

PROPOSED POLICIES

- A policy for low carbon design/ zero net carbon in new housing development would be recommended to outline what developments need to be achieving to reduce this impact and provide more sustainable and green development.
- Having a policy around sustainable construction will inform and direct what design and materials etc should be used in development.
- A drainage and waste policy will help ensure the removal and disposal of development waste is done as sustainably as possible.
- Having a policy to encourage the installation of EV charging points in all new developments would contribute directly to improving accessibility of this source.
- Existing trees, hedgerows and woodland need to be protected and enhanced alongside new developments providing new trees and planting and increased green infrastructure.
- A policy protecting all existing green infrastructure and requiring new green infrastructure as part of new development schemes would ensure the Borough is retaining and growing its supply of green space.

LIMITATIONS TO NOTE

The council has a target for the Borough to be zero net carbon by 2050 and as such, Havant Borough Council will have to critically review and assess its approach to design, construction and green infrastructure to ensure all new developments coming forward are working to reduce their carbon output.

The Council will also need to ensure that any standards above building regulations do not make development unviable and these will therefore be tested through the whole plan viability appraisal. This will have to be balanced against other priorities in the plan, including affordable housing and infrastructure provision. This is explained in more detail later in this discussion document and is a key area where we are looking for your views.



THE NATURAL ENVIRONMENT

LEGISLATION AND GOVERNMENT POLICY

The Council is legally required to ensure that any land use plans are compliant with the Conservation of Habitats and Species Regulations 2017 (as amended).

New development therefore needs to comply with the Habitats Regulations and must ensure there is no likely significant effect on the internationally designated sites. The Council has a number of internationally designated sites, these include Special Area of Conservation Sites (SAC), Special Protection Areas (SPA), and Ramsar sites these can be seen below:

A number of environmental issues have been identified which planning applications and local plans within Havant Borough need to address in order to be compliant with the Habitat Regulations. These include:

- Disturbance from recreation
- Solent Wader and Brent Goose Sites
- Protected Species
- Water Quality



LOCAL EVIDENCE AND POLICY

There are a number of locally led strategies to deal with the environmental issues within the Borough.

Solent Recreation and Mitigation Strategy²⁸ (SRMS)

The Solent is home to a number of bird species during the winter and three SPAs have been designated specifically for those species. New housing leads to more people visiting the coast for recreational purposes, and this additional disturbance has an effect on the birds unless mitigation measures are put in place.

The SRMS was approved by Havant Borough Council and has been implemented since 1st April 2018 through Bird Aware Solent. The SRMS sets out planned mitigation measures which new residential dwellings within 5.6km from the SPAs²⁹ need to contribute towards to offset any significant impact in perpetuity in line with the Habitats Regulations. Developer contributions are collected by the Council to fund the work set out in the strategy by Bird Aware Solent.

Solent Waders and Brent Goose Strategy³⁰

This strategy aims to protect the network of non-designated terrestrial wader and brent goose sites that support the SPA in the Borough and protect them from land take and recreational pressure associated with new development. The terrestrial sites are located on land that falls outside the SPA boundaries.

However, this land is frequently used by SPA species and supports the functionality and integrity of the designated sites for these features. Therefore, the terrestrial sites identified through the strategy will contribute to the achievements of the SPAs conservation objectives. The strategy provides guidance for developers if new development is proposed on one of these sites.

²⁸ <https://birdaware.org/solent/about-us/our-strategy/>

The strategy outlines the mitigation and off-setting requirements to inform assessment of plans and projects made under the Habitats Regulations. The kind of mitigation and off-setting required for a site is dependent on its importance to the SPA network.

Protected Species

There is a great deal of pressure on plants and animal species from the impacts of population increase and new development. There are specific protected species within the Borough which are afforded legal protection, and it is an offence to harm or disturb these species or their habitats.

Legally protected species are a material consideration in the planning system. The potential impacts on them must be assessed and appropriate avoidance and mitigation measures must be provided where impacts are identified.

Water Quality

New development necessitates the provision of connections to the foul water drainage network and can increase surface water run-off. This could increase the amount of nutrients entering internationally designated sites. New housing and proposals which cause a net increase in overnight accommodation need to prevent any increase of nutrients into the designated sites. This is necessary in order for them to be nutrient neutral as they would otherwise lead to a likely significant impact on the designated sites.

The Position Statement and Mitigation Plan for Nutrient Neutral Development³¹ sets out how development calculates its likely significant effect in the designated sites in relation to water quality and how such impacts can be mitigated in order to meet the tests of the Habitats Regulations.

²⁹ This covers all of the Borough except a very small section in the north

³⁰ <https://solentwbgs.wordpress.com/page-2/>

³¹ <https://www.havant.gov.uk/nutrient-neutrality-what-developers-need-know>

THE PROPOSED APPROACH

The Council's proposed approach will be for each of these environmental issues to have their own standalone policy within the Building a Better Future Plan.

The Council will take into account the environmental issues which are set out in this section when deciding which sites to allocate for development in the Building a Better Future Plan, to avoid or mitigate any significant effect on the designated sites. Allocations will also be subject to a Habitats Regulations Assessment.

The policies will set out the requirements that development has to meet in order for a planning permission to be legally compliant under the Habitat Regulations. If development cannot remove the significant effect it is having on the designated sites then planning permission will be refused.

PROPOSED POLICIES:

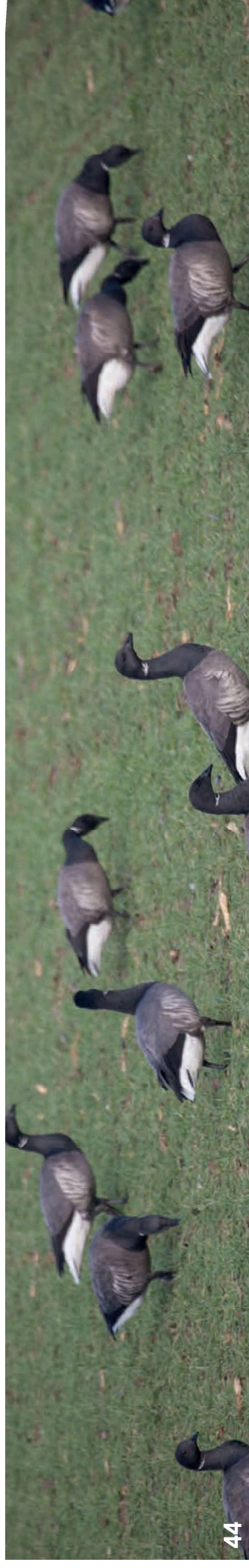
- Strategic policies setting out the requirements for development to remove the potential significant effect it may have on the designated sites in relation to recreational disturbance, Solent Wader and Brent Goose Sites, Protected Species and water quality.

- Mapping to define the environmental designations, and associated policy mapping explaining the areas affected by the environmental issues outlined in this section.

LIMITATIONS/GIVENS

It is a legal requirement for these environmental issues to be assessed, through a Habitats Regulations Assessment, and to avoid or mitigate any likely significant effects identified. The Council must ensure that there isn't any likelihood of a significant effect from development on the designated sites. Therefore, the identified policies need to be in the Building a Better Future Plan in order to be legally compliant. There are no realistic alternatives to this approach.

The Building a Better Future Plan is required to be assessed in line with the Habitats Regulations and the report published with every version. The first stage in the assessment of the plan has been published alongside this consultation document.



LEGISLATION AND GOVERNMENT POLICY

Biodiversity net gain will deliver measurable improvements for biodiversity by creating or enhancing habitats in association with new development in Havant Borough. In England, it is a mandatory requirement of the Environment Act 2021 to ensure that the natural environment is in a measurably better state than it was beforehand. The Environment Act³² sets out the following key components for biodiversity net gain:

- A minimum of 10% biodiversity net gain is required using a biodiversity metric
- Secure habitat creation through biodiversity net gain for a minimum of 30 years via legal obligations/conservation covenants
- Habitats can be delivered on-site, off-site or via statutory biodiversity credits which can be purchased by developers
- There will be a national register for net gain sites
- The mitigation hierarchy still applies avoid, mitigate, and compensate for biodiversity loss

Under the Environment Act, biodiversity net gain can be provided on-site where the development is taking place, and/or where that can be shown not to be possible, off-site mitigation can be secured.

