

# Places For People

Site – Land at The South Downs College, College Road, Purbrook,  
Waterlooville, PO7 8AA



Description of Development; Redevelopment of southern section of site to provide 85 dwellings comprising 1, 2, 3 & 4 bed houses and flats with associated parking, landscaping, waste and cycle storage. New access from College Road and other associated works.



## Contents

- 1 Introduction
- 2 The Site
- 3 Planning History
- 4 Planning Policy
  - National Policy
  - Local Policy
  - Emerging Policy
- 5 Development Proposals
  - Pre-Application Engagement
- 6 Development Considerations
  - Principle of Development
  - Housing supply and need
  - Affordable Housing
  - Design
  - Character of the area



Residential Amenity

Neighbouring Amenity

Landscaping

Transport and Highways

Ecology

Flooding and Drainage

Sustainability

Heritage

CIL

Section 106 and legal matters

Further considerations

7

8 Conclusions



# 1 Introduction

- 1.1 This planning statement and the planning submission has been prepared on behalf of Places for People (PfP) (herein the applicant) for the residential redevelopment of land to the south of Land at The South Downs College, College Road, Purbrook, Waterlooville.
- 1.2 Places for People is a property management, development, regeneration company and leisure company based in the UK. PfP is made of over 20 companies and manages more than 182,500 homes nationally. Places for People provide a wide range of property and asset management services – from market rent and affordable housing to leasehold management. They design, build and manage large-scale regeneration projects. Building a wide range of homes, to rent and buy.
- 1.3 With regards to the application site forms part of the applicant's delivery strategy and they have worked with Havant and South Downs College to propose a development that will not only much needed housing, but will also allow for significant further investment into the college and facilities.
- 1.4 The applicant has engaged with the local authority with regards to this submission and have sought to work with them in delivering this scheme. The scheme as now submitted is the culmination of these efforts.
- 1.5 This planning statement is an update form the original statement an deals with the changes at a local and national level.
- 1.6 This detailed planning application as amended is for the development of 91, one, two and three bed units with 30% affordable housing, set over shared ownership,

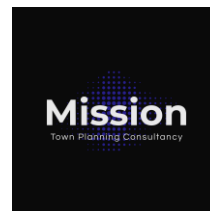


affordable rent, and discount to open market tenures. The planning application submission will be supported by the following plans and documents;

- Affordable Housing Statement – (Appended to this statement)
- Air Quality – Hydrock
- Design and Access Statement – HGP Architects
- Updated Design and Access Addendum Statement - HGP Architects
- Drainage – AWP (Updated)
- Ecology – ProVision to include Update report
- Flood Risk – AWP
- Ground Conditions
- Heritage – Orion Heritage
- Highways and Transport – AWP - to include Update report
- Lighting – Hyrdrock
- Noise – Noise
- Planning Statement – Mission Town Planning - Update report
- Statement of Community Engagement – Y Factory
- Trees – ACD Environmental - to include Update report and plans

1.7 The planning submission also comprises of the following plans and drawings as prepared by HGP Architects to support the application, a drawing register has been provided with the submission of the amended plans.

1.8 Section 2 of this statement looks at the site and its surroundings. Section 3 reviews the planning History. Section 4 looks at the relevant planning policies which the application will be assessed against. Section 5 discusses the development proposals and outlines the level of consultation the applicants have undertaken for the development. Section 6 assesses the application against relevant planning policies and any other relevant material



considerations. Section 7 sets out the benefits of the proposal and section 8 concludes the report.



## 2 The Site

- 2.1 The application site is an irregular shaped parcel of land consisting of 2.27 hectares of buildings and hard standing. The site has a rough change in levels of around 1m, albeit some of the existing college buildings are currently set into the site ground.
- 2.2 The site currently sits within the confines of Havant and South Downs College Campus and comprises a large surface car park, and some buildings to the northern portion of the site. The building to north of the site of one and two storeys and have not been used for the last 6 months.
- 2.3 The surface car park has historically been used for student and staff parking and provided in excess of 500 spaces. As of September 2021, the vast majority of the car park was closed, leaving only 75 spaces.
- 2.4 There are a number of trees on site, mainly set within the hard standing and to provide segregation of the spaces.
- 2.5 The site boundaries to the east, west and south area almost exclusively lined by dense and mature foliage and trees.
- 2.6 The site is currently accessed via the main college entrance which is to the north of the site and serves as the main access point to the site
- 2.7 In the wider context the site is to the south of the college campus, to the east and south are currently open fields, and beyond this to the east is the A3M.
- 2.8 To the is west of the site is College Road, with residential housing beyond accessed by Apollo Drive.



- 2.9 In regard to land use designations the site is within HBC Solent Recreation Mitigation Strategy 5600m Buffer and also the Buffer Zone for the SPA. Within the southern part of the site is an old roman road.
- 2.7 The site is within the defined settlement boundary as set out within the 2011 Local Plan, (Core Strategy).



