

Statement of Common Ground

Hampshire County Council &
Havant Borough Council

January 2021

Introduction & Background

This Statement of Common Ground (SoCG) is a jointly agreed statement between Hampshire County Council ('HCC', respondent No R216) and Havant Borough Council ('HBC'), ('the authorities') in relation to the Pre-Submission Draft (Regulation 19) Havant Borough Local Plan 2036 (HBLP). Hampshire County Council is the higher tier authority to Havant Borough Council, responsible for highways, education and social care services in the borough, among other county matters.

Meetings with various departments of HCC took place throughout the formulation of the HBLP, and draft versions of pertinent policies and evidence base documents for the HBLP were shared with HCC.

Representations

Hampshire County Council submitted a formal response to the 2019 Regulation 19 Consultation (Respondent Number R216).

Respondent no.	Respondent name	Comment no.
R216	Hampshire County Council – Adult Social Care	C01 – C04
R216	Hampshire County Council – Children's Services	C05
R216	Hampshire County Council – Highways Authority	C06
R216	Hampshire County Council – Local Lead Flood Authority	C07

Comments from HCC as the Local Highway Authority (R216 C06) were updated during the 2020 Regulation 19 Consultation, as a result of the Borough Council working further on the transport evidence base between the two consultations:

Respondent no.	Respondent name	Comment no.
R216	Hampshire County Council – Highways Authority	20C01

Adult Social Care

Hampshire County Council Adult Social Care made a number of comments in relation to provision of housing for older and disabled people:

Summary of HCC Comment	Agreed Way Forward
Policy H1 High Quality New Homes could be improved by requiring all new affordable homes to meet enhanced accessibility and adaptability standards through Building Regulations Part M4(2), other than as set out in part (c) of this policy.	HBC and HCC have discussed this matter further. The authorities agree that requirements for M4(2) standards to be met, should relate to all tenures, as proposed in the Pre-Submission Plan, rather than affordable housing only, as referred to in HCC's consultation response. The suggested level of 30% was viability tested and the viability report (para 3.9.9) ¹ confirms this to be a suitable level, which if exceeded may have too great an impact on viability. HBC and HCC therefore agree that the requirements set out in the Regulation 19 plans are appropriate.
A reference should be made in Policy H2 Affordable Housing or its supporting text to meeting a range of housing needs, including those for specialised affordable housing, including extra care housing. This is in order to meet the NPPF requirement to plan for the needs of different groups in the community including older people and disabled people. There is a particular need for affordable housing for these groups.	The Councils have agreed additional text to be included in the supporting text to Policy H2, which was included in the 2020 Reg19 Consultation.
Wording changes should be made to H5 Retirement and Specialist Housing to avoid complications at the implementation stage. These relate to the regulation of care, and standards that should be met.	Wording changes have been agreed between the two councils which were taken forward in the 2020 Reg19 Consultation.
The Southleigh Strategic Site provides the opportunity to meet a wide range of housing needs, including meeting the needs for those who require specialised housing such as affordable extra care housing both for older people and those with learning disabilities. They request that a criterion be added to this effect to Policy KP5.	Wording changes have been agreed between the two councils which were taken forward in the 2020 Reg19 Consultation.

Children's Services

Hampshire County Council set out the needs for early years provision resulting from the quantum and distribution of development and requests the Borough Council to note that for every 500 homes a minimum of 44 new early years places will be required for children aged between 2 and 4.

¹Local Plan and CIL Viability Study available at <https://www.havant.gov.uk/localplan/evidence-base>

The County Council's review and update of early years needs has been included as an update to the Infrastructure Delivery Plan (2020). Minor wording changes to Policy IN2 have also been agreed to allow the policy to provide a better 'hook' for HCC requests for infrastructure provision required to make development acceptable. These were included in the 2020 Regulation 19 consultation.

In addition, HCC's Childcare Development and Business Officer with responsibility for the Havant area has been added to HBC's consultee list for planning pre-application enquiries and planning applications, so that they can highlight known early years infrastructure needs to applicants.

Local Lead Flood Authority

Hampshire County Council as Local Lead Flood Authority welcome and support Policy E19 Managing flood risk in new development and Policy E20 Drainage infrastructure in new development, in particular the reference to SuDS in Policy E20. They suggested some additional supporting text, which was included in the 2020 Reg19 consultation.