The NPPF sets out that planning policies and decisions should contribute to and enhance the environment by minimising impacts on biodiversity and providing net gains for biodiversity, including establishing coherent ecological networks that are more resilient to current and future pressures.

LOCAL EVIDENCE AND POLICY

The Borough has a rich and diverse ecological network as documented by the protected international, national, and local designations as well as its range of natural features. The local ecological network comprises an extensive coastline, trees, woodland, hedgerows, streams, rivers, wildlife and river corridors, springs, ditches and ponds. Hampshire Biodiversity Information Centre's Local Ecological Network mapping project³³ has identified a number of opportunity areas, within which it is possible to reconnect and enhance the Local Ecological Network to achieve biodiversity net gain.

The Havant Borough Biodiversity Strategy³⁴ sets out how the biodiversity network of Havant Borough can be conserved and enhanced through the planning system and makes recommendations to secure sustainable development which improves the quality of the environment and resident life. Nonetheless this is now out of date following the Environment Act becoming law and so will need to be updated.

³² <https://www.legislation.gov.uk/ukpga/2021/30/contents/enacted>

³³ <https://www.hants.gov.uk/landplanningandenvironment/environment/biodiversity/informationcentre/information>

³⁴ <https://cdn.havant.gov.uk/public/documents/Havant%20Borough%20Biodiversity%20Strategy.pdf#~:text=The%20strategy%20will%20enable%20Havant,taking%20a%20collective%20approach%20to>

THE PROPOSED APPROACH

The Building a Better Future Plan will be prepared in line with the Environment Act and its secondary legislation (though the latter has not yet been published).

The Council's proposed approach is to include a strategic policy setting out the requirements for biodiversity net gain and what development needs to do to ensure biodiversity net gain is provided as set out in legislation.

It will require development to achieve a minimum amount of biodiversity net gain and if net gain credits are required, it will highlight opportunity areas off-site which could be used to reconnect and enhance the local ecological network of the Borough.

The options for biodiversity net gain credits will be set out and sites within the Borough will be safeguarded for environmental mitigation.

The policy will be underpinned by Local Ecological Network mapping which identifies opportunities to enhance natural environment through habitat recreation and restoration.

The mapping will help inform and shape development proposals so that they take account of on-site and surrounding ecology and inform enhancements to biodiversity. Development should contribute towards improving the wider local ecological network and reduce the network fragmentation and improve biodiversity connectivity.

The Council's Strategy will also be updated in line with relevant legislation and guidance.

PROPOSED POLICIES:

- A strategic policy setting out the requirements for development to achieve biodiversity net gain on-site first before looking at off-site net gain options.
- Mapping to define areas which could be improved for biodiversity net-gain purposes if it cannot be provided on the development site.
- Allocation of strategic mitigation options which development could contribute to within the Borough.



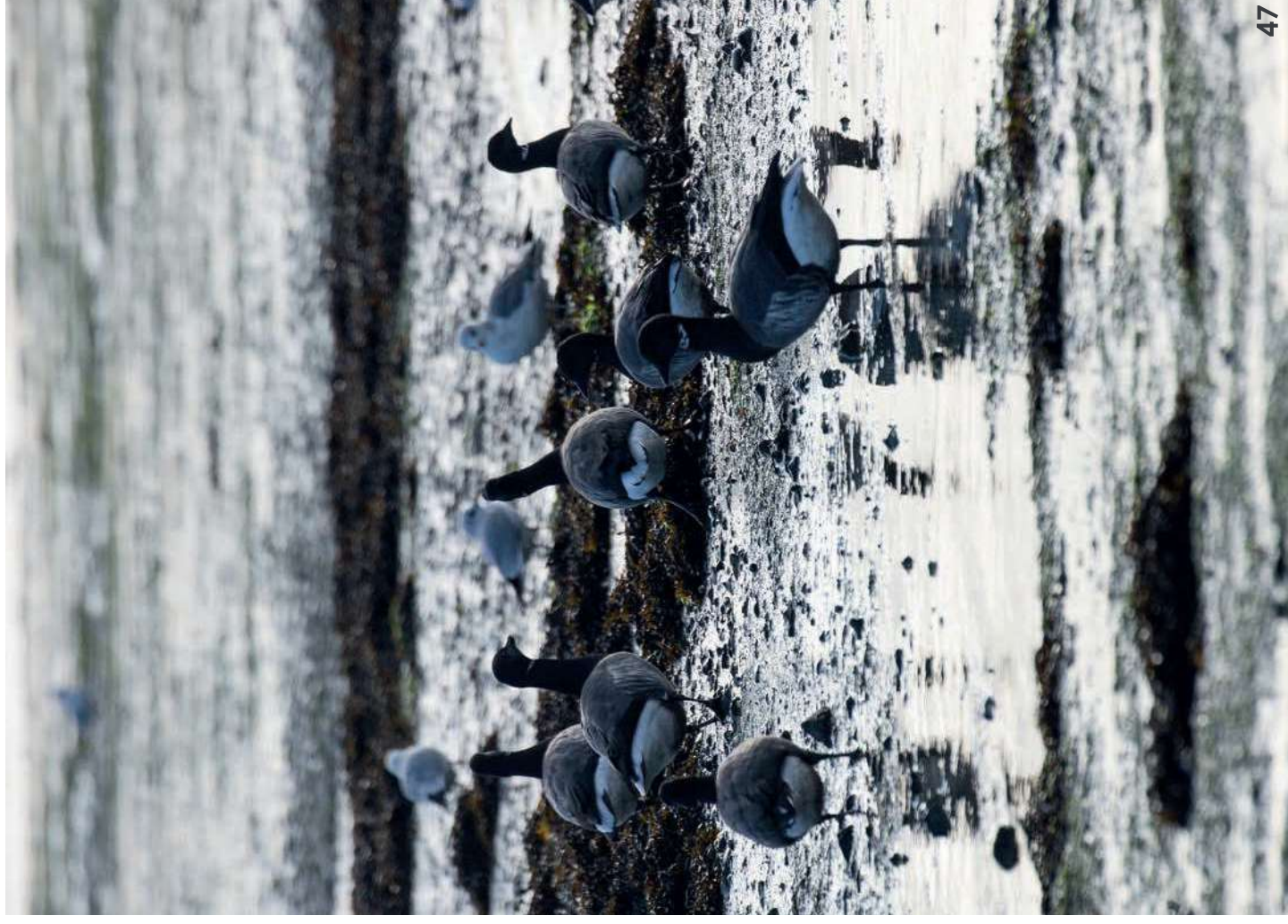
LIMITATIONS

New development offers a potential threat to the natural environment in some cases, although it also presents an opportunity to provide biodiversity net gain.

Without a policy for biodiversity net gain, there is the potential that net gain would not be secured in the best places for the Borough's ecological network.

The mapping of the Local Ecological Network cannot be published within the Local Plan due to its scale and the nature of the mapping components but is available through the Hampshire Biodiversity Information Centre. The information changes annually as ongoing survey work will provide more up to date information, so it is impractical to include it in the Local Plan.

The Council will also need to ensure that any standards above the 10% required by the Environment Act do not make development unviable and these will therefore be tested through the whole plan viability appraisal. This will have to be balanced against other priorities in the plan, including affordable housing and low carbon design. This is explained in more detail later in this discussion document and is a key area where we are looking for your views.