### 3 Planning History

- 3.1 There are numerous planning applications, the vast majority are not relevant to the consideration of the application and related mainly to the use of the educational establishment.
- 3.2 The consent relating to the car park appears to be between 20 and 30 years old and relates to a number of consents.
- 3.3 Directly to the south of the site a planning application has recently been lodged for the following; Hybrid planning application comprising; full planning application for the erection of 130 dwellings with the creation of new access onto College Road, landscape, drainage, car parking and associated works; and outline planning application for up to 650 dwellings, community and nursery facility (use class D1 and D2), retail unit (use class A1), public open space, landscaping, diversion of public right of way and associated works and infrastructure. (Reference; APP/19/01101).
- 3.4 The above application has been withdrawn and further application reference APP/23/00488 which is for an Application for mixed use residential development comprising 628 dwellings, community centre, allotments, public open space including play areas, new junction to College Road, related internal access road, footways and cycleways, pumping station and drainage basins. This application remains undetermined.



## 4 Planning Policy

- 4.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70 (2) of the Town and Country Planning Act 1990 requires that applications must be in accordance with the development plan unless material considerations indicate otherwise.
- 4.2 The Development Plan for the area currently comprises The Havant Borough Core Strategy adopted 1<sup>st</sup> March 2011, and also the Havant Borough Local Plan (Allocations) adopted July 2014. These documents are the main documents to inform decision making
- 4.3 There are several supplementary planning documents which relate to specific areas of planning and are discussed below.
- 4.4 The Council have withdrawn their emerging Local Plan on the 16<sup>th</sup> March 2022 on the advice of the Planning Inspectorate and their examiners who considered that the plan should be withdrawn for issues relating to the deliverability of the plan and the sites therein.
- 4.5 Other material considerations include the National Planning Policy Framework, which as amended in December 2024, and the National Planning Policy Guidance which is an online resource and is updated on a regular basis.



## National Planning Policy Framework

- 4.6 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced.

## Sustainable Development

- 4.7 Para. 7 states that the purpose of the planning system is to contribute to the achievement of sustainable development.
- 4.8 Para. 8 refers to the three dimensions to this: economic, social, and environmental. These dimensions give rise to the need for the planning system to perform a number of roles. These roles should not be undertaken in isolation because they are mutually dependent.
- 4.9 At the heart of the NPPF is a 'presumption in favour of sustainable development'. Para.11 states that for decision-taking, this means:
- c) Approving development proposals that accord with an up-to-date development plan without delay; or
  - d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - i. the application of policies in this Framework that protect areas or assets of particular importance<sup>7</sup> provides a strong reason for refusing the development proposed; or



ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.

4.10 Paragraph 39 looks for Local Planning Authorities to approach decisions on proposed development in a positive and creative way. They should use the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

4.11 Paragraph 40 identifies that early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.

4.12 Paragraph 48 identifies that planning law requires that applications for planning permission be determined in accordance with the development plan, unless material considerations indicate otherwise. Decisions on applications should be made as quickly as possible, and within statutory timescales unless longer period has been agreed by the applicant in writing.



### **Delivering a Sufficient Supply of Homes**

- 4.13** In terms of addressing the need for housing for older people, paragraph 61 of the NPPF states that: “To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.” (My emphasis).
- 4.14** In addition, Paragraph 63 of the NPPF states that: “Within this context of establishing need, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies. These groups should include (but are not limited to) those who require affordable housing; families with children; older people (including those who require retirement housing, housing-with-care and care homes); students; people with disabilities; service families; travellers; people who rent their homes and people wishing to commission or build their own homes. (My emphasis).
- 4.15** Paragraph 73 acknowledges that small and medium sized sites and make an important contribution to meeting housing requirement of an area and are often built out relatively quickly. To promote the development of good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions giving great weight to the benefits of using suitable sites within existing settlements for homes.
- 4.16** Paragraph 78 identifies Local planning authorities should identify and update annually a supply of specific deliverable sites sufficient to provide housing against



their housing requirement set out in adopted strategic policies, or against their local housing need where strategic policies are more than five years old.

### **Promoting Healthy and safe Communities**

- 4.17 Paragraph 96 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.’

### **Promoting Sustainable Transport**

- 4.18 Paragraph 113 establishes that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport.



- 4.19 Paragraph 115 states that when considering development proposals, it should be ensured that appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location.
- 4.20 Paragraph 116 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residential cumulative impacts on the road network would be severe.
- 4.21 Paragraph 117 states that applications for development should:
- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
  - b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
  - c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
  - d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.



### **Making Effective Use of Land**

- 4.22 Paragraph 124 identifies that planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.
- 4.23 Give suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land. Paragraph 125.d) states that planning policies and decisions should: “promote and support the development of under-utilised land and buildings, especially if these would help meet identified needs for housing where land supply is constrained, and available sites could be used more effectively...”
- 4.24 Paragraph 129 states that planning policies and decisions should support development that makes efficient use of land, taking into account: ‘a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places.
- 4.25 Paragraph 130 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies



and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125.c) states that: “Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, considering the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site”.

### **Achieving Well-designed Places**

- 4.26 Paragraph 131 states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 4.27 Paragraph. 136 states that planning decisions should ensure that developments are visually attractive as a result of good architecture, layout and appropriate landscaping; they should be sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); and development should optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- 4.28 Paragraph 139 states that development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design, considering any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to: a) development which reflects local design policies and government



guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings

### **Conserving and Enhancing the Natural Environment**

- 4.29 Paragraph 187(e) states that planning and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity.

