
Planning Statement

Blue Star Land, Waterloooville



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1. Introduction

- 1.1. This updated Planning Statement has been prepared on behalf of West WaterlooVille Developments (Grainger Plc) Ltd to support an amended hybrid application for proposed residential development of Blue Star Land between WaterlooVille Fire Station and the Berewood Major Development Area (MDA) (hereafter referred to as 'the Site').
- 1.2. The revised description of the proposed development is:

"Outline planning application for a residential development of up to 69 dwellings with access from Laxton Leaze and emergency access in full and all other matters reserved"
- 1.3. This updated Planning Statement sets out the context of the Site and assesses the proposed development against relevant local and national policies, and the comments that have been received from consultees on the application .

Supporting Information

- 1.4. The application is supported by a full suite of documents and evidence, specific details of which are provided within the covering letter that accompanies this submission. Importantly, this application is supported by a Development Quality Standards Checklist that is required by the Havant Housing Delivery Position Statement. This checklist complements the information within this planning statement and the other supporting documents.

2. The Site and Relevant Planning Context

- 2.1. The Site, shown in Figure 1, is a parcel of land approximately 1.96 hectares (ha) in size and is located between Waterlooville Fire Station and the Berewood Major Development Area (MDA). The Maurepas Way Roundabout lies to the north east of the Site and the area of Forest End to the south.

Figure 1: Site Location Plan



- 2.2. The majority of the application site is located the borough of Havant. A very narrow strip of land along the western boundary crosses over with Winchester district. The immediate of point of access into the site from Laxton Leaze is therefore located with Winchester district. On this basis, a joint application has been made to both Havant and Winchester Councils for determination. It is considered that the key decision maker will be Havant Borough Council. For the purposes of assessing the proposal within this statement, consideration has been given to the requirements of the Havant Local Plan. Access arrangements into the site will comply with Hampshire Highways standards.

- 2.3. Figure 2 below shows the boundary of the two authorities with the black dashed line running north to south. The red line denotes the boundary of the Berewood Major Development area. The green line denotes land in the ownership of Bloor Homes, which the site boundary runs up to.

Figure 2: Local Authority Boundaries



- 2.4. The Site currently comprises scrub and grassland. The perimeter is mostly comprised of vegetation including hedgerows and trees. Three trees protected by Tree Preservation Order (TPO) are located on the northern boundary.
- 2.5. The Site slopes down from the south toward the north east. Drainage channels along the east and west boundaries drain in the direction of this slope toward the River Wallington.
- 2.6. There is no current vehicular access into the Site; the access from Laxton Leaze is bollarded at the site boundary. Pedestrian access and pedestrian and cycle permeability is provided via a Public Right of Way and the integration footpath delivered in accordance with the requirements of the Berewood S106. Footpath 108/11/1 crosses the site from the north west corner to and around the fire station in the southeast corner of the site. The integration footpath crosses the site from Laxton Leaze at the west edge of the site to the

A3 pedestrian crossing to ASDA Waterlooville at the east edge of the site. A spur runs from the integration footpath to Forest End to the south. This route provides a surfaced cycle and pedestrian route between Waterlooville town centre, the Berewood MDA and the existing community to the west of the A3.

- 2.7. The adjacent Berewood MDA is being built out and occupied following outline consent granted in 2012 for approximately 2,550 dwellings and associated infrastructure and landscape works. At the time of writing there have been circa 1,200 occupations on site.

Relevant Designations

- 2.8. There are no identified statutory ecological designations within the Site or within close proximity. The next closest designated sites are:

- Lye Heath Marsh Site of Special Scientific Interest (SSSI) – 2.9km south-west
- Hook Heath Meadows SSSI – 2.4km south-west
- Solent Maritime Special Area of Conservations (SAC) – 4.3km south
- Langstone Harbour SSSI – 4.1km south
- Portsdown SSSI – 3.4km south-west
- Chichester and Langstone Harbours Special Protection Area and Ramsar Site – 4.3km south-east

- 2.9. There are also no statutory heritage assets within the Site or within close proximity. The closest designated heritage assets are:

- Sacred Heart Church, St Michael's Covenant – Grade II Listed – approximately 730m east
- Springwood Junior School – Grade II Listed – approximately 1km south-east
- Stakeshill Cottage – Grade II Listed – approximately 1.2km south-east
- Newlands Farmhouse and attached outbuilding – Grade II Listed – approximately 1.5km south-west

- 2.10. The entire site lies within Flood Zone 1 and is therefore considered very low risk in terms of fluvial and coastal flooding (less than 1 in 1,000 annual probability of flooding).