LOCAL NATURE DESIGNATIONS

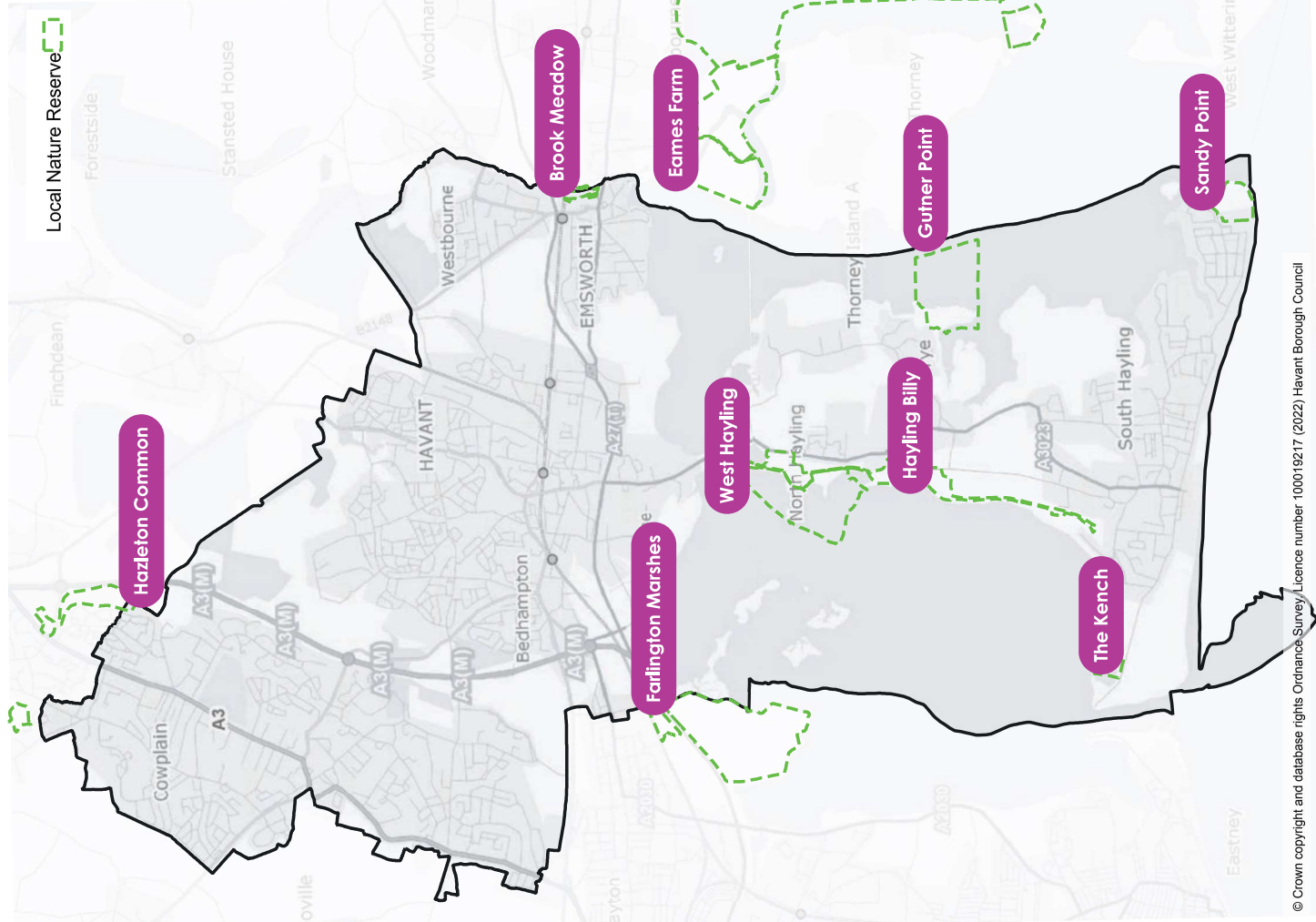
LEGISLATION AND GOVERNMENT POLICY

There are two types of local nature designations in the Borough: Local Nature Reserves (LNRs) and Sites of Importance for Nature Conservation (SINCs). These can also overlap with other national or international designations:

1. Local Nature Reserves (LNRs) are a local statutory designation under the National Parks and Access to the Countryside Act 1949 (as amended). All district and county councils have powers to acquire, declare and manage LNRs.
2. Sites of Importance for Nature Conservation (SINCs) are also important wildlife sites which contribute to the local ecological network. These are also known nationally as Local Wildlife Sites.

The NPPF states that plans should identify, map and safeguard components of local wildlife-rich habitats and wider ecological networks, including locally designated sites of importance for biodiversity and connect them to areas identified by national and local partnerships for habitat management, enhancement, restoration, or creation.





LOCAL EVIDENCE AND POLICY

1. Local Nature Reserves

The Biodiversity Strategy³⁵ identifies a number of Local Nature Reserves within Havant Borough. As a local designation, an LNR can be given protection against damaging development on or around it. However, the level and type of protection afforded to an LNR is decided locally and varies from site to site.

LNRs can also be designated as a SINCR, or have national and international environmental designation status. An additional requirement of LNRs by Hampshire County Council is that the site has present or potential access both within the site and the wider Rights of Way network.

The following LNRs have been identified in the Borough:

Site Name
Brook Meadows
Farlington Marshes
Gutner Point
Hayling Billy
Hazleton Common
Sandy Point
The Kench, Hayling Island
West Hayling

³⁵ <https://cdn.havant.gov.uk/public/documents/Havant%20Borough%20Biodiversity%20Strategy.pdf#:~:text=The%20strategy%20will%20enable%20Havant,taking%20a%20collective%20approach%20to>

LOCAL EVIDENCE AND POLICY

2. Sites of Importance for Nature Conservation

There are also 110 Sites of Importance for Nature Conservation (SINCs), designated locally. The number, boundary and qualifying features of SINCs are updated regularly as sites are re-surveyed.

Designating a SINC raises awareness of its importance for wildlife and needs to be considered in planning decisions, particularly in terms of biodiversity net gain.

SINCS are administered by local authorities, including Havant Borough Council in partnership with conservation organisations, such as the Hampshire Biodiversity Information Centre (HBIC) which follows a strict set of guidance and selection requirements.

PROPOSED APPROACH

The proposed approach will be to protect, conserve and enhance the Borough's local nature designations, and to ensure that development avoids fragmentation of the local ecological network. Should a development impact a local nature designation, then an avoidance and mitigation plan should be submitted which includes provision for ongoing management and maintenance.

The benefit of any development on a local nature site should be shown to clearly outweigh the substantive conservation value of the site and where an impact cannot be avoided, or mitigated compensation is provided.

The Council will aim to ensure connectivity across boundaries by working with neighbouring local authorities to ensure the ecological network within the Borough connects with ecological sites outside of the Borough as best as possible.

PROPOSED POLICIES:

- A strategic policy setting out in what circumstances development could take place on a SINC.
- Setting out the mitigation hierarchy and how the impacts of any type of development can be mitigated
- Provide information on the available mapping on locally designated sites

LIMITATIONS

SINC do not have legal status, but sites are of substantive nature conservation value. Many SINC sites also host Priority Habitats and Species which are protected under the Natural Environment and Rural Communities Act 2006.

Unlike national and international designations, it is not possible to set out the management approach which landowners must take on identified SINCs.

AFFORDABLE HOUSING

LEGISLATION AND GOVERNMENT POLICY

National planning policy expects local plan policies to reflect the size, type and tenure of housing needed for different groups in the community. This includes affordable housing and the type of affordable housing required.

Government policy requires that affordable housing is not sought unless part of a scheme of at least **10** dwellings and that it should normally be provided on-site.

Government has already set out that **25%** of the affordable housing requirement should be for 'First Homes' – a discounted ownership tenure. An illustrative example is worked below.

200 dwelling scheme
30% affordable housing requirement from site of 200 dwellings = **60 dwellings**



25% of the total number of affordable homes to be provided as First Homes = **15 dwellings**



This leaves **75%** of the total number of affordable homes to be provided as shared ownership/for rent = **45 dwellings**

66% of the remaining affordable homes to be provided for rent = **30 dwellings**



33% of the remaining affordable homes to be provided as shared ownership = **15 dwellings**

LOCAL EVIDENCE AND POLICY

There are currently 1,717 households on the waiting list for an affordable rented property and it can take several years for eligible households to be provided with a suitable property. In the meantime, they will be in unsuitable or unaffordable housing.

The Council can access data from Hampshire Home Choice and Help to Buy South to provide evidence for the need for different types and sizes of affordable housing. The Council can also source data on average incomes and house prices in the borough from the Office for National Statistics. This information will help to inform policies about the amount and type of affordable housing that is needed to meet needs in the borough.