### **Conserving and Enhancing the Historic Environment**

- 4.30 Paragraph 212 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.
- 4.31 Paragraph 213 states that any harm to the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.
- 4.32 Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.



- 4.33 Paragraph 216 states that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 4.34 Paragraph 217 states that LPAs should not permit the loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.
- 4.35 Paragraph 218 states that LPAs should require developers to record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.
- 4.36 Paragraph 219 states that the loss of a building which makes a positive contribution to the significance of the Conservation Area should be treated either as substantial harm or less than substantial harm, as appropriate, considering the relative significance of the element affected and its contribution to the significance of the Conservation Area as a whole.

## Local Policy

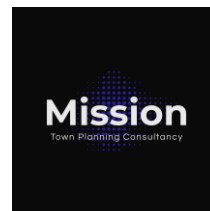
### The Havant Borough Core Strategy adopted March 2011

- 4.37 The adopted local plans sets out the local plans and policies that should be used to assess and consider new developments against. The plan sets out a spatial vision for the borough and seeks to deliver sustainable development that address the



environmental, the economic and the social of all schemes coming forward. The policies which are deemed to be of relevance to the submitted scheme are as follows.

- 4.38 Policy CS1 – Health and Wellbeing sets out the overall aims for the Core Strategy from retaining open space improving design quality, to supporting education, among a number of other key elements.
- 4.39 Policy CS6 – Regeneration of the Borough – reinforces to the requirements of paragraph 11 of the NPPF, and seeks to ensure the developments consider their full sustainable obligations.
- 4.40 Policy CS7 – Community Support and Inclusion, seeks to ensure that development will continue to education and training opportunities.
- 4.41 Policy CS9 – Housing – sets out the Council’s obligation to deliver housing and also the requirement to provide 30% affordable housing on site; to seek mixed and balanced communities, with a suitable density and mix that delivers suitable sizes and tenures.
- 4.42 Policy CS11 - Protecting and Enhancing the Special Environment and Heritage of Havant Borough – requires that all development respects and addresses the designations that it may impact as a result of coming forward.



- 4.43 Policy CS13 – Green infrastructure; sets out that should maintain and mange green infrastructure and create and not undermine existing elements.
- 4.44 Policy CS15 - Flood and Coastal Erosion Risk requires development that consider the elements of flood risk and addresses them through the development.
- 4.45 Policy CS16 – High Quality Design; is criteria based policy that requires high quality design which integrates the local area and is positively planned.
- 4.46 Policy CS17 – Concentration and Distribution of Development within Urban Areas seeks to concentrate development in the five identified urban areas and prioritises development on previously developed sites.
- 4.47 Policy CS19 – Effective Provision of Infrastructure requires that development makes the most effective use of existing infrastructure, including opportunities for co-location of facilities. Moreover, schemes should not result in the loss of education facilities.
- 4.48 Policy CS20 – Transport and Access Strategy, seeks to ensure that development does not detrimentally impact the existing highway network, and is suitably accessible and managed.
- 4.49 Policy CS21 – Developer Requirements – requires that development of sets its impact on infrastructure.



- 4.50 Policy DM2 Protection of existing community facilities and shops – this includes education facilities (para 10.08), this requires that development takes place to facilities that are no longer required.
- 4.51 Policy DM6 – Coordination of Development – requires that development does not impact on other developments coming forward.
- 4.52 DM8 Conservation, Protection and Enhancement of Existing Natural Features is a criteria-based policy that requires that development will only be permitted where it protects and enhances local habitats and landscape distinctiveness.
- 4.53 Policy DM11 Planning for More Sustainable Travel; Policy DM12 Mitigating the impacts of travel and Policy DM13 Car and Cycle Parking on Residential Development seeks to ensure the development does not overly rely on private motor vehicles and provides opportunities to integrate with public and sustainable transport modes.

#### **Havant Borough Local Plan (Allocations) adopted July 2014**

- 4.54 Policy AL2 – Urban Area Boundaries and Gaps between Settlements seeks to concentrate development within the five main conurbations, and to protect the undeveloped gaps between settlements.
- 4.55 Policy DM18 – Protecting New Development from Pollution schemes will need to ensure suitable protection of future residents from possible sources of pollution.



4.56 Policy DM20 – Historic Assets Planning permission will be granted for development that conserves and enhances the historic assets of Havant Borough.

4.57 Policy DM24 - Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development requires that sites mitigate their impact through a package of measures either, on site or through a contribution.

### Supplementary Planning Documents

4.58 The below documents are considered to be relevant to the determination of the planning submission;

- Borough Design Guide SPD (Adopted December 2011)
- Housing SPD (Adopted July 2011)
- Parking Supplementary Planning Document (SPD) (Adopted July 2016)

### Emerging Policy

4.59 As set out in paragraph 4.4, on the advice of the Planning Inspector, following and Examination in Public (EiP) the Council in following a committee have withdrawn the plan. In their letter referenced CR18, paragraph 51 of the letter set out seven issues that are of concern to the Planning Inspectorate. These issues related to the deliverability of sites, and further works on the sustainability appraisal.