Planning History

- 2.11. There are no recent planning applications on the site that are relevant to the proposed development.

Planning Allocations

- 2.12. The site has been allocated for development within Havant policy for nearly a decade. Within the adopted Havant Borough Local Plan (Allocations) July 2014, the site is identified under reference W135 for mixed use development of housing and main town centre uses. W135 includes a list of known constraints that have been considered in this application.
- 2.13. Within the Local Plan withdrawn in March 2022 the site was identified as allocation H42 for residential development of about 90 dwellings. H42 also includes a list of site-specific planning considerations that have been considered in this application.

- 2.14. The Havant Housing Delivery Position Statement (March 2022) was published following the withdrawn local plan. Within it, the Site is identified as site WV4 where, as a site that was allocated under the withdrawn Havant Borough Local Plan, the council supports the principle of development for an indicative number of 90 dwellings.

3. Pre-Application Engagement

- 3.1. The applicant engaged with HBC and other stakeholders at an early stage of the project to present plans and seek feedback to inform the planning submission.
- 3.2. A Statement of Community Involvement (SCI) has been submitted alongside this application. The SCI details feedback from residents in relation to the proposed development and sets out how the issues raised by both the local community and officers have been addressed within the design and supporting documentation and evidence.
- 3.3. A request for pre-application advice was submitted to HBC in February 2023 (ref: GEN/23/00157). Limited pre-application feedback was received via consultee comments on the proposed scheme:

Pre-Application Comments

- 3.4. The Planning Policy response to the request for pre-application advice confirmed that the principle of development would be acceptable subject to other material consideration. The Planning Policy comments also detail how density could be approached, the expected level of affordable housing, open space, parking and the council's Five Year Housing Land Supply. The design team's response to these comments is detailed further in section 6 of this planning statement.
- 3.5. Other responses were received from the Havant Community Infrastructure Levy (CIL) team, Havant Environmental Health, Hampshire County Council Archaeology, Hampshire County Council Countryside Services, Hampshire County Council Education, Hampshire County Council Highways, Hampshire County Council Lead Local Flood Authority, Hampshire & Isle of Wight Constabulary Designing Out Crime, the Environment Agency and Southern Water. Advice and guidance have been followed.

Public Engagement

- 3.6. The Applicant is committed to working with and taking account of the opinions of local residents as part of the planning process, in order to ensure that their schemes have a positive impact in the areas in which they are located. As such, the Applicant engaged in consultation with local residents, the parish and Councillors to shape the emerging development proposals.
- 3.7. A letter drop consultation was undertaken on the week commencing 13 March 2023 for residents in the immediate vicinity of the proposed development. The letter drop comprised a covering letter, which provided details of the proposed development, as well as contact details welcoming comments and questions from residents and local stakeholders. It also contained an illustrative working site layout plan to enable residents to visualise the proposal. Bespoke letters comprising the same information as above were sent to the Fire Station and Local Councillors. Table 1 summarises the responses received and the associated response by the project team.

Table 1: Public Consultation Comment Summary

Public Comment Issues Raised	Project Team Response
Loss of green space	The site has long been allocated for much needed housing and is in a sustainable location adjacent to the boundary of the town centre. Green space would be lost to development, but quality multifunctional public open space would be provided on site.
Road accessibility to the site	The application is supported by a Transport Assessment that considers vehicular accessibility to the site.
Increased traffic	The Transport Assessment finds that the traffic generated by the proposed development would result in 48 vehicle trips in the AM peak and 47 in the PM peak that would not have a material impact on the operation of the highway network.
Unsuitability of Laxton Leaze to accommodate increased vehicles and the impacts of pedestrian safety	The Transport Assessment and detailed access drawings show the level of traffic that would be generated from the site and how cycle and pedestrian traffic would be discharged safely from the site from a 3m shared path.
Impact on biodiversity and wildlife	The application is supported by an Ecological Impact Assessment that fully assesses the site for biodiversity and ecological importance. The proposals fully take account of the interests on the site.
Impact on mature trees	The application is supported by a Tree Survey that identifies all of the trees on the site. The proposals would retain perimeter trees and hedging to enable the development parcel.
Potential abuse of the emergency access by Ellisons Crescent	The full details drawings demonstrate that the emergency access would be bollarded for use only by emergency services.
Overflow of car parking into Laxton Leaze	The development proposals target reducing reliance on private cars through a suite of measures set out in the outline Travel Plan. Additionally the sustainable location of the site should reduce reliance on private cars as facilities are in close proximity and easily accessible by more sustainable forms of transport.
Lack of community service provision for additional residents	The site is within easy access of the facilities of Waterlooville town centre plus those of the Berewood MDA.