The housing affordability ratio for Havant is 10.17, meaning a Havant resident can expect a house to cost over 10 times their yearly wage.³⁶



³⁶ ONS, Housing Affordability in England and Wales, 2021 – the affordability ratio is the ratio of median house price to median gross annual workplace-based earnings by local authority district

THE PROPOSED APPROACH

The Council intends to commission further evidence to provide up to date information on the current needs for affordable housing, including for different types and tenures of affordable housing, and how they can be met in the borough.

The Council will gather and analyse evidence to explore whether and how First Homes may help meet these needs compared to other affordable ownership products as part of the mix of affordable housing to ensure the affordable housing supply help meets the needs of those who wish to purchase a property but cannot afford to compete in the open market.

PROPOSED POLICIES

- Affordable housing – this policy will ensure that affordable housing will be provided on schemes of 10+ homes, subject to viability.

LIMITATIONS TO NOTE

Affordable housing is specific types of housing for sale or rent, for those whose needs are not met by the market. This is different to the overall affordability of housing on the open market. There are certain specific types of affordable housing:

The Council will also need to ensure that the policy requirements in relation to housing do not make housing development unviable and these will therefore be tested through the whole plan viability appraisal. This will have to be balanced against other priorities in the plan, including low carbon design standards and infrastructure provision. This is explained in more detail later in this discussion document and is a key area where we are looking for your views.



SOCIAL RENTED HOUSING



STARTER HOMES



DISCOUNTED MARKET SALES HOUSING



OTHER AFFORDABLE ROUTES TO HOME OWNERSHIP, INCLUDING SHARED OWNERSHIP.

AFFORDABLE RENTED HOUSING



HOUSING DESIGN STANDARDS AND SPECIALIST ACCOMMODATION

LEGISLATION AND GOVERNMENT POLICY

National planning policy expects local plans to reflect the size, type and tenure of housing needed for different groups in the community. This includes families with children, older people, students, people with disabilities, service families and people wishing to commission or build their own homes. There are a number of standards that the Council can bring in for new housing, including enhanced standards of accessibility. Nonetheless, these will need to be shown to be needed and viable.

The Self-build and Custom Housebuilding Act 2015 requires the Council to keep a register of individuals (and associations of individuals) seeking to acquire serviced plots of land in the borough in order to build houses for those individuals to occupy as homes.

LOCAL EVIDENCE AND POLICY

The Council has previously relied on the PfSH Strategic Housing Market Assessment (2014)³⁷ for assessing different types of housing need, although this is now out of date. The Council intends to commission further evidence to update the needs for different groups – in particular the need for different sizes and types of dwellings.

The Self and Custom Build Register establishes the current need for this type of dwelling. As of May 2022 there are 98 entries on the register for a self or custom build plot. Of these about half currently live within the borough. The Council also records the number of Community Infrastructure Levy exemptions for self and custom build dwellings, which shows how the supply currently meets this need. Between 2014 and 2019 the Council granted an average of 13 exemptions for self and custom build dwellings each year.

³⁷ <https://www.push.gov.uk/wp-content/uploads/2018/06/SHMA-2014-1.pdf>



THE PROPOSED APPROACH

It is essential that not only is the right amount of new housing delivered but it is of the correct type – otherwise the new homes will not address the need for housing in a genuine way. The Council will use the new evidence to set out the mix of housing that would be needed across development sites.

The pandemic and the associated lockdowns highlighted the importance of the need for new homes to be built with sufficient internal space and with access to adequate outdoor amenity space. The Council considers that including relevant policies in the Building a Better Future Plan would have a positive impact on the health and wellbeing of the residents that occupy those homes.

The Council aims to require housing development to provide high quality accommodation that meets the needs of future occupiers of those homes. The Council will be guided by the evidence and consultation feedback as to whether new standards should be introduced. These would cover some or all of:

- Minimum internal space standards
- Gardens and balconies
- Homes with enhanced accessibility
- Wheelchair accessible homes

PROPOSED POLICIES:

- High quality new homes – including any requirements for minimum internal space standards, outdoor amenity space, accessibility and adaptability standards and wheelchair accessibility standards.
- Housing mix – to ensure that the right size of property is provided to meet identified needs.
- Retirement and specialist housing – to ensure that provision is made to meet the needs of an aging population.
- Self and custom build housing – to ensure that provision is made for those who want to build or commission their own home.



LIMITATIONS TO NOTE

The Building Regulations ensure that new buildings are structurally sound and safe. They cover aspects such as accessibility. However, national policy allows the Council to exercise more control through the planning system to secure high quality development (in terms of space and accessibility standards) that meets identified needs in the area. This is subject to demonstrating the development proposed in the plan will be viable.

There are some limitations as to how this is accomplished, for example, the Council can only require the Nationally Described Space Standards³⁸ for internal space standards rather than investigating a bespoke set of standards for Havant.

The Council will also need to ensure that any standards above building regulations do not make housing development unviable and these will therefore be tested through the whole plan viability appraisal. This will have to be balanced against other priorities in the plan, including low carbon design standards and infrastructure provision. This is explained in more detail later in this discussion document and is a key area where we are looking for your views.



³⁸ <https://www.gov.uk/government/publications/technical-housing-standards-nationally-described-space-standard/technical-housing-standards-nationally-described-space-standard>

LANDSCAPE AND LOSS OF AGRICULTURAL LAND

LEGISLATION AND GOVERNMENT POLICY

Legislation and national guidance awards specific protections to designated landscapes. Great weight should be given to conserving and enhancing landscape and scenic beauty in National Parks and Areas of Outstanding Natural Beauty, which have the highest status of protection in relation to these issues.

The scale and extent of development within these designated areas should be limited. Permission should be refused for major development other than in exceptional circumstances, and where it can be demonstrated that the development is in the public interest. Development within their setting should be sensitively located and designed to avoid or minimise adverse impacts on the designated areas.

Beyond these specifically designated landscapes, the NPPF also requires development to be sympathetic to local character and history more generally, including the surrounding built environment and landscape setting.

The NPPF sets out that local plans should recognise the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, areas of poorer quality land should be preferred over high-quality agricultural land.

LOCAL EVIDENCE AND POLICY

Havant Borough benefits from high quality landscapes and vistas. It is ideally placed between the South Downs National Park and the Solent Coast, including the Chichester Harbour Area of Outstanding Natural Beauty (AONB). This is part of what makes the Borough an attractive place to live. The Borough's settlements have continued to grow, and development pressure remains high on the edges of and within these areas.

No part of the Borough lies within the South Downs National Park, but some potential development sites on the Borough boundary are within its setting.

The Chichester Harbour AONB covers the intertidal harbour itself, as well as parts of Eastoke, Northney, Warblington and Emsworth. The AONB extends east into Chichester District. Chichester Harbour Conservancy has produced an AONB Management Plan³⁹, which identifies the distinctive features and characteristics of the landscape and provides the framework for the management and ongoing spatial planning of Chichester Harbour AONB. The flatness of the landscape makes the AONB particularly vulnerable to visual intrusion from inappropriate development, both within or adjacent to the boundary, which can often be seen from significant distances across inlets, the main harbour channels, or open countryside.

³⁹ <https://www.conservancy.co.uk/page/management-plan/307/>

Beyond the specifically protected landscape of the AONB, the Council recognises the value of its unique landscapes such as the eastern edges of Portsdown Hill, its harbours and coastal areas, rivers and streams, remnants of ancient woodland and undeveloped open land.

THE PROPOSED APPROACH

The Building a Better Future Plan will recognise, protect and enhance designated landscapes, both through criteria-based policies for these areas and through its selection of development sites, which will avoid protected landscapes unless their development would meet the specific criteria in the NPPF associated with designated landscapes.

In selecting sites for development, other sensitive landscape features will also be mapped and acknowledged. However, given development pressures, it is likely not to be possible for the Council to make landscape an absolute constraint ('showstopper') on development. Rather, criteria policies and site allocations will set out requirements for development to minimise impacts on valued landscapes, ensure it is of the highest quality and respects its surroundings.

As is set out earlier in this discussion document, to sufficiently address the need for housing requires extensive development of both brownfield and greenfield sites. As such, it is not possible to restrict development due to the loss of agricultural land.