4.60 It is of note that the application site as allocated within the emerging plan under policy KP8. This policy allocated the site for the following;



*“In addition to criteria a) to f) above, residential development of about 95 dwellings following the reconfiguration and consolidation of the college campus..”*

- 4.61 While the policy has been withdrawn, it is noteworthy that the site was considered to by the Inspector in examining the plan.
- 4.62 The Council’s local development scheme – January 2025, sets out that work is underway with new local plan, and this will initially be consulted on, in later 2025, with further consultation in late 2026, before adoption in 2027.



## 5 Development Proposals

- 5.1 Planning permission is sought for the development of 85, one, two and three bed units with 30% affordable housing, set over shared ownership, affordable rent, and discount to open market tenures.
- 5.2 The scheme will provide a mixture of house types and apartments blocks set over two, three and four storey's providing a varying mix of accommodation types.
- 5.3 The scheme will deliver the 1, 2, 3 and 4 beds properties across a number of tenures in line with adopted policy.
- 5.4 The layout has been designed around creating a scheme that fits in sympathetically with the local context. The massing has been varied to create interest and to respond to the wider built environment, as well as the opportunities to the south of the site.
- 5.5 The layout creates a transition from the apartment scheme to the north and the two-storey housing development to the south.
- 5.6 Generally dual aspect house types have been used to address street corners; Corner bays are used on gables in selected locations and front porches provide added depth to the main elevation.
- 5.7 The architectural identity of the dwellings has been considered following an analysis of the existing residential dwellings in the local area. The materials respond to this context, a mix of pale render and bricks. Detailing and material selections have been



informed by the site's character assessment and a review of local building precedents.

- 5.8 The dwellings have been designed to meet the requirements of a diverse range of residents' needs. The size and articulation of the dwellings adds to the diversity and interest in the street scene through changes in massing, materials, detailing and projection. This is directly informed by the dwellings use and internal arrangement.
- 5.9 The scheme will deliver far in excess of the policy requirement for affordable housing, in this phase. The proposal is to forward deliver this affordable housing provision within this phase of development, and then to deliver the policy compliant amount across the remaining phases, including this phase.
- 5.10 The scheme will provide a total of 121 parking spaces and cycle spaces on a one for one basis. These spaces will be split between the flats and the housing units proposed.
- 5.11 Access to the site will be from the north, with a number of internal roads to navigate the site.
- 5.12 The scheme also seeks to protect and enhance the ecology of the site and ensure that the scheme can also increase biodiversity on the site. Where possible trees will be protected on site, where this is not possible, they will be replaced.
- 5.13 There are large areas of shared green space located centrally within the site, to ensure accessibility for all.



### **Pre-Application engagement**

- 5.14** As is best practise a pre-application was submitted to the Council, to seek to work with the Council to present a scheme which will be supported by the Council. The original scheme submitted within the pre-application submission was for 117 units. While the development was supported in principle, there were a number of concerns. The scheme now presented has sought to address the issues raised within the pre-application, and presents a scheme that we believe is fully compliant with the Council's planning policies.
- 5.15** Given the sites location and nature there has also been a public consultation exercise undertaken, this approach was agreed with the Council during the pre-application process. This is set out within the statement of community involvement that supports this application.
- 5.16** The original scheme submitted was for 102 units, this then reduced down to 91 and now 85 units.
- 5.17** The submission as made, is the culmination of the pre-application and public engagement efforts.



## 6 Development Considerations

- 6.1 The following sets out how the above proposal, as set out and described in section 5 of this report conform with the national and local planning policies as set out within section 4. This report should be read in conjunction with associated reports which support this application and are listed in paragraph 1.5 of this report.

### Principle of Development

- 6.2 The overall principle of development needs to be considered in the context of the designations of the site, local and national planning policy, and guidance. Prior to the submission of the planning application, pre-application advice was sought from the local authority in line with best practice as set out within paragraphs 39 to 41 of the NPPF.
- 6.3 Within the pre-application submission, and the subsequent response from the Council weight was given to the, at the time emerging Local Plan, and the emerging policy KP8. This policy allocated the site for circa 95 units. The policy recognised that the redevelopment of the site for housing would allow investment into the college.
- 6.4 However, following Examination in Public (EiP) of the plan, the Secretary of State appointed Planning Inspector in their report referenced CR18 recommended at paragraph 56 that the plan be withdrawn.
- 6.5 The withdrawal of the plan was confirmed by the Council within their Statement of Fact and dated 16<sup>th</sup> March.
- 6.6 While the plan has been withdrawn, and as such has no weight in the determination process of this application, it is also important to review the reasons why the plan was withdrawn. These are set out within paragraph 51, which sets out the steps to resolve the issues with the plan. Of the 7 reasons listed, 5 of them related to the



deliverability of sites, including the site to the south. This is noteworthy as there is no mention of policy KP8, this was considered to be deliverable within the hearing sessions which took place in July 2021.