3.8. Additionally, the project team presented the proposals to the Newlands Parish Council (NPC) at their Annual Meeting on the 30 March 2023 and answered questions from members and the public. Details of the proposal and the public presentation of the plans in a poster form were sent to NPC ahead of time so they

were able to display these in noticeboards for members of the public to see. The same details were posted to the Berewood Website on 13 March 2023.

3.9. Further details can be found within the SCI that supports this application.

4. The Proposal

- 4.1. The proposed development seeks outline consent for up to 69 dwellings on the site, with access from Laxton Leaze and emergency access from the corner of Ellisons Crescent and Peasgood Lane being sought in full. All other matters are to be reserved.
- 4.2. The applicant has used the work undertaken by the LPA to allocate the site within the adopted development plan and withdrawn local plan to inform the evidence base that supports the proposed development. In addition, the applicant has undertaken a constraints and opportunities analysis of the site to inform the submitted illustrative masterplan.

Figure 2: Illustrative Masterplan

- 4.3. The illustrative masterplan is led by the constraints and opportunities on site. The existing perimeter vegetation would be retained through appropriate buffers, with multifunctional open space on the north part of the site that would include a drainage basin positioned to take advantage of the slope of the site. Within the identified developable area as identified on the accompanying parameter plans, it is envisaged that perimeter development around the retained and enhanced pedestrian routes across the site would enable the efficient delivery of up to 69 dwellings.



Scheme Parameters

- 4.4. An updated set of parameter plans is submitted for approval to set the key framework for the preparation of detailed proposals for the layout, scale, appearance and landscaping of the proposed development. These details would come forward as part of a future application for Reserved Matters Approval following outline consent.

Land Use Parameter Plan

- 4.5. The land use parameter plan identifies the areas of the site that would be suitable for residential development and open space so as to support a community that is integrated with the surrounding development.

Green and Blue Infrastructure Parameter Plan

- 4.6. The incorporation of comprehensive new landscape infrastructure, in addition to that which would be retained, is central to the outline proposals. The landscape parameters would allow for green infrastructure around the site and for multi-functional green space incorporating opportunities for informal play and social interaction. The retained trees and vegetation around the boundaries of the site would provide enclosure from the adjacent road infrastructure and residential development. In addition, multi-functional drainage infrastructure to meet the requirements of the development would be provided on site and would be fully incorporated into the layout.

Building Height Parameter Plan

- 4.7. The building heights parameter plan incorporates buildings up to 4 storeys on the site on areas where buildings up to this height would not have an adverse impact on the character of the surrounding area or on amenity of neighbouring uses. On the southern part of the site, which is the area of highest land, buildings up to 2.5 storey would be allowed to limit the visual impact of the proposed development.

Access and Movement Parameter Plan

- 4.8. The access and movement parameter plan demonstrates how the proposed development would use the existing access from Laxton Leaze for vehicular access and how the permeability for pedestrians and cyclists across the site would be retained and upgraded. The constraints and opportunities analysis of the site recognises its importance in providing a key route between the Berewood MDA, existing community to the west of the A3 and the crossing point to ASDA and the facilities of Waterloo town centre. The proposed road network in the site would not prejudice this pedestrian and cycle permeability and would provide vehicular access to the residential development.

Detailed Elements of the Proposal

- 4.9. Full planning permission is sought for the vehicular and emergency accesses to the site that would incorporate pedestrian and cycle provision. Detailed drawings of these elements are included with this application. The main vehicular access would be taken from Laxton Leaze, which would be extended into the site reducing from 5.5m wide to 4.8m wide. This road width has been provided in nearby parcels on the

Berewood MDA. This is considered the most suitable option, as set out in the accompanying Transport Assessment. Vehicular access from Laxton Leaze would require modification of the route of the existing integration footpath that provides a direct pedestrian and cycle route from Berewood to the A3 crossing to ensure that it is suitable for each type of user. A segregated 3m wide path to the north of the access that would provide for cycle and pedestrian traffic to LTN/120 standard is proposed, with a 2m wide footpath to the south of the access. Cyclists travelling from the east would merge into the carriageway within the site before exiting onto Laxton Leaze.

- 4.10. Additionally, it is proposed that emergency access would be taken from the corner of Ellisons Lane and Peasgood Place. This emergency access would not prejudice the existing footpath and would be bollarded to ensure that it is not misused.