PROPOSED POLICIES

- A criteria-based development management policy setting out the limitations on development in the Chichester Harbour AONB
- (NB a Supplementary Planning Document⁴⁰, prepared in conjunction with the Chichester Harbour Conservancy and jointly adopted by Havant Borough Council and Chichester District Council already exists to provide detailed guidance on appropriate development).
- Site allocations policies which highlight any sensitive landscape features on or off sites and secure their protection; this will include a requirement to consider carefully any potential impact on the setting of the South Downs National Park, and to respond positively to its special qualities of, including consideration of the Dark Night Sky Reserve⁴¹;
- Mapping of the Borough's settlement boundaries and an associated policy setting the limitations on development beyond those boundaries
- A development management policy recognising the special qualities of the Borough's coastal landscape, and setting criteria for appropriate development in these areas
- A policy committing to improvements to the setting of the Hermitage Stream
- A development management policy to require woodland and tree retention, as well as tree planting (see also Climate Change)

⁴⁰ <https://www.havant.gov.uk/planning-policy/supplementary-planning-documents>

⁴¹ <https://www.southdowns.gov.uk/dark-night-skies/>

LIMITATIONS TO NOTE

Given the need for new homes and other development, and the limited supply of land, it will not be possible to protect all existing open or undeveloped areas from development, nor agricultural land due to the intrinsic benefit of its retention. National designations such as the National Park and AONB provide a high level of protection, while other landscapes, even if locally valued, do not enjoy this level of safeguarding.



INFRASTRUCTURE

NB Transport Infrastructure and Green Infrastructure are covered more specifically under their own sections in this document

LEGISLATION AND GOVERNMENT POLICY

The planning system should contribute to economic, environmental and social objectives by identifying and coordinating the provision of infrastructure.

Plans should promote a sustainable pattern of development that aligns growth and infrastructure. Strategic policies should set out an overall strategy for the pattern, scale and design quality of places, and make sufficient provision for infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy, as well as community facilities (such as health, education and cultural infrastructure), green infrastructure and adaptation to climate change. Planning policies and decisions should support development that makes efficient use of land, taking into account the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement.

Cooperation with other plan-making authorities and relevant bodies and infrastructure providers is seen as key to successful strategic planning and timely infrastructure delivery.

Plans should also set out their expectations of developers in regard to infrastructure provision.

LOCAL EVIDENCE AND POLICY

Most infrastructure providers have their own planning regimes and publish their own development plans for their networks and areas of responsibility. Many of these, for example those of water companies, are based on the relevant regulator's funding cycles.

Both Hampshire County Council, itself a major provider of infrastructure, and Havant Borough Council regularly review the broad range of providers' plans and pull these together in the Hampshire Strategic Infrastructure Statement⁴² and Havant Infrastructure Delivery Plan⁴³ respectively. These are updated periodically.

In the past, there have been issues regarding the long-term maintenance of on-site infrastructure on development sites, or 'common parts', which need to be addressed going forward.



⁴² <https://www.hants.gov.uk/landplanningandenvironment/strategic-planning/infrastructure-planning>

⁴³ <https://cdn.havant.gov.uk/public/documents/IDP%202020.pdf>

THE PROPOSED APPROACH

Timely provision of infrastructure to support the level of development proposed is necessary to make sure that the quality of life of existing communities is maintained, and that development does not have a detrimental impact upon amenity, safety or the environment.

The most efficient way to plan for infrastructure is to make existing facilities and services more resilient to higher levels of use as population rises. This can take such forms as upgrading grass pitches to artificial pitches that are more hardwearing and can be played all year round or freeing up capacity on the roads by improving walking and cycling facilities. The Building a Better Future Plan will support such measures. However, new or expanded infrastructure will also be needed to support development as some infrastructure within the Borough is at or near capacity and so needs upgrading to support additional use. The Council will actively support efforts to expand infrastructure where it is required, by collaborative working with its partners, setting out development requirements in the Building Better Future Plan and safeguarding land through the plan where necessary.

Some infrastructure may be delivered via contributions from developers through the planning system or by the developers directly. Other provision is made by the infrastructure providers themselves by aligning their strategies and investment plans with planned growth and development, and the Council is committed to working with these providers to secure delivery of improvements.

PROPOSED POLICIES

- A strategic policy setting out the infrastructure requirements over the plan period and confirming a commitment from the Council to work with partners to bring these forward
- Land safeguarding for key projects if required
- Site allocation policies which set out specific infrastructure requirements arising from that particular development, if applicable
- Thematic development management policies on what the Council expects with regard to specific types of common infrastructure on development sites, such as drainage or open space, including their long-term management



LIMITATIONS TO NOTE

New development cannot be required to address any existing capacity issues, only the impact that development has.

In many cases, infrastructure provision is in the hands of bodies other than the Council or developers. They operate under their own rules, funding cycles and delivery regimes. Therefore, the Council is limited in its powers to require infrastructure improvements through the plan.

The planning regime does not allow councils to halt development pending improvements, say, to access to GPs, dentists or childcare. Rather such services are expected to provide for the population in their area.

With this in mind, it should be noted that it is the process of drawing up a Local Plan, as much as the content of the plan itself, that supports effective infrastructure provision. In preparing the plan, the Council engages with other bodies and providers to make them aware of the likely development pattern in the future.



EFFECTIVE TRANSPORT & COMMUNICATIONS

LEGISLATION AND GOVERNMENT POLICY

- Local Plans should
- address the potential impacts of development on transport networks
- promote walking, cycling and public transport
- take into account, avoid and mitigate adverse environmental impacts of traffic and transport infrastructure
- avoid unacceptable impact on highway safety, and avoid severe residual cumulative impacts on the road network
- ensure that patterns of movement, streets, parking and other transport considerations are integral to the design of development and contribute to making high quality places.
- Focus significant development on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- Support the expansion of electronic communications networks, set out how high-quality digital infrastructure is expected to be delivered and upgraded over time and prioritise full fibre connections to existing and new developments

LOCAL EVIDENCE AND POLICY

The borough's development pattern of low to medium density suburban style housing estates of recent decades has contributed to the area having a heavily car reliant population. For example, around three quarters of workers who live in Havant travel to work by car⁴⁴.

Hampshire County Council are preparing a new Local Transport Plan (LTP4)⁴⁵ and a Local Cycling and Walking Investment Plan (LCWIP)⁴⁶. They represent a marked shift in approach to the local transport network towards sustainable travel, in line with the County Council's Climate Change Strategy⁴⁷.

Similarly, the Borough Council's Climate Change and Environment Strategy 2021-2026⁴⁸ includes objectives to reinforce and implement policy and initiatives for low-carbon transport; prioritise compelling options for active travel, walking and cycling, and insist on best practice for infrastructure design and paths; and ensure alternatives to fossil fuels through promoting investments in infrastructure for electric-vehicles, and green hydrogen hubs for HGVs.

⁴⁴ 2011 Census

⁴⁵ <https://www.hants.gov.uk/transport/localtransportplan>

⁴⁶ <https://www.havant.gov.uk/cycling-and-walking-infrastructure-plan>

⁴⁷ <https://www.hants.gov.uk/landplanningandenvironment/environment/climatechange>

⁴⁸ <https://www.havant.gov.uk/climate-change-and-environment>

THE PROPOSED APPROACH

PROPOSED POLICIES

The Building a Better Future Plan will reflect the emerging Local Transport Plan and the Environment and Climate Change Strategies. The development strategy will seek to focus development in locations that give residents of new development good access to shops, services and facilities.

The Building a Better Future Plan will also support higher densities in development to improve the viability of public transport. Developers will be expected to design their developments in a way that encourages people to get around on foot or bicycle for short journeys.

The Transport Assessment supporting the plan will also reflect these key strategies, seeking to focus the mitigation of new development on active travel measures initially with improvements to the highway network as a secondary consideration where necessary. However, access to the strategic network of the A27 and the A3(M) by car remains important for longer trips. The impact on planned developments on routes connecting to that network and the strategic network itself will be carefully considered, and where necessary, mitigation measures will be built into the infrastructure requirements set out in the plan.

The plan will also support infrastructure which supports a shift to low carbon transport, such as electric vehicle charging points. This will need to consider recent changes to the building regulations which introduce a need for electric vehicle charging points for the first time.