- 6.7 Notwithstanding the above and taking the current 2011 Core Strategy and the 2014 Allocations as the local baseline for consideration. This also needs to be seen in the broader context with paragraph 11d of the NPPF.
- 6.8 Turning the principle of development, the site resides within the settlement boundary as defined by the proposals map. Currently the site comprises mainly areas of hardstanding and also some buildings which are not currently being used by the college. As such the key issues for consideration relate to the loss of part of the educational facilities at the college, and the potential impact of the loss of parking.
- 6.9 In support of the application a statement has been prepared by Peter Marsh Consulting, who are the agents acting on behalf of the College. This statement very clearly sets out the significant and demonstrable benefits that the disposal and receipt will have on the operation of the college. This statement sets out the college's position in relation to the disposal of the site. The existing site forms part of the Havant Campus for the Havant and South Downs College Group (HSDC). Over the past 5 years there has been significant investment in other HSDC facilities, this has resulted in activities reducing at the South Downs Campus.
- 6.10 Currently as a result of the College's rationalisation programme there is far more space than is required for the colleges purposes. As a result the College have worked with the Council and other stakeholders to agree a strategy to resolve this issue. The college are committed to reinvesting back into the campus and to providing an educational establishment that will be better equipped to meet existing and future need.



- 6.11 The capital receipt from the delivery of housing on site will enable significant investment in the facility to provide a far more considered approach to education, in the long term.
- 6.12 The existing facility is simply too large for the college's requirements. While there will be a loss of floor space, there will be a significant improvement to the facilities. In this way there will be qualitative improvements over the quantity of space that still exists. These improvements can only come about as a result of the disposal of the site. The document prepared by the College's agent sets out there is adequate space at the Havant campus to facilitate growth in terms of demographic growth and increase demand from the community with the reduced land take. There exists sufficient space on the South Downs campus to consolidate the activity onto the Northern part of the site. Finally, it has been identified that there are substantial investment requirements on the site e.g. a need to improve the facilities.
- 6.13 Within both the Core Strategy, and the Site Allocations DPD, while there is a clear requirement to protect education provision as set out within policy CS7, CS19 and DM2. The most salient of these would be Policy DM2 this sets out 2 criteria that need to be considered, in essence the loss of facilities will need to;
- i) demonstrate through an active marketing process that the premises or land are no longer viable for their authorised use or any other use which would provide a beneficial facility to the local community.
  - ii) The facility is no longer required for a community use or that there is an easily accessible existing or new facility for the community it is intended to serve.
- 6.14 Taking these points in order, it is firstly clear that a marketing process has not been undertaken. This is due to the fact that the loss is only a quantitative loss. There is no loss in the overall provision. As such this would be a reduction as opposed to a loss. Further to this given the location of the site and access issues it would be challenging



at best to dispose of the site to another educational facility. Moreover, the proposal would comply with the second element of point i) as the disposal of the car park and some of the spaces would allow for an overall improved provision. In this regard this would over benefits to the facility. The consideration of ii) of the policy would be much the same, furthermore this element of the policy appeals to deal with total loss of a site as opposed to rationalisation.

- 6.15 In conclusion in regard to the principle of development paragraph 95 of the NPPF sets out that *“local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should: a) give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications; and b) work with school promoters, delivery partners and statutory bodies to identify and resolve key planning issues before applications are submitted.*
- 6.16 The key point being that the local planning authority should give great weight to the need to create, expand or alter schools through the preparation of plans and decisions on applications.
- 6.17 Turning to the final issue or the loss of parking the loss of the car park has been carefully considered by the College. Furthermore the parking area has been closed for the last 7 months. To the applicants knowledge the closure of the car park has left no discernible impact on local residents within the vicinity of the site. The college has also undertaken a parking strategy based on the learning requirements and patterns of the college and through expert advise is satisfied that the loss of the parking will not hinder the investment or growth in the college. Moreover it would also encourage more sustainable modes of travel, as well as mitigation in the form of more on line learning.
6. 18 As such it is believed that the principle of development has been demonstrated to be acceptable in terms of the reduction in floorspace. This must also be seen in



conjunction with the further sections of this statement which set out the housing need provision, design, access, ecology, etc.

#### Housing supply and need

6.19 Partly as a result of the decision to withdraw the emerging local plan due to concerns over deliverability, the Council cannot demonstrate a housing land supply. The Council's Five Year Housing Land Supply Update December 2024, states that there is only a 1.8 year supply.

6.20 Given the housing land supply position, as acknowledged by the Council under paragraph 11d of the NPPF would be enacted. Meaning that weight will need to be given to the provision of further housing, and the local plan policies would be considered out of date.

#### Affordable Housing

6.21 The scheme will deliver 30% affordable housing within the policy compliant mix as prescribed by Policy CS9 of the local plan. The split of units and tenure is set out with the tenure plan showing the location of the units within the site.

6.22 As required within the local validation checklist an affordable housing statement has been prepared to support the application and sets out how the properties will be managed.

6.23 It should be noted that the 30% policy compliant amount will be delivered but it is the aspiration of the applicant to potentially deliver a greater quantum of affordable units.

#### Design

6.24 The design, layout, mass, and scale of the development is as set out within the Design and Access Statement the supports the application and prepared by HGP Architects. This has been amended within the 2025 submission.