Highway Authority

Hampshire County Council as Local Highway Authority (LHA) is a key partner to Havant Borough Council, with transport and highway matters being one of the most commonly cited concerns of residents with regard to development. There is an understanding that joint working is necessary on highways matters in the borough, and the two authorities met regularly during the production of the evidence base for the Local Plan and have regular liaison meetings outside of the Local Plan process.

Hampshire County Council (HCC) as the Local Highway Authority and Havant Borough Council (HBC) as Local Planning Authority have reached common ground on the following aspects of the local plan and the Transport Assessments. The parties agree that:

Engagement & Joint Working

1. The methodology and process for undertaking the transport assessments is sound and has been agreed by the Highway Authority.
2. There was sufficient engagement and consultation with HCC, conducted on behalf of HBC by Hampshire Services, throughout the preparation of the Mainland Transport Assessment.
3. There was sufficient engagement and consultation with HCC conducted by HBC throughout the preparation of the Hayling Island Transport Assessment and Addendum.
4. HCC and HBC agree to continue to work together under the Duty to Co-operate. HCC as local highway authority offers its continued support to ensure satisfactory outcomes for the Borough and the County.

Mainland Transport Assessment

5. The use of the Sub Regional Transport Model for assessing the cumulative impact of local plan development and the methodology used is appropriate and sufficient and agreed by HCC. The criteria for assessing the significant and severe impacts of local plan

development on highway junctions are set up and approved by HCC and used in other local plan Transport Assessments across Hampshire.

6. The criteria for assessing the junctions in the Mainland Transport Assessment were agreed by HCC. The Mainland Transport Assessment identified 10 junctions most likely to require mitigation to address the cumulative impact of the proposed development. Each mitigation scheme was tested using localised junction models and then applied in the Do Something modelling.
7. The Mainland TA took the approach that mitigation measures for the proposed local plan development would not require a large scale mitigation scheme such as a new direct road link from the Southleigh development site to the A27. The TA concluded that the impact from the local plan development could be adequately mitigated through small scale local junction improvements.
8. The Mainland TA Addendum 'Southleigh Study' subsequently concluded that a direct access onto the A27 via a link road is needed. The LHA maintain that the need for a new link road to the A27 has not been adequately evidenced and that the proposed local plan mitigation scheme has not been derived through a sequential approach starting with measures to avoid the need to travel, and working through active travel measures, public transport (SE Hampshire rapid transit) and localised junction improvements before considering a strategic road scheme. Further, uncertainties also remain regarding the link road scheme cost, funding mechanisms and deliverability within the local plan timescales.

Hayling Island Transport Assessment

9. The use of a microsimulation model in the Hayling Island TA for assessing the impact of the local plan development on Hayling Island was appropriate and sufficient. A range of mitigation packages was applied to the 2036 Do Something scenario. These mitigation packages were reviewed and refined in the Addendum (2020) to produce a package of proposed highway interventions. The package focuses on measures along the A3023 corridor from the A27 Langstone road roundabout to the seafront.
10. The geography of Hayling with only one road access inevitably resulted in a focus on highway capacity schemes which reinforces the dependency on the car for trips on and off the island. HCC and HBC agree that the low resilience of the A3023 corridor remains an area of concern. The TA Addendum (2020) provides a full discussion on the factors affecting the resilience of the A3023 corridor and proposes a range of highway and non-highway mitigation interventions which aim to improve highway flow, improve road safety and improve conditions for pedestrians, cyclists and bus users. To further promote sustainable transport modes both HCC and HBC are jointly funding a study to explore what future role the Hayling Billy Trail can play in contributing to transport provision on the island.
11. HCC and HBC agree that the Langstone Junction of the A27 is a significant strategic junction. It is the main point of access onto the A27 and to the wider strategic road network (A27, A3M and M27) for many trips from the mainland part of the borough and for all trips from Hayling Island. An assessment of the A27 Langstone junction is included in the Hayling Island TA Addendum (January 2020) which assessed the impact the local plan development will have on flows on and off the A27 Langstone roundabout junction. The combination of the mitigation measures at the A27 junction and its approaches together

with the optimisation of the existing A27 signal timings is predicted to bring improvements to traffic flow and reduced delays at this junction. It is agreed that the greatest benefits to traffic flow at the A27 junction and journey times along the A3023 corridor would be accrued from delivering the mitigation schemes proposed for this junction together with the Addendum (2020) mitigation package proposed on Hayling Island. In addition, HCC and HBC will continue to work with Highways England to investigate ways to maximise the effectiveness and efficiency of the operation of the roundabout.