- A strategic policy setting out the key transport infrastructure requirements over the plan period
- Site allocations which maximise development in locations which have good access to shops, services and facilities;
- Development management policies setting our expected standards and requirements for access and parking in new development, with sustainable modes places at the forefront
- A development management policy to limit new accesses onto classified roads, for highways efficiency and safety reasons
- A development management policy that supports electronic communications networks and expects high speed network infrastructure to be provided as part of new development.

LIMITATIONS TO NOTE

Parts of the Borough's Transport Network suffer from congestion at peak times. New development cannot be required to address existing issues on the network, only the impact that the development itself causes. In addition, the tests in the NPPF regarding the transport impact of development set a high bar: to be unacceptable, the impact must be severe. An increase in congestion as a result of new development is inevitable and will not trigger a severe impact in and of itself.

While investment in infrastructure will make a difference, shifting behavioural patterns cannot be achieved through initiatives linked to the Local Plan alone; everyone has to play their part.

While the Council will make the accessibility by sustainable modes of travel a priority in sites selection, it must be acknowledged from the outset that site availability is limited in the borough, and it is unlikely to be possible to allocate only sites with very good access (see also the housing topics).



LEGISLATION AND GOVERNMENT POLICY

This includes all types of open spaces, which can be green (such as parks), grey (such as public spaces) and blue (such as the seafront). Together these are generally known as green infrastructure and Government intends for the spaces to be capable of delivering a wide variety of economic, health and wellbeing benefits.

The NPPF requires planning policies to protect and enhance green infrastructure and ensure that robust and up-to-date assessments for the need for this kind of infrastructure are carried out. This information should then be used to determine and inform what open space, sport and recreational provision is needed and which plans should accommodate them.

Government also sets out a particular designation of a Local Green Space, which is a green area of particular importance. The NPPF requires policies for managing development within a Local Green Space to be the same as those for green belts.

LOCAL EVIDENCE AND POLICY

The key documents which inform this topic are the Havant Borough Open Space Strategy (November 2018) and the Local Green Spaces and Destination Open Spaces of Havant Borough (July 2020). Overall these show that the need for open space in the Borough is being met.

THE PROPOSED APPROACH

The Covid-19 pandemic has highlighted the importance and community value green infrastructure provides including improvements to physical and mental wellbeing, recreational use and ecological value. Just as importantly they also form and create our landscape and built environment, enhance beauty, tranquillity adapt to climate change and boost wellbeing.

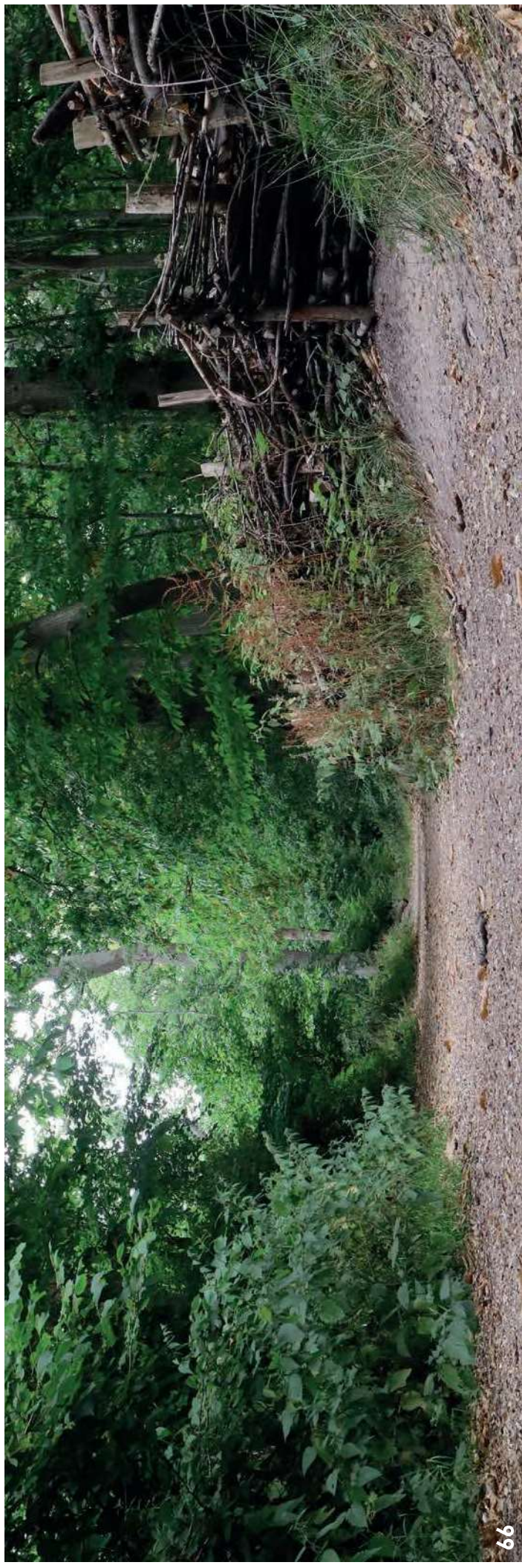
The Building a Better Future Plan will resist the loss of existing open space in the Borough where possible and development which results in the loss of this will typically be refused. Only in exceptional circumstances shall planning permission be granted provided an alternative provision of equal or better value be created to serve the same community. It will also require open space in all new developments including specific standards for play and community food growing.

PROPOSED POLICIES

- The Building a Better Future Plan should include two separate policies to cover the retention and enhancement of existing green infrastructure and open spaces, as well as the creation of new spaces in new development. This will ensure that as well as putting in measures to retain the existing provision the Borough will be increasing the amount of open spaces available, making them accessible to more people, contributing to the beauty of the Borough and helping support the Borough's initiative to reduce its impact on climate change.

LIMITATIONS TO NOTE

Smaller developments may struggle to practicably provide sufficient open space as part of the development and this would need to be assessed on an individual basis and whether contributions could instead be sought to improve/enhance another site in the Borough.



SPORTS AND RECREATION

This include both indoor and outdoor facilities. Indoor facilities include swimming pools, sports halls, health and fitness facilities, indoor bowls, squash courts, martial arts dojos and gymnastics halls. Outdoor facilities include tennis courts, bowls, multi-use games areas, skate parks, sports pitches, playing fields and children's play equipment. These lists are not exhaustive.

LEGISLATION AND GOVERNMENT POLICY

The NPPF recognises the role of sport and recreation as a fundamental part of sustainable development. It is acknowledged that access to high quality sport and recreation facilities make an important contribution to the physical and mental health and wellbeing of communities.

The Indoor Built Sport Facilities Strategy sets out the need for an additional 208.59 sqm of swimming pool space (equivalent to almost 4 swimming lanes), 1.37 sports halls (equivalent of 6 Badminton Courts) and 89 fitness stations in Havant Borough. The Playing Pitch Strategy, as set out in its associated action plan, highlights how future need can be met through specific enhancements to the Borough's existing playing pitches, delivered by the Council, funded from contributions from new development.

LOCAL EVIDENCE AND POLICY

The Havant Borough Indoor Built Sport Facilities, Playing Pitch and Open Space Strategies to need to provide a robust and up-to-date assessment of the need for open space, sport and recreation facilities in the Borough. All three strategies highlight the importance of protecting and enhancing existing sports and recreational facilities (both indoor and outdoor) in Havant Borough. Whilst the Open Space and Indoor Built Sports Facilities strategies are considered broadly up-to-date, even though they were prepared a few years ago, the Playing Pitch Strategy is in need of updating as national standards have changed since it was published.

THE PROPOSED APPROACH

In line with the NPPF and Sport England's Playing Fields Policy and Guidance Document⁴⁹, existing provision will be protected unless either a robust assessment demonstrates that the facility and/or land is surplus to requirement; replacement provision is made available of an equal or greater community benefit; or alternative sports and recreation facilities and/or use are being proposed.

The Council will resist development that results in the loss (part or whole), or reduction in accessibility, of facilities and/or land used for sports and recreation due to the important role they play in improving the physical and mental health and wellbeing of communities.

⁴⁹<https://sportengland-production-files.s3.eu-west-2.amazonaws.com/s3fs-public/playing-fields-policy-and-guidance.pdf>

PROPOSED POLICIES

- A policy to support and encourage physical activity and access to sport and recreation facilities, including protection of existing sites
- A criteria-based policy, assessing how the Council will assess any planning applications that would result in a reduction or loss of sports facilities.