- 6.25 In regard to the layout the entrance of the site via the proposed mini roundabout provides an arrival experience with the existing poplar tree and tallest apartment building as a focal point to frame the development at entry. The road then enters the site and is bookended by a smaller apartment building at the South end which establishes a coherent street for the smaller terraced houses alongside.
- 6.27 There are two central blocks with back-to-back gardens arranged centrally, separated by a rectangle of public open space. These blocks are abutted by the main access road which circumnavigates the site.
- 6.28 Gardens for the dwellings which abut the perimeter have views over the fields to the south and east, and benefit from the existing substantive and tree lined boundary to the site for privacy and the visual quality.
- 6.29 The public open space is demarked by a pair of handed apartment buildings mirroring each other in a formal arrangement. The layout have been devised so as to create natural surveillance over the street and public spaces. This is achieved through active frontages onto the streets and open space.
- 6.30 The proposed houses at the Northeast corner are oriented to avoid overlooking of the existing nursery and take advantage of the existing tree lined borders.
- 6.31 On-street parking is provided across the site which include perpendicular parking in avenues, and on-street parking courtyards. All these are located close to the dwellings rather than being segregated. A small number of garage spaces are located under the flat-over-garage buildings.
- 6.32 The general massing of the proposal is of 2 storey residential buildings throughout the site. In appropriate locations 2.5 storey dwellings are positioned to front onto the public open spaces.
- 6.33 The 4 storey apartment building is located as the entrance to the site as a strong arrival experience immediately off the main road. This massing is closest to the large



main building of the college and provides a more comfortable transition in scale to the new residential plots, as they reduce in scale.

- 6.34 The 3 storey apartment buildings are situated at focal points in the site to highlight and establish the public open spaces.
- 6.35 In terms of the elevational treatments, the buildings proposed are of a high-quality design that respond to the location of the site, within the settlement boundary and adjacent to the larger and more institutional buildings of the college. The treatment is more traditional in form, with a clean and simple design that responds to the edge of settlement location.
- 6.36 In summary the overall design of the scheme, is considered to respond to the site and its constraints and to make the best use of this previously developed site.

#### **Character of the area**

- 6.37 As set out above with the consideration of the design of proposal, and within section 2 of the report, the site is within the defined settlement boundary. The larger more utilitarian buildings of the college are located to the north of the site.
- 6.38 To the west of the site on the opposite side of College Road are residential properties, accessed via Apollo Drive, and Atlantis Drive which runs parallel with the main road. These properties are some 100 metres from the site and are well screened by the significant and mature tree belts that run either side of College Road.
- 6.39 While the fields to the east and south, have been previously been proposed for allocation for development and a current application has been submitted for a planning application for up to 628 dwellings, , under reference; APP/23/00488 , this remains undetermined after 18 months.



- 6.40 The above site is considered in detail within the Inspectors Report (ref CR18, paragraphs 36 to 40) in summary the Inspector raised the following concerns within their conclusion;

*“Demonstrate that Site Allocation H40 - Campdown can be delivered in terms of habitats mitigation and that 650 dwellings can be provided on the site, having regard to historic environment constraints.”*

- 6.41 In any event the development as proposed within this application would be considered to in anyway fetter the delivery of this site coming forward at a later stage.
- 6.42 Given the above considerations it is not considered that there would be any negative impact on the character of the area. Notwithstanding this the layout plans provided show and indicative layout that could support connection between the two sites if required. However, this will need to be considered by consultees to ensure that the concept is acceptable. This could in theory be secured by an appropriately worded condition that that should be considered but not necessarily secure it.

#### Residential Amenity

- 6.43 The proposal has been designed to ensure that future residents have the best quality amenity possible in terms of internal and external space.
- 6.44 All dwellings are planned in accordance with the Nationally Described Space Standard (NDSS) for housing. All homes will be designed to the same high standards to create tenure neutral homes and spaces. The aspiration is to provide in excess of 30% affordable housing, and the tenure neutral nature of the housing allows for the free allocation of further units as affordable rent, or shared ownership as the project develops.



6.45 Amenity space in the back-to-back garden areas is set at 20m between dwellings in accordance with Havant Design Guide for all tenure types.

6.46 Given the location of the proposal it is not considered that there would be any detriment to neighbouring amenity.

6.47 The proposal has been designed in accordance with the Council's residential design guide and to accord with relevant local plan policies.

### Landscaping

6.48 The application is supported by a robust landscape strategy and planting plan as prepared by ACD Environmental. This sets out the type and form of planting that is proposed across the development. This has been amended to reflect the amendments that have taken place during the consideration of application.

6.49 The landscaping plan shows the use of varying types of trees, and plants and proposed location of numerous trees that are proposed as part of the development, and how the existing trees and planting will be integrated into the site.

6.50 The green space to the centre of the site will be carefully managed and maintained in order to ensure their protection and growth. This will create a green and verdant site and will seek to ensure that the landscaping integrates seamlessly with the development.

6.51 The landscaping for the scheme has been designed to be robust and useable for future residents of the scheme. To ensure the management of the landscaping for the lifetime of the development a management company will be appointed to ensure that it is maintained to the highest quality and to ensure a successful landscaping scheme for all residents.



