havant Borough Council	**Hampshire County Council**
D. Hayward	E. Howbrook
David Hayward Planning Policy Manager	Emily Howbrook Strategic Planning Manager
Date: 11.11.2026	Date:16.11.2026

Appendix: Schedule of Agreed Proposed Changes

Text proposed to be deleted is shown as ~~struckthrough;~~ New text to be inserted is shown by <u>underlining</u>

Comment Reference	**Paragraph / policy number**	**Agreed Proposed Change**
583	Allocation 18: Padnell Grange	**Development Requirements:** **…..** Incorporate surface water management systems which produce a 50% betterment on the pre-development rate of flow (PDL part) and restrict the rate of flow to greenfield rates (greenfield part); <u>and demonstrate that a connection to a drainage outfall can be achieved.</u>