5. Planning Policy Framework

- 5.1. Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that, if regard is to be had to the Development Plan for the purpose of any determination to be made under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise. Section 38(3) of the Planning and Compulsory Purchase Act 2004 (as amended) states that the development plan consists of the development plan documents and any neighbourhood plan. In this case, these are:
- Havant Borough Core Strategy (adopted March 2011)
 - Havant Borough Local Plan (Allocations) (adopted July 2014)
- 5.2. HBC are in the process of preparing the Building a Better Future Plan which will form the local plan for the borough when adopted. The Regulation 18 Consultation and Call for Sites was undertaken in Q4 2022, with the expectation that the final plan will be submitted to the Secretary of State for Examination in Q3 2024.
- 5.3. HBC published a Housing Delivery Position Statement in March 2022 that outlines how planning applications for housing not in accordance with the Development Plan will be considered in the context of the Council's current lack of a five year housing land supply and Housing Delivery Test results. The Housing Delivery Position Statement requires submission of a Development Quality Standards Checklist; a checklist accompanies this application. The Housing Delivery Position Statement is a material consideration.
- 5.4. Supplementary Planning Guidance and Documents are also a material consideration. The following documents are relevant:
- Borough Design Guide SPD (adopted December 2011)
 - Housing SPD (adopted July 2011)
 - Parking SPD July 2016 (partially updated September 2019)

National Policy

- 5.5. The National Planning Policy Framework (NPPF) (2021) provides policy and guidance that is a material consideration in planning decisions and includes a presumption in favour of sustainable development. For decision making, applications are to be determined in accordance with an up to date Development Plan without delay, unless the Development Plan is absent, silent, or relevant policies are out of date, in which case, paragraph 11 of the NPPF advises that planning permission should be granted unless the proposal is not in accordance with the NPPF or where the benefits of the proposal are outweighed by any adverse impacts caused by the development. The NPPF is supported by the Planning Practice Guidance (PPG) which provides further guidance on the application of policy and Government's objectives to achieving sustainable development.

Housing Requirements

- 5.6. The Havant Five Year Housing Land Supply (5YHLS) Update published in March 2023 states that the



council can demonstrate a 1.81 years of housing supply. The Housing Delivery Test Results show that housing delivery has declined significantly with only 71% of the housing required being delivered over the last three years. The consequence is that the presumption in favour of sustainable development applies.

Table 2: Havant Housing Delivery Test Results

Year	Number of Homes Required	Number of Homes Delivered	Housing Delivery Test Measurement				
2015-16	319	584	147%				
2016-17	360	649		101%			
2017-18	357	290			72%		
2018-19	478	267				74%	
2019-20	445	366					71%
2020-21	336	294					
2021-22	507	257					

5.7. These figures are all relevant material considerations given that the Core Strategy is now over 10 years old and can be regarded as out of date in respect of housing need.

6. Planning Assessment

- 6.1. The following key planning considerations associated with the proposal have been assessed within this submission:

The Principle of Development

- 6.2. Paragraph 10 of the NPPF sets out the presumption in favour of sustainable development, which seeks to ensure that sustainable development is pursued in a positive way. This means for decision making that applications are to be determined in accordance with an up to date Development Plan without delay, unless the Development Plan is absent, silent, or relevant policies are out of date, in which case, Paragraph 11 of the NPPF advises that planning permission should be granted unless the proposal is not in accordance with the NPPF or where the benefits of the proposal are outweighed by any adverse impacts caused by the development.
- 6.3. Policy AL1 states that the Council will take a positive approach that reflects the presumption in favour of sustainable development and that where relevant policies are out of date, the Council will grant permission unless material considerations indicate otherwise
- 6.4. In this instance, the HBC Core Strategy was adopted before the first NPPF was published in 2012. As a result, some of the policies within the Core Strategy are not in accordance with the NPPF. Accordingly, it can be argued that the Plan is out of date and the presumption in favour of sustainable development applies. Subject to other considerations, the development would therefore be acceptable in principle.
- 6.5. Notwithstanding this, with respect to policies CS6 and CS17, the site is located within a boundary for regeneration of the borough and the urban area boundary. Within the Allocations Local Plan the site is identified under reference W135 for mixed use development of housing (50 dwellings) and main town centre uses.
- 6.6. Havant progressed a local plan that had been submitted to the Secretary of State for Examination in February 2021. The local plan was withdrawn on 16 March 2022. Within the withdrawn local plan the site was identified as H42 and allocated for “*Residential development of about 90 dwellings*”.
- 6.7. Following withdrawal of the local plan, Havant published a Housing Delivery Position Statement (March 2022). This Statement is a material consideration in the determination of applications until a new local plan is in place. Within the Statement, the site is specifically identified as one where “*the Council continues to support the principle of housing development on emerging site allocations that were proposed for allocation in the now withdrawn Havant Borough Local Plan*”.
- 6.8. Additionally, Planning Policy comments to the request for pre-application advice submitted in advance of this planning application state that “*the principle of development is acceptable subject to other material considerations*”. Taking into account the policy context it is considered that the principle of residential development of the site should be wholly accepted.