Status of Mitigation Proposals in Local Plan Transport Assessments

12. HCC and HBC agree the proposed highway mitigation listed in the Mainland Transport Assessment and the Hayling Island Transport Assessment Addendum. It is understood that the mitigation schemes presented demonstrate that the level of development is capable of mitigation and does not preclude other schemes, designs and other modes being considered.
13. The Do Something (with mitigation schemes) modelling for the Mainland and Hayling Island Transport Assessments proposed mitigation schemes for increased junction capacity and modelled the highway impacts (for example in terms of junction capacity, queue length, delays and journey times) of increased motorised vehicle traffic. HCC and HBC recognise that there are other solutions for mitigating the transport impacts from local plan development which are more in line with the emerging policy agenda from central government on decarbonising transport (DfT March 2020 Decarbonising Transport – setting the challenge) and from HCC on the role of transport in reducing transport emissions (HCC July 2020 Climate Change Strategy and Action Plan). A wider approach to transport mitigation with a focus on sustainable travel and the need to reduce carbon emissions will need to be applied at a strategic and site specific level. HCC and HBC agree to work together and with applicants for development, in taking a sequential approach to assessment starting with measures to avoid the need to travel, active travel measures, public transport (SE Hampshire rapid transit) and lastly localised junction improvements.
14. There is agreement that to fully assess the local impacts of Local Plan sites and appropriate mitigation further assessment will be required through localised junction modelling as part of site-specific Transport Assessments.

Agreed future joint work

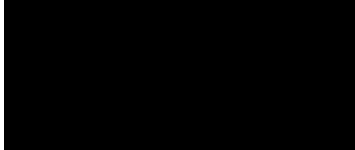
15. The two authorities are committed to working together to develop a transport strategy for Havant which will be informed by HCC's Climate Change Strategy and the emerging Hampshire Local Transport Plan. The outcome would be a transport strategy for Havant which is realistic, deliverable and appropriate for the duration of the local plan.

Signatories

This statement has been prepared and agreed by the following organisations

Havant Borough Council

Signature



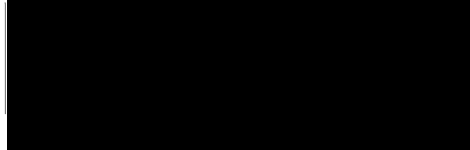
Simon Jenkins

Head of Planning

Date 11 February 2021

Hampshire County Council

Signature



Chris Murray

Head of Strategic Planning

Date 10 February 2021

Appendix: Schedule of Agreed changes included in 2020 draft HBLP

Key:

Text proposed to be deleted is shown as ~~struckthrough~~

New text to be inserted is shown by underlining

Comment Reference	Paragraph / policy number	Agreed Proposed Change
R216 C02	Policy H3 Paragraph 6.29 The precise scale, type and form of provision on each site will be subject to negotiation and will be dependent on the identified needs. <u>This will include a consideration of the need for specialist forms of affordable housing for particular user groups, such as extra care accommodation.</u>
R216 C03	Policy H5 Paragraph 6.46	For the purposes of this policy, specialist housing will meet an identified local need where it is regulated for both care and accommodation purposes <u>the care provision is regulated.</u>
R216 C03	Policy H5 Paragraph 6.46	... likely to be constitute a specialist care housing provision. To ensure that new homes are fit for purpose, extra care housing for older people should be built to HAPPI² and Hampshire County Council Extra Care Design Guide standards.
R216 C04	Policy KP5 a.ii.	Offers a wide range of attractive and imaginatively designed home types, tenures, densities and styles to cater for all sections of the community and for all stages of life, including genuinely affordable housing and, if there is a need, <u>specialist accommodation for people with support or care needs and self-build plots.</u>
R216 C05	Policy IN1 Criteria e - g	Switch criteria e and f in order to co-locate criteria on school places and earlier years e. Supporting the healthcare providers and the emergency services in their work by safeguarding sites for these services in places where they are needed in order to meet operational requirements; f. Ensuring every child has a school place when and where it is needed; g. Supporting the provision of sufficient childcare and pre-school <u>early years</u> spaces where they are needed and where it would be appropriate;
R216 C07	Policy E20 Paragraph 5.272	Where a site lies in the flood zone, any SuDS features must be outside of the flood zone to be effective. <u>For the design of all SuDS, developers are advised to follow the SuDS guidance provided on the Lead Local Flood Authority's (Hampshire County Council) website.</u>

² [Housing our Ageing Population Panel for Innovation \(HAPPI\)](#)