### Transport and Highways

- 6.52 A Transport Assessment (TA) and updated report support the planning application these have been prepared by AWP. The report concluded the following;
- 6.53 A review of PIA data supplied by Hampshire County Council indicates that there are no patterns in accident history that might suggest any material safety issues or deficiencies in the highway infrastructure within the vicinity of the site.
- 6.54 The site is very well located with respect to the existing town facilities on Crookhorn Lane where a Post Office, local shop and other facilities are all located, within a ten-minute walk of the site. Morelands Primary School can be reached in an around a ten-minute walk.
- 6.55 Existing bus stops are located on College Road, within a two-minute walk. These stops offer services to Havant town centre. Additional bus services are available at the 'Crookhorn Precinct' stops about a ten-minute walk away. Bedhampton Railway Station can be accessed within ten minutes' cycle ride to the southeast of the site along Purbrook Way and Hulbert Road. Cycle parking facilities are available at the station. This station provides regular services to local and national destinations including Portsmouth, Littlehampton, and London Waterloo. Havant Railway Station is approximately 3km southeast of the site, or a 15-minute cycle, and offers more comprehensive services to destinations including Southampton, and London Bridge. Rail is therefore considered a viable option for sustainable commuter trips to destinations further afield.
- 6.56 In conclusion, the site is in an accessible location with significant opportunities for journeys from the site to be made by sustainable modes of travel as required by the NPPF.



- 6.57 Vehicular access to the development is proposed from College Road by changing the existing priority access junction between College Road and Apollo Drive into a four-arm mini-roundabout. The new eastern arm of the mini-roundabout will form the vehicular access to the development.
- 6.58 As well as facilitating access to the proposed development, the mini-roundabout will assist in reducing speeds on College Road which will benefit users of both the proposed development and the adjacent college and pre-school nursery. The principle of this form of access junction is considered to be consistent with Manual for Streets and Hampshire guidance, and the design has been subject to a Stage 1 Road Safety Audit. Detailed capacity analysis has also demonstrated that it would operate with significant reserve capacity. The proposed access arrangements are therefore considered to be appropriate given the location and nature of the site, and that it would provide safe and suitable access as required by the NPPF.
- 6.59 Pedestrian access to the development will be facilitated by new connections to the existing footway along the eastern boundary of College Road at the proposed mini-roundabout. An uncontrolled pedestrian crossing will be provided on the site access road.
- 6.60 The internal layout was developed using the principles set out within the latest Department for Transport Guidance; Manual for Streets. The principal access roads within the development are 6m in width to facilitate access to parallel parking with 2.0m footways where frontage development is present.
- 6.61 Parking within the development is considered to be consistent with the provisions of the Havant Borough Council Supplementary Planning Document for parking.
- 6.62 The net vehicular trip generation of the proposed development, given the removal of the former car park and the reduction in college students on site, is expected to be



equivalent to or lower than has historically been the case at the site. Therefore no capacity analysis of existing junctions on the network is considered necessary to demonstrate that the proposed development will not result in any severe negative impacts. Indeed, the proposed development is expected to result in a positive beneficial impact on the highway network given the removal of redundant parking that could otherwise come back into use.

6.63 Capacity analysis for the proposed site access junction with College Road demonstrates that it is expected to operate well within theoretical capacity in the 2027 scenario with the addition of development traffic.

6.64 In conclusion, the site provides a sustainable location for development, safe and suitable access arrangements for all road users can be provided, and it would not result in any severe negative traffic impacts.

6.65 The development proposals are therefore considered to be consistent with the highways elements of the NPPF and the allocation policy for the site included in the emerging Local Plan. There is therefore no highways reason to prevent planning permission being granted as required by the NPPF.

#### Ecology

6.66 The ecology and biodiversity of the site is considered within the ecology statement which forms part of this submission as prepared by Pro Vision. This discusses the scheme and the current condition of the site, and the environmental designations.

6.67 A further report has been produced which has updated the surveys as those undertaken were not over 2 years old from submission.



- 6.68 Furthermore, the Preliminary Ecological Appraisal sets out various ecological, habitat and small-scale species enhancement measures which could be delivered as part of the application.
- 6.69 The report includes the species that have been assessed and monitored on site and how they will be protected during the development proposals.
- 6.70 The Local Plan does not set the magnitude of the measurable net gain required. The Environment Act makes BNG compulsory from February 2024, however as this scheme was submitted some 2 years prior the legislation makes clear that a 10% net gain is not required for applications already being considered.

#### Flooding and Drainage

- 6.71 A Flood Risk Assessment and Drainage Assessment has been prepared by AWP and updated as result of the design changes, in support of the planning application submission. The reports concluded the following;
- 6.72 As demonstrated, the development will be safe from flooding throughout its lifetime and will actively reduce flood risk to properties within the downstream path of the southern catchment.
- 6.73 There are therefore no grounds for objections, and we trust that the Lead Local Flood Authority will confirm to the local planning authority accordingly.
- 6.74 The proposed development has been assessed in line with the NPPF, to allow the planning application to be progressed and to show that the development can be undertaken in an acceptable manner from a flood risk perspective.



### Heritage

- 6.75 In support of the application and designations on the site a heritage statement has been prepared and updated by Orion Heritage. The report has reviewed the heritage aspects and concludes as follows;
- 6.76 The assessment has considered the setting of the scheduled remains of Little Wood Roman Villa and associated settlement evidence (NHLE 1001859 / HHER 23245), c. 65m east of the study site. The assessment concludes study site makes a negligible contribution to the significance and experience of the scheduled Roman road; no harm to the setting of the scheduled Roman Villa will result from the proposed development. The line of the Roman road has been utilised to define the edge of the build of the central units (Plot 87 and 46) and Block E.
- 6.77 On this basis it is considered that the impact of the proposed development on the archaeological potential of the study site could be adequately mitigated, and the development made acceptable in terms of archaeological impacts.
- 6.78 It therefore accords with the requirements in paragraph 203 of the NPPF and policies CS11 of the Havant Borough Council Local Plan (2014). It also accords with NPPF paragraph 202 regarding designated assets.