Sustainability

- 6.9. Criterion i) of the Development Quality Standards Checklist requires development to achieve a reduction in CO2 of at least 19% of the Dwelling Emission Rate (DER) compared to the Target Emission Rate (TER) of Part L of the Building Regulations. As the residential development element of this application is in outline, it is anticipated that a future developer would be committed to achieving sustainability standards required by local and national policy, guidance and regulations as part of an application for Reserved Matters Approval.
- 6.10. This application proposes sustainability enhancements that are relevant to its location adjacent to the boundary of WaterlooVille town centre and the opportunity to easily and quickly access the facilities of the town centre through the pedestrian and cycle facilities. Additionally, it is proposed to reduce the level of car parking on site to match the standards for the town centre and provide incentives for use of sustainable transport options.

Affordable Housing

- 6.11. Criterion 2 of policy CS9 states that planning permission will be granted for housing proposals that would *'Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more... unless a lesser requirement has been transparently justified on viability grounds'*. Criterion i. of the Development Quality Standards Checklist requires 30% affordable housing outside of WaterlooVille town centre.
- 6.12. Subject to viability, it is proposed for 30% of dwellings to be affordable homes. Planning Policy comments to the request for pre-application advice submitted in advance of this planning application state that *"The proposed development would provide 30% affordable housing which would be policy compliant."*
- 6.13. Affordable housing would be distributed throughout the development and of an appropriate mix to suit the evidenced need. Full details would be provided as part of a future application for Reserved Matters Approval. The proposed development would make a significant contribution to meeting the affordable housing needs of the borough and would create housing choice. It is considered that the outline proposals would accord with local and national policy.

Housing Mix

- 6.14. The identified quantum of housing has been informed by the applicant's constraints and opportunities analysis of the site. It is anticipated that the proposed development could deliver up to 69 dwellings. Criterion n) of the Development Quality Standards Checklist requires development to *"Provide a range of dwelling types and sizes to meet local housing need, including 35% of the overall housing mix as two bedroom homes unless locally identified need evidence indicates an alternative approach should be taken."* The exact housing mix would come forward as part of a future application for Reserved Matters Approval. This would respond to the scheme parameters and urban design considerations, including market demand, as set out in the Council's evidence base, last updated in October 2023. It is anticipated that a range of dwellings could be delivered, from one and two-bedroom flats to four bedroom detached houses.

Townscape and Visual Assessment

- 6.15. The site sits in close proximity to the Waterlooville town centre and is adjacent to significant road infrastructure, the Berewood MDA and residential development on Forest End. Notwithstanding the treed boundaries of the site, which would be retained, it is considered that, the site sits in an urban setting. As a result, it is considered that the sensitive development of the site for residential use would complement the character of the surrounding area.

Design and Appearance

- 6.16. Policy CS16 requires development to be designed to a high standard and respond to local context. Criterion b) of the Development Quality Standards Checklist requires development to be designed to a high standard, and, where relevant, demonstrate that design codes and guides which identify local character and distinctiveness have been taken into account.
- 6.17. This application seeks outline consent for residential development with full detail of layout, design and appearance to be detailed as part of future Reserved Matters Approval. Nevertheless, the application has assessed the character of the surrounding residential development and suggests that design detail could encompass a traditional architectural approach to reflect the architecture style set out in the approved design code for development within the Berewood MDA. This is detailed further in the Design and Access Statement (Thrive, May 2023) that supports the application.

Density

- 6.18. Policy CS9 requires a development to achieve a suitable density for the location taking into account accessibility to public transport and proximity to facilities. Criterion c) of the Development Quality Standards Checklist requires development to provide a minimum 40 dwellings per hectare (dph) based on a net developable area, or where relevant, an alternative density based on the site capacity set out in Table 1 of the Housing Delivery Position Statement. The Residential Density Evidence Paper (EB41), that supported the withdrawn local plan, identified the site as an area for search for 55 dph. Planning Policy comments on the request for pre-application advice submitted ahead of this planning application set out that Paper EB41 *"indicates a minimum of 55dph would be appropriate."*
- 6.19. The proposed development would deliver up to 69 dwellings. To deliver up to 69 dwellings the density of the net developable area identified on the parameter plans would be 56.6dph (35.2dph on the gross site area). This has been informed by the constraints and opportunities analysis of the site in the context of its location and adjacent major infrastructure and residential development. Additionally, design work to accommodate the provision of parking to minimum car parking requirement set out in the Havant Parking SPD and suitable drainage and play infrastructure requires a land take that has had a large impact on the density achievable on the site compared to the originally submitted scheme.

