Havant
BOROUGH COUNCIL

# Statement of Common Ground

National Highways &

Havant Borough Council

November 2026

# Introduction

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

# Overview of Joint Working & Engagement

National Highways is responsible for the safety, reliability, and operational efficiency of the Strategic Road Network (SRN). In the case of Havant Borough Council, this comprises the A3(M) and A27.

National Highways 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 and HCC as Local Highway Authority. Through these workshops the vision for the TA (as part of the vision led approach) was agreed; findings of model runs were reviewed and the mitigation package agreed.

National Highways made formal comments on the Plan at Regulation 18 and Regulation 19 stages.

# Relevant evidence base

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

(IT006) Strategic Transport Assessment (STA)

(IT001) Infrastructure Delivery Plan

# Summary of Common Ground

**Vision and Development Strategy**

NH generally support the Publication Plan's overarching policies relating to the Vision, Development Strategy and Objectives, which seek to enable sustainable development and to support improvements to infrastructure in the borough. NH consider that the collection of general overarching polices are well-developed and defined.

**Housing Need and Site Allocations**

National Highways acknowledges the Council's work on housing need and identifying sites. They will continue to engage with the Council, neighbouring local authorities and the development community to consider any implications that the emerging pattern of development has. NH will do so in the interest of ensuring that such development can be delivered with appropriate consideration of the SRN. Based on the provisions of the Plan, NH do not consider this requires any policy edits to the Pre-Submission Plan and therefore are comfortable that the collection of policies in the Plan provide them with the ability to engage with development proposals at future stages of the planning process.

**Strategic Transport Assessment (STA) and Infrastructure Delivery Plan (IDP)**

National Highways are content, at a strategic level, with STA and the IDP. Their consideration of these parts of the evidence is set out in greater detail in their Regulation 19 consultation response (Ref: 585). Overall NH can support the nature of the evidence base in support of the Publication Plan and accepts the strategic findings and initial concepts of intervention identified in the evidence

base. On the basis of the evidence base NH do not consider it likely that there would be severe residual impacts on the safe and efficient operation of the SRN.

Both parties recognise that the need remains for further detail and refinement as development comes forward as planning applications. HBC and NH (together with the Local Highway Authority) will continue to work together as development schemes come forward. The parties agree that policies 4: Infrastructure and Environmental Mitigation to Support Development and Policy 53: Accessibility, Transport and Parking provide an appropriate framework to bring development forward with appropriate consideration of the SRN.

In this context both parties also agree that the IDP is a living document, which needs to be kept updated as further detailed evidence comes to light in relation to transport infrastructure needs.

# Proposed Amendments to Plan

In their Regulation 18 and 19 representations, NH highlighted those sites that are located in close proximity to the SRN, and which therefore require particular attention to be paid to impact from development on the infrastructure and vice versa. The Council included some additional site specific provisions in the Regulation 19 Publication Plan, but NH still considered that further policy provisions should highlight this relationship and avoid or mitigate negative impacts. In order to future proof this requirement for sites beyond those allocated in the plan, the Council and NH have worked together to draft wording to include in Policy 53: Accessibility, Transport and Parking (see Appendix).

# Outstanding areas of disagreement

None.

# Signatories

**This statement has been prepared and agreed by the following organisations**

| **Havant Borough Council** | **National Highways** |
|---|---|
| D. Hayward | P. Blake |
| David Hayward<br>Strategic Planning Manager | Patrick Blake<br>Spatial Planning Manager |
| Date: 06/11/26 | Date: 17/11/26 |

# 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** |
|---|---|---|
| 585 | Policy 53: Accessibility, Transport and Parking | e) The development would not compromise<br>i. the ability of Local Authorities ~~or,~~ Highway Authorities or other transport infrastructure providers to deliver identified interventions; or<br>ii the safety or structural integrity of any adjacent highway or rail infrastructure. |