LIMITATIONS TO NOTE

It is important to note that whilst the Council's position would be to resist the loss of sports provision, under law, an applicant can apply for planning permission for development on any piece of land. As such, the Council can never prevent planning permission being applied for. As a result, it is essential to have policies in place to manage applications, even when the Building a Better Future Plan would not support the principle of the proposal.

Sport England are a statutory consultee when a planning application or local plan would result in the loss of a playing pitch or other sports facility. As such, great weight must be placed on their views on the loss and whether any alternative provision would outweigh that loss.



LEGISLATION AND GOVERNMENT POLICY

The NPPF devotes a whole chapter to well-designed places, setting out that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve.

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. Being clear about design expectations, and how these will be tested, is essential for achieving this. Flowing from this is the expectation that plans will set out a clear design vision and expectations.

All planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. While not yet enacted, the Levelling Up and Regeneration Bill seeks to make changes to the planning system to strengthen the focus on good design and looks likely to introduce an express requirement for the introduction of local design codes.

LOCAL EVIDENCE AND POLICY

The Council has published a Borough Design Guide⁵⁰. Given the direction of travel in the Levelling Up and Regeneration Bill it is likely that this will need to be substantially reviewed and upgraded to a full local design code.

THE PROPOSED APPROACH

The Building a Better Future Plan will set out design expectations for development, covering not only the proposed buildings themselves, but also their context and surroundings; Good design is not only about visual appeal, but also about amenity, ease of getting around, crime prevention, and environmental considerations, and the policies in the plan will reflect this.

⁵⁰<https://www.havant.gov.uk/planning-policy/supplementary-planning-documents>

PROPOSED POLICIES

LIMITATIONS TO NOTE

- A policy setting out in broad terms the parameters that should be considered in development to achieve well-designed buildings in their wider context, and an expectation for developers to engage with the Council early on in their design process;
- Site allocation policies which highlight any particular features on a site or its context which should be taken into consideration in design strategies;
- Possible Local Design Code to support the Building a Better Future Plan (depending on progress and detail of Levelling Up and Regeneration Bill)

There are no particular limitations in relation to architectural design.



HERITAGE AND THE HISTORIC ENVIRONMENT

LEGISLATION AND GOVERNMENT POLICY

National legislation and guidance awards specific protections to heritage assets. They are considered to be an irreplaceable resource which should be conserved in a manner appropriate to their significance so they can be enjoyed for their contribution to the quality of life of existing and future generations.

Plans should set out positive strategies to conserve and encourage the enjoyment of the historic environment including those most at risk through neglect or decay.

The NPPF requires that where a proposal would lead to substantial harm or total loss, LPAs would be minded to refuse consent unless there is substantial public benefit which outweighs the harm. Where there is less than substantial harm, including to the setting, of a heritage asset, then the harm should be weighed against the public benefits of the proposal.

LOCAL EVIDENCE AND POLICY

The Council recognises the contribution of the historic environment to the distinctive character of our landscape and townscape, and to the quality of life of current and future residents. As such, heritage assets must be conserved and, where possible, enhanced in a manner appropriate to their significance. In understanding this, new development will be expected to complement and enhance the historic environment, helping to shape modern communities by giving them a sense of history and distinct local identity.

Havant Borough has 14 conservation areas, 246 buildings of special architectural or historic interest (listed buildings), 83 buildings of a local interest, 7 scheduled monuments and 1 registered park and garden. Two of these assets have been identified as being at risk.

As part of Havant Borough Council's positive strategy for the conservation and enjoyment of the historic environment, the Council manages appropriate development and determines planning applications that affect the Borough's historic environment. The Council also continues to monitor buildings and other heritage assets at risk through neglect, decay or other threats. It will positively consider development proposals that would secure appropriate viable uses, along with the repair and maintenance of such assets.

THE PROPOSED APPROACH

The Building a Better Future Plan will seek to protect, conserve and enhance its heritage assets and their setting, both through criteria-based policies and through its development allocation selection. Development in these sensitive areas will be limited and where it does take place would have to be to the highest quality, retaining as much of the heritage as possible.

Any proposal which would affect, or has the potential to affect, a heritage asset will be required to provide a Heritage Statement in order for all potential harm caused as a result to be assessed.

Conservation character appraisals and management plans will continue to be updated where appropriate in order to ensure the conservation areas

PROPOSED POLICIES

- A policy on heritage and conservation which outlines the Council's approach to protect and safeguard the Borough's heritage assets.

LIMITATIONS TO NOTE

There is strong national policy resisting substantial harm, or loss, of designated heritage assets. However where there is harm, but it is less than substantial, the benefits, including addressing the need for housing, need to be carefully weighed up and a fully rounded decision taken on whether a site is allocated for development or not.

There are limitations to the protections that can be afforded to locally listed buildings as the Council do not own them and much of their care and maintenance relies upon the owners. By their nature, whilst they have heritage value, they are not of sufficient quality to justify being on the national list.



POLLUTION

LEGISLATION AND GOVERNMENT POLICY

Pollutants can come from a number of sources including soil, air, light, water or noise and land instability. The NPPF sets out that policies and decisions should ensure new development is appropriately located, taking into account likely effects of pollution. Additionally, that development prevents adverse effects on the existing communities and the environment.

LOCAL EVIDENCE AND POLICY

One of the major types of pollution is air pollution from vehicles, with transport-related emissions accounting for 37% of the CO₂ emissions attributed to Havant⁵¹. Without continued efforts to limit emissions which contribute to poor air quality, there remains a risk that the concentration of pollutants could increase, and that national standards for limiting air quality could be breached at key locations in the Borough.

There are numerous sites within the Borough which may be affected by contamination associated with the previous use of land and which present a potential risk to human health and/or the built and natural environment.

The Hampshire Minerals and Waste Plan⁵² addresses the need for minerals and waste facilities in the Borough. As such, aside from site specific matters, this will not be addressed through the Building a Better Future Plan.

THE PROPOSED APPROACH

The approach to this in the Building a Better Future Plan will be to expect developers to submit sufficient information to establish whether a significant negative effect is likely to result from development in isolation and in combination with other development. If it is, then a mitigation strategy would be needed to ensure that there is no adverse impact on the environment.

A key part of encouraging vitality and viability in the Borough's town centres will be to encourage uses which support the evening economy, whilst focusing high quality high density residential development in these areas. Whilst new homes in these areas can contribute to the evening economy, it can cause conflicts such as noise which need to be managed in order to protect residential amenity.

⁵¹Department for Business, Energy & Industrial Strategy, UK local authority and regional greenhouse gas emissions national statistics, 2020

⁵²<https://www.hants.gov.uk/landplanningandenvironment/strategic-planning/hampshire-minerals-waste-plan>

PROPOSED POLICIES

- Protection of existing and future occupiers from projected levels of noise, odour, vibration, light, water and air pollution and a mechanism to secure suitable mitigation.
- A requirement for larger scale proposals to offset their emissions on air quality that are proportionate to the scale of development
- Where sites are at risk of land contamination, a requirement for the developer to submit an appropriate risk assessment which considers potential contamination sources and identifies deliverable mitigation solutions.

LIMITATIONS TO NOTE

Some forms of development result in pollutants but are necessary to meet the economic and social needs of the Borough. This includes industrial uses which, although needed, may be detrimental to amenity. Adverse effects can also occur as a result of the inappropriate location of new development close to sources of pollution or other amenity impacts.

The Building a Better Future Plan cannot be expected to address pre-existing environmental problems. New development must however mitigate negative effects and ensure there is no adverse impact on the environment during, and once development has taken place



YOUR PRIORITIES FOR THE BUILDING A BETTER FUTURE PLAN

This consultation document has highlighted those topics where we intend the plan to require particular features or contributions from those proposing new development. These can be part of the homes being built, such as higher standards of design. Or they can be contributions that the developer makes, such as providing a proportion of the homes as affordable housing products or financially contributing to off-site infrastructure. The preceding sections set out the proposed approach across several different topics and we would like your views on where we should particularly focus the plan.