Scale

- 6.20. This application seeks outline consent for residential development with full detail of the scale of the buildings within the proposed development to be detailed as part of future Reserved Matters Approval. The building heights parameter plan sets the maximum heights of future buildings on the site and shows that the taller

buildings within the site (up to 4 storey and 16m to the ridge) would be located in the area of the site adjacent to the A3 and within the centre of the site with areas of lower height allowed closest to the existing residential development of the Berewood MDA and Forest End to enable the development to sensitively transition from the town centre to the existing residential areas. This approach to scale would also allow the development to be built out in a way that would minimise its visual impact.

Landscape

- 6.21. Policy CS13 seeks to maintain and incorporate green infrastructure into development. The land use parameter plan outlines the areas of the site where existing landscape infrastructure would be retained and where new landscape infrastructure would be provided as part of multifunctional open space. 0.76ha of open space would be provided, which would exceed the requirements of 1.5ha per 1,000 people set out in criterion p) of the Development Quality Standards Checklist, based on a site population of 166 within up to 69 dwellings (assumed 2.4 persons per dwelling). The Illustrative Landscape Masterplan that supports the application demonstrates how the open space could be provided, including a play facility and providing for community food growing space. It is anticipated that full landscape details would be provided as part of a future application for Reserved Matters Approval.

Access and Transport

- 6.22. The access and movement parameter plan illustrates how it is anticipated for the proposed road and footpath network would be arranged within the site. The proposed road arrangement has been informed by the perimeter blocks approach to the anticipated development layout and the integration and improvement of the existing pedestrian and cycle infrastructure on the site that would have priority over vehicular traffic to LTN 1/20 standard. It is anticipated for new streets not to be dominated by vehicular traffic in accordance with criterion 2 b) of policy CS16. The application is supported by a Transport Assessment and an outline Travel Plan, both prepared and updated by Mayer Brown (July 2024), which assess the impact of the proposed development for up to 69 dwellings. In addition, three technical notes have been prepared in response to the detailed comments received on the application from HCC Highways.

Vehicular Access

- 6.23. Vehicular access to the site would be taken from Laxton Leaze with an emergency access point on the corner of Peasgood Lane and Ellisons Crescent. These elements of the proposed development have been designed in detail and are shown within the Proposed Vehicular and Emergency & Pedestrian Access drawings prepared by Mayer Brown that support the application. The Proposed Access drawings set out how the existing access from Laxton Leaze would be modified to provide a 5.5m point of access that would narrow to 4.8m within the site for vehicular traffic. Routes of this width have been provided satisfactorily within the Berewood MDA.
- 6.24. Additionally the Proposed Access drawings demonstrate how a 3.7m emergency access would be provided and secured by bollards to prevent misuse.

Walking and Cycling

- 6.25. The site is currently crossed by Public Right of Way (PRoW) Footpath 108/11/1 and the integration footpath

delivered in accordance with the requirements of the Berewood S106. The latter provides a surfaced cycle and pedestrian route across the site between Waterlooville town centre and the Berewood MDA. Criterion d) of the Development Quality Standards Checklist requires development to create new and improve existing pedestrian and cycle route linkages.

- 6.26. The applicant seeks to retain and improve the pedestrian and cycle permeability across the site. The access and movement parameter plan has been reviewed to demonstrate how pedestrian and cycle permeability would be integrated into the site layout through the provision of a route to LTN1/20 standards providing cycle and pedestrian priority over vehicular traffic. The Proposed Access drawings demonstrate how pedestrian and cycle access into the site would be provided via a segregated 3m path to the north of the access and a 2m footpath to the south of the access. It is anticipated that full technical details of the pedestrian and cycle routes within the site would be provided as part of a future application for Reserved Matters Approval.

Car Parking

- 6.27. Car parking standards are provided by the Havant Parking SPD (July 2016 partially updated September 2019). The Planning Policy comments to the request for pre-application advice submitted in advance of this planning application set out that *“it is acknowledged that if pursuing a higher density scheme which relates to the town centre, the applicant may wish to pursue a lower level of provision. Nonetheless, it should be made clear that any lower level of provision should be justified, alongside a robust travel plan and this must not result in displacement of parking pressure into nearby residential areas.”*
- 6.28. The anticipated amount of car parking to be provided on the site is being considered against the applicant's aspirations to provide a scheme of up to 69 dwellings and sufficient public open space on site to exceed requirements and provide for ecological sensitivity. As part of this revised scheme it is anticipated for parking to be provided in accordance with the minimum car parking requirement set out in the Havant Parking SPD, as set out in Table 3.
- 6.29. In addition to parking on site the Transport Assessment sets out that there are bus stops within 350m from the site (a 3.5-minute walk) that provide routes to Havant, Petersfield, Denmead and Portsmouth & Gunwharf Quays. As a result, sustainable transport to other towns and railway stations is possible from the site. In combination with this sustainable alternative provision, the Travel Plan sets out several measures that target reducing dependency on the private car including a Travel Plan Coordinator and Action Plan containing cycle and bus vouchers, details of car sharing in the area and surveys of travel habits and ongoing monitoring.