### CIL, Section 106 and legal matters

- 6.79 The development proposal will make contributions towards CIL, this will need to be balanced by the delivery of affordable housing and the aspiration of the applicant to over deliver on the policy position. As such the applicant would request that relief is applied to any portion of the development that is affordable.



- 6.80 For those elements that are site specific and not covered by CIL, the applicant is willing to negotiate for those areas which maybe directly related to the site.

**Further considerations**

- 6.81 The application has also been submitted with noise, air and lighting reports all of demonstrate the acceptability of the development for future occupants.
- 6.82 The above analysis of the planning issues, constraints and opportunities demonstrates that the application is in accordance with national, and where relevant local planning policy.



## 7 The Benefits of the Proposed Development

7.1 As previously stated in Sections 4 and 6, in view of the Council not being able to demonstrate a deliverable housing land supply of 5 years, it is in a vulnerable position for the purposes of decision taking. Accordingly, paragraph 11d (ii) of the NPPF is engaged; require decisions to follow the 'tilted balance', whereby proposals should proceed unless there are significant adverse impacts of doing so, which would outweigh the benefits of development.

7.2 The following section sets out the benefits of the proposed development:

### Making Effective Use of Under-utilised Land

7.3 The proposals will make effective use of an under-utilised brownfield site within the settlement boundary with good access to public transport. It is considered that **substantial** weight should be applied to this benefit.

### New Homes

7.4 The proposals will deliver the equivalent of 85 much needed homes equivalent to the sites allocation. It is considered that **significant** weight should be applied to this benefit.

### Affordable Housing Delivery

7.5 The proposals would provide significant proportion of affordable housing, as a minimum in line with policy. As such it is considered that the provision should be given **substantial** weight to this benefit.



### Supporting Sustainability

- 7.6 The proposed development will encourage and contribute to further sustainable modes of transport. The design aims to minimise energy consumption through sustainable principles which are being considered throughout the design process. It is considered that **moderate** weight should be applied to this benefit.

### Employment

- 7.7 The proposal will generate both permanent and temporary jobs and the capital and revenue expenditure involved in the construction period will lead to increased output in the local economy. Moreover, the scheme will allow forward investment by the college as such **significant** weight should be applied to this benefit.

### Increased Spending

- 7.8 The proposals will result in an increased spending capacity to benefit local businesses due to an increase in the number of new residents, and employees. It is considered that **moderate** weight should be applied to this benefit.

### Supply Chain

- 7.9 Through the construction phase and operational phase, local businesses for building materials, furniture, food and other products. Further to this further to this, future residents, their visitors, and employees people will continue to spend in the locality, It is considered that **moderate** weight should be applied to this benefit.

### S106 Contributions

- 7.10 The proposed development would make S106 contributions which is specific to delivering improvements to local infrastructure. It is considered that **moderate** weight should be applied to this benefit.



## 8 Conclusions

- 8.1 This application has been assessed through both local and national planning policy as well as the planning policy guidance and any other relevant material considerations.
- 8.2 It is clear that the principle for development is accepted by the Council given the planning history of the site and the planning history which shows that the site is acceptable for residential development.
- 8.3 In terms of design the proposal has drawn inspiration for its height scale and massing from the surrounding college buildings, and built form.
- 8.4 The scheme has been designed in discussion with the Local Authority and local residents through the pre-application and stakeholder engagement processes
- 8.5 In terms of the relationship with the wider area, the proposed scheme will help achieve the wider ambitions of creating a sustainability linked community.
- 8.6 The site being located within the built-up area will not create a detrimental impact on the surrounding area. Given the residential nature of the surrounding area it is considered the proposal will sit well within the surrounding properties. It is considered that there will be no detrimental impacts on the surrounding area.
- 8.7 As required through planning policy a landscape strategy has be prepared for the application. The landscaping strategy seeks to enhance the development site in its setting through the landscaping scheme. The landscape strategy for the proposed development aims to provide high quality outdoor space for all residents.



- 8.8 It is considered the proposal therefore respects the character of the surrounding area. The scheme has incorporated a number of design features to ensure that the surrounding character is respected and enhanced.
- 8.9 Notwithstanding the social and environmental gains which have been detailed above, the site does offer economic generation in the form of job provision both during the construction phase and more importantly throughout the operational use of the building.
- 8.10 Overall, it is considered that the application achieves the three strains of sustainable development as outlined within the NPPF. The proposal will provide high quality housing for people and will assist the Council in meeting their housing requirements.
- 8.11 The proposal therefore complies with both local and national planning policies and should be granted planning permission.



Mission Town Planning Ltd is an independent town planning consultancy based in Dorset.

It's founder and managing director has over 20 years of broad ranging planning experience, gained in both the private and public sectors, and in policy, development management, and all areas of town planning.

For further information, contact:

Alex King – Managing Director –



[alex@missiontownplanning.com](mailto:alex@missiontownplanning.com)