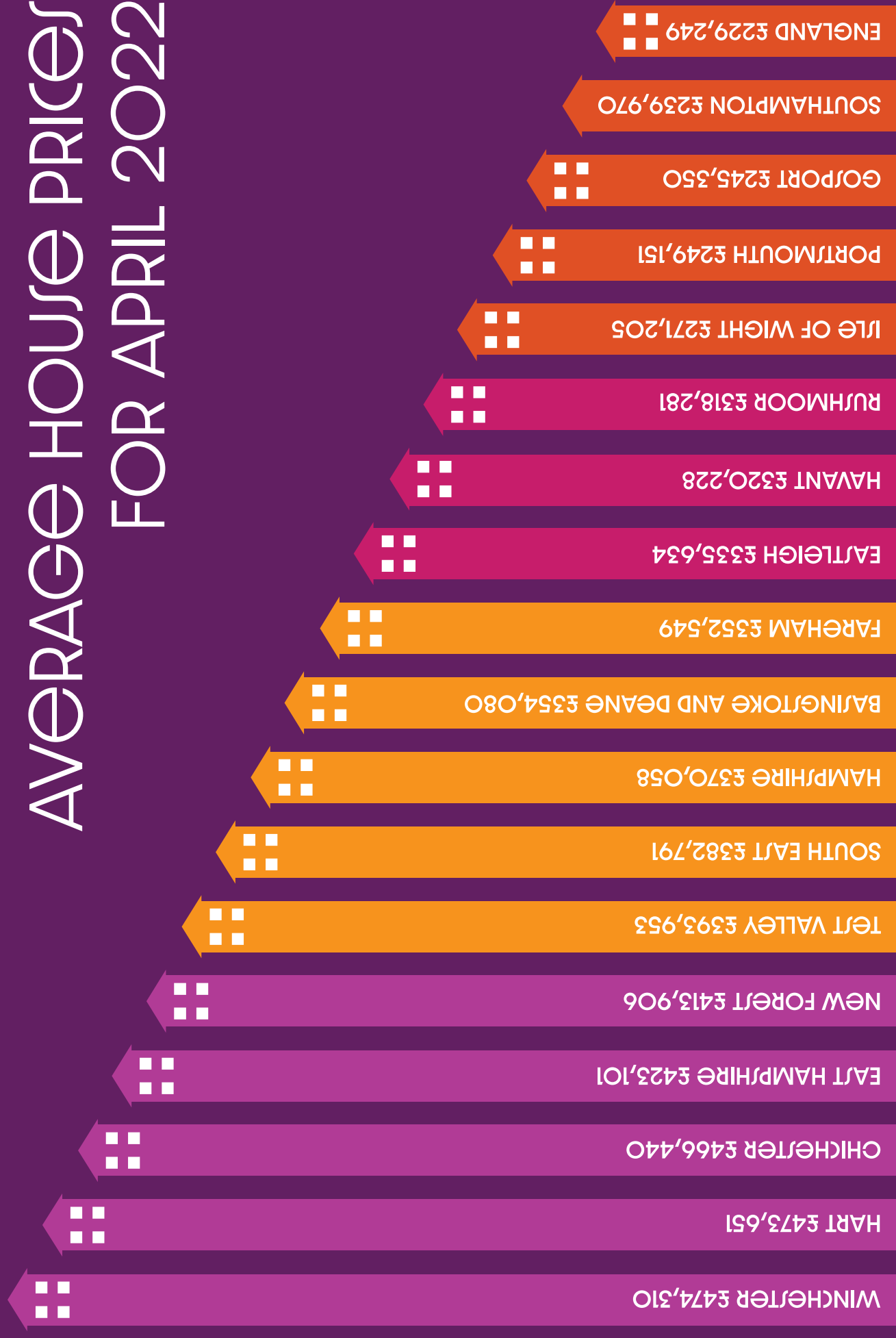
Some contributions that developers make are necessary to comply with a legal requirement, such as the contributions to the Bird Aware Solent mitigation scheme. These are set out through existing strategies, underpinned by local research, and it is not proposed to revisit this as part of the current consultation. There are also infrastructure contributions or projects that are needed to deal with the immediate needs of a site, such as new junctions into developments or a crossing to connect to the site. These need to be provided wherever necessary to make development acceptable, regardless of wider requirements set by the plan.

VIABILITY - A SIGNIFICANT LIMITATION

We live in a capitalist society and that will not change and development sites are brought forward by the private sector in large part. Even when brought forward by local authorities or other non-profit organisations, they need to be financially viable. The NPPF requires that when drawing up local plans, economic viability is considered. One of the specific tests of a local plan at examination is whether it can be delivered. If the requirements of the plan are too onerous and would make development unviable, the plan would be considered undeliverable and thus would not be found sound.

So it is necessary to consider carefully where to focus the additional gains that development can bring. The price that a new home attracts in Havant Borough is lower than in a lot of other areas nearby.

AVERAGE HOUSE PRICES FOR APRIL 2022



The cost of materials is broadly the same across the south and so this means that viability can be particularly challenging in Havant Borough compared to our neighbours.

The current extremely high increases in the cost of materials will also have an impact. The plan's viability study will need to assess whether increases in house prices match the increases in materials.

WHAT SHOULD WE FOCUS ON?

The following are broadly the areas where the Building a Better Future Plan could place greater emphasis if the viability study shows we cannot achieve all of the requirements. We would like your feedback on the relative importance to you of each of these. We will then consider your feedback when deciding how to balance them in the policies in the plan. It should be stressed that the below measures are not in any order of priority and are ideas for you to consider.

- **Affordable housing** – The Building a Better Future Plan could include a higher proportion of affordable housing or a higher proportion of hard to source properties.

- **Biodiversity net gain** – a net gain of more than the statutory 10% would further boost biodiversity, alternatively the plan could explore whether certain types of sites contribute more than others.
- **Housing design standards** – there are design features of new housing developments that would improve their overall sustainability. This includes enhanced standards of accessibility, minimum size standards for new housing and provision of private outdoor space as part of every new home.
- **Infrastructure** – this is primarily through the setting of a new Community Infrastructure Levy (CIL) charging schedule which will happen alongside the development of the Building a Better Future Plan.
- **Low carbon design** – enhanced energy efficiency and provision of electric vehicle charging points mean that new development minimises its contribution to climate.



SUMMARY OF ALLOCATIONS METHODOLOGY

The flow chart below sets out the methodology we will use to identify whether an area of land is suitable for future development and whether it should be allocated in the Building a Better Future Plan.

This will apply to sites that have been included in past plans and strategies together with any sites that are suggested to us through this consultation. Any sites that have planning permission will be included in the Building a Better Future Plan as the planning permission has already established that the site should be developed.

SITE AVAILABILITY

We are at the start of the Building a Better Future Plan and as part of this consultation process we shall be conducting a new call for sites in order to ensure every effort is being made to establish what land is available in the Borough.

STRATEGIC HOUSING LAND AVAILABILITY ASSESSMENT (SHLAA)

A SHLAA will perform a high-level analysis of this land assessing whether it is potentially suitable and deliverable. It will also identify any potential yields and site constraints and will comprehensively set this out in a clear form. If the land is suitable and deliverable it will then be taken forward to undergo a Sustainability Appraisal (SA) as an identified site. Inclusion in the SHLAA does not mean the site will automatically be allocated.

SUSTAINABILITY APPRAISAL (SA)

The SA is a systematic and iterative assessment of the sites which is used to inform the preparation and development of a plan, making sure that the plan will help achieve certain environmental, economic and social objectives. The SA will assess the site for its suitability for sustainable development and whether it could be considered as a future allocation for development. As part of this, the SA provides the means of identifying and mitigating any potential adverse effects that the Building a Better Future Plan might otherwise have.

ALLOCATION WITHIN THE BUILDING A BETTER FUTURE PLAN

Only where sites are available, have potential for development AND are considered suitable for development (based on the outcome of the SA) will a site be allocated in having the future potential to be developed. In allocating the site, the Council also undertakes Habitats Regulations Assessment and an Integrated Impact Assessment to ensure that the allocation would meet the requirements of the Habitats Regulations and the Equalities Act respectively.



If you have questions about the content of the consultation, please email the Planning Policy Team at policy.design@havant.gov.uk or by calling **023 9244 6539**

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