Table 3: Havant Parking Standards

Unit Size	Minimum Car Parking Requirement
1 Bed Unit	1 space
2 Bed Unit	2 spaces
3 Bed Unit	2 spaces
4+ Bed Unit	3 spaces

- 6.30. It is anticipated that full details of car parking provision and layout would be provided as part of a future application for Reserved Matters Approval.

Electric Vehicle Charging

- 6.31. Criterion f) of the Development Quality Standards Checklist requires development to provide electric vehicle charging infrastructure for each new residential unit with private off-street parking. It is anticipated that full details of electric vehicle charging within the proposed parking layout would be provided as part of a future application for Reserved Matters Approval.

Transport Impact

- 6.32. The supporting Transport Assessment demonstrates that the anticipated trip generation of up to 69 dwellings would not result in a material impact on the operation of the surrounding highway network. The implementation of the Travel Plan would further reduce reliance on the private car. As a result it is considered that the proposed development is unlikely to result in any adverse traffic impacts on the operation of the local highway network.

Flood Risk and Drainage

- 6.33. Policy CS15 sets out that development should incorporate Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Criterion j) of the Development Quality Standards Checklist requires development to provide a drainage strategy suitable to the site which incorporates Sustainable Drainage Systems (SuDS).
- 6.34. This updated application is supported by a Flood Risk Assessment (FRA) and SuDS Design Document (Mayer Brown, July 2024). Both the FRA and SuDS Document have been revised following comments on the application received from HCC LLFA and Southern Water. The FRA identifies the existing drainage infrastructure on the site, which is taken account of in the SuDS Document. The FRA also sets out that the site is location in Flood Zone 1 and is at a very low risk of flooding from fluvial and surface water sources. The FRA also sets out that the proposed development would provide for onsite SuDS, suitable for up to 69 dwellings, integrated within the proposed public open space, as shown on the Illustrative Masterplan. The area indicated for SUDS is based on 10% of the development area as a conservative starting point. Discharge rates from the outfall within the attenuation pond would be restricted to a maximum of 5.9l/s.
- 6.35. It is anticipated that full detail of the drainage design would be provided within an application for Reserved Matters Approval.

Ecology & Biodiversity

- 6.36. Policy CS11 aims to protect and where possible enhance the borough's statutory and non-statutory designated landscape, habitats and features of biological interest and have regard to the stated hierarchy of nature conservation. Policy CS13 requires developments to maintain and where appropriate, improve existing green infrastructure. Policy DM8 aims to permit development only where it protects and enhances local habitats and landscape distinctiveness which: protects natural features; sympathetically incorporates

existing features into the overall design of the scheme; provides new landscape works that integrate with the local environment; and ensures sequences of greenspaces are maintained. Criterion e) of the Development Quality Standards Checklist requires development to incorporate a comprehensive ecological strategy, which achieves biodiversity net gain (BNG).

- 6.37. An updated Ecological Impact Assessment (LC Ecological Services, March, updated July 2024) has been undertaken to determine the likely impacts of the proposed development on ecology and nature conservation. The Ecological Impact Assessment reports that 18 important ecological features were identified and that the proposed development would result in a small-scale loss of habitat. However, this would be appropriately compensated for via a suite of both on-site and wider off-site biodiversity enhancement measures. The proposed development and associated ecological mitigation and enhancement measures is expected to result in an overall long-term positive effect (not significant) on biodiversity and the ecological features identified within the Assessment.

Trees

- 6.38. Policy DM8 seeks to protect natural features, such as trees, and incorporate them into scheme design. Criterion e) i of the Development Quality Standards Checklist seeks the retention and integration of any protected trees and hedgerows.
- 6.39. The application is supported by a Tree Survey (James Fuller, March 2023) that fully surveys the trees on the site. The parameter plans have been informed by retaining the trees on the perimeter of the site (including the protected trees on the north boundary) and focusing the developable areas away from the root protection areas of trees to be retained. Full details of the development layout and how the on and off-site trees would be protected and retained is anticipated to be provided as part of a future application for Reserved Matters Approval.

Nutrient Neutrality

- 6.40. In accordance with Natural England's updated guidance issued in March 2022, an updated nitrate budget calculation has been submitted alongside the application that assesses for up to 69 dwellings. The Applicant is willing to enter into a Unilateral Undertaking with HBC in order to secure the necessary nitrate mitigation for the proposal and welcomes further communication from officers on agreeing this position as part of the application process.

Solent and Dorset Coast SPA

- 6.41. The site is located within the 5.6 km buffer of the Solent and Dorset Coast SPA. Policy DM24 and the Solent Recreation Mitigation Strategy require mitigation for recreational disturbance arising from development. The Applicant is willing to enter into an agreement to for a contribution to mitigate against the impacts of the scheme. A European Site Avoidance and Mitigation Checklist accompanies this application.

Residential Amenity

- 6.42. Criterion h) of the Development Quality Standards Checklist requires development to provide outdoor private and/or communal amenity space for all residential units. It is anticipated that the detailed proposals

submitted as part of an application for Reserved Matters Approval would include private garden space for each house and communal landscaped areas and a private balcony for each apartment to satisfy this requirement.

- 6.43. Criterion 1. e) of policy CS16 requires development not to cause unacceptable harm to the amenity of neighbours. It is anticipated that the detailed proposals submitted as part of an application for Reserved Matters Approval would fully account for neighbouring amenity within and outside of the site.

Pollution

- 6.44. Policy W135 identifies the potential for air quality and noise issues to impact upon the amenity of future occupants of the site. Policy DM18 seeks to protect new development from air and noise pollution.
- 6.45. The application is supported by an Air Quality Assessment and a Noise Assessment (Mayer Brown, August 2024). These Assessments have been prepared to provide an evidence base to inform detailed proposals that would be submitted as part of an application for Reserved Matters Approval.

Space Standards

- 6.46. Criterion g) of the Development Quality Standards Checklist requires development to meet the nationally described space standards for new homes. The quantum of development proposed has taken account of this requirement and it is anticipated full detail would be provided as part of a future application for Reserved Matters Approval.

Heritage and Archaeology

- 6.47. Policy CS11 seeks to protect and enhance heritage, including sites of archaeology. The application is supported by an Archaeological Desk Based Assessment (RPS, May 2023). The Assessment identifies that there would be low potential for archaeological evidence based on the sites location below 45m Ordnance Datum and recommends that no further archaeological work is required.

Ground Conditions

- 6.48. Policy W135 identifies the potential for ground quality issues associated with the previous use of the site. Policy DM17 is relevant to contaminated land and requires investigation of potential risks and mitigation, where required.
- 6.49. The application is supported by a Ground Investigation Report that has been prepared to provide an evidence base to inform detailed proposals that would be submitted as part of an application for Reserved Matters Approval.

Draft Heads of Terms

- 6.50. It is considered that the following Heads of Terms may be included within a Section 106 Agreement:
- Affordable housing

- HBC monitoring fees
- Management company
- Solent recreation mitigation
- Nutrient neutrality
- Community Officer
- Education
- SuDS
- Off-site highways works
- Site specific transport measures
- Travel Plan

6.51. The applicant welcomes discussion with officers regarding the proposed Heads of Terms.

7. Conclusion

- 7.1. This updated Planning Statement is submitted, on behalf of Grainger Plc, as part of a revised hybrid application for the development of Blue Star Land, between the Berewood Major Development Area (MDA) and the A3. The proposal seeks planning consent for:

“Outline planning application for a residential development of up to 69 dwellings with access from Laxton Leaze and emergency access in full and all other matters reserved”

- 7.2. The revised application has been informed by comments received on the application to date in addition to pre-application dialogue with relevant LPA consultees and through consultation of the local community and stakeholders as detailed in the SCI that supports this application. The applicant and design team has worked to address comments raised and provide an evidence base sufficient for the determination of this application that would provide a solid evidence base for a future application for Reserved Matters Approval.
- 7.3. Planning consent would bring the site closer to delivering much needed high-quality homes within the borough and the site's location adjacent to the boundary of the town centre would create a sustainable community where reliance on the private car would be minimised through a package of measures secured by a site-specific Travel Plan.
- 7.4. The National Planning Policy Framework (NPPF) sets out the Government's presumption in favour of sustainable development. In conjunction with a suite of technical assessments, this Planning Statement has demonstrated that the proposed development would deliver a sustainable development and would accord with the Council's aspirations for the Site and the relevant policy and material considerations contained within the NPPF and adopted local policy. As such, there are no material considerations that indicate that the proposed development should not be approved.

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