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Havant Borough
Core Strategy

March 2011

LOCAL DEVELOPMENT FRAMEWORK

LOCAL DEVELOPMENT FRAMEWORK HAVANT

Havant BOROUGH COUNCIL

Cleaner, Safer,
More Prosperous

Havant Borough Core Strategy

Foreword

The Havant Borough Core Strategy is a very important document. It sets the planning framework for our communities until 2026. In preparing this strategy the council has sought to address local needs, especially for housing and economic development, with an emphasis on high quality design and stewardship of the borough's high quality natural and built environment.

The Core Strategy has been prepared working closely with partner organisations, including the Havant Local Strategic Partnership, the Partnership for Urban South Hampshire (PUSH), local communities and agencies. There have been three major public consultations – Issues and Options consultation in 2006, the Preferred Options consultation in 2008 and consultation on the Draft Core Strategy in 2009. The Submitted Core Strategy was then subject to a Public Examination in September 2010.

The council would like to thank all those who have responded to these consultations, giving their ideas and opinions which have helped the council in shaping the Core Strategy.

Planning often presents a difficult balance between national and regional policy and local need and aspirations. We trust that local residents, employees and employers will find that we are fulfilling our task of setting out a vision for the future of our borough with policies that reflect their own aspirations whilst delivering on national and regional requirements.

Councillor David Guest

Havant Borough Council Deputy Leader and
Planning and Development Portfolio Holder

Havant Borough Core Strategy

Contents

Foreword

Chapter		Page
1.	Introduction and Vision	1
2.	Health and Wellbeing	23
3.	Promoting Havant Borough's Economy	32
4.	Regeneration and Community Support	48
5.	Community Safety	54
6.	Housing	56
7.	Caring for our Borough	65
8.	Spatial Distribution and Strategic Sites	86
9.	Infrastructure, Implementation and Monitoring	106
10.	Development Management Policies	122

Appendices

1.	Evidence Based Studies	149
2.	Housing Trajectory (2009)	151
3.	Havant Borough Nature Designations – Policy CS11	153
4.	Havant Borough Flood Risk Projections for 2115 – Policy CS15	154
5.	Non Residential Parking Standards – Policy DM4	155
6.	List of Saved Local Plan Policies that are Superseded by the Core Strategy	168

Glossary 171

This document is available in many other formats such as Braille, large print and on CD or tape. Other languages are also available. To request any of these formats please contact 023 9244 6609.

Index of Strategic Core Strategy Policies

		Page
CS1	Health and Wellbeing	24
CS2	Employment	33
CS3	Skills and Employability	39
CS4	Town, District and Local Centres	41
CS5	Tourism	45
CS6	Regeneration of the Borough	49
CS7	Community Support and Inclusion	52
CS8	Community Safety	54
CS9	Housing	57
CS10	Gypsies, Travellers and Travelling Showpeople	64
CS11	Protecting and Enhancing the Special Environment and Heritage of Havant Borough	66
CS12	Chichester Harbour Area of Outstanding Natural Beauty (AONB)	69
CS13	Green Infrastructure	72
CS14	Efficient Use of Resources	74
CS15	Flood and Erosion Risk	77
CS16	High Quality Design	80
CS17	Concentration and Distribution of Development within the Urban Areas	86
CS18	Strategic Site Delivery	87
CS19	Effective Provision of Infrastructure	108
CS20	Transport and Access Strategy	109
CS21	Developer Requirements	113

Signposting

The Local Development Framework relies on the principle that national, regional and other strategies and plans are not repeated. To help readers find their way to the relevant national, regional and other local documents hyperlinks have been provided throughout the document. The links are grouped together around the 'signpost' symbol. These links were correct at the date of publication, but may be subject to change by individual organisations.

Strategic Sites

Information regarding the strategic sites, Policy CS18, can be found on the following pages:

		Page
1.	Havant Public Service Village	89
2.	Havant Thicket Reservoir	92
3.	Dunsbury Hill Farm	95
4.	Major Development Area and Waterlooville Town Centre Integration	99
5.	Woodcroft Farm	104

Index of Development Management Policies

		Page
Health and Wellbeing - Community Facilities, Recreation and Open Space		
DM1	Recreation and Open Space	122
DM2	Protection of Existing Community Facilities and Shops	123
Promoting Havant Borough's Economy		
DM3	Protection of Existing Employment and Tourism Sites	125
DM4	Static Holiday Caravan Development	127
DM5	Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses	128
DM6	Coordination of Development	129
Housing		
DM7	Elderly and Specialist Housing Provision	130
Caring for Our Borough		
DM8	Conservation, Protection and Enhancement of Existing Natural Features	134
DM9	Development in the Coastal Zone	135
DM10	Pollution	137
Infrastructure - Transport		
DM11	Planning for More Sustainable Travel	145
DM12	Mitigating the Impacts of Travel	145
DM13	Car and Cycle Parking on Residential Development	146
DM14	Car and Cycle Parking on Development (excluding residential)	146
DM15	Safeguarding Transport Infrastructure	146
DM16	Freight Transport	146

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1. Introduction and Vision

What is the Core Strategy?

1.01 Havant Borough Council is working with the local community and its partners to produce the Havant Borough Local Development Framework (HBLDF). The HBLDF will guide the future development of the borough up to 2026. This will affect everyone who lives, works or visits the borough.

1.02 The Havant Borough Core Strategy is one of the documents within the HBLDF. The HBLDF is made up of a collection of planning documents and the Core Strategy is the principal document setting out the broad detail and direction of development in the borough.

1.03 The Core Strategy will be followed by a Development Delivery (Allocations) Plan that will detail where development will occur. In addition, a number of supplementary planning documents will provide more information on how policy is to be applied in particular circumstances or on particular issues/sites. However, the Core Strategy itself, taken as a whole, is the over-arching document which sets the overall policy framework for all other local development documents. All other local development documents must be consistent with the Core Strategy.

What the Core Strategy Seeks to Achieve

1.04 The Core Strategy describes the council's long term vision and objectives for what the borough will be like as a place in 2026. It closely aligns with the Sustainable Community Strategy, Forward Together, produced by the Havant Local Strategic Partnership.

1.05 The Core Strategy sets out how the council believes the borough should develop. The Core Strategy identifies the strategic sites that are considered fundamental to achieving the overall vision and further details on these sites are provided in the document. The Core Strategy also identifies the required physical and social infrastructure (including green infrastructure) necessary to support new development and meet future needs.

1.06 The document contains strategic policies and some detailed development management policies against which individual planning applications will be assessed. When considering planning applications the council will consider all the policies contained in the Core Strategy that are relevant to the proposal. It is therefore essential that the Core Strategy is always read as a whole.

1.07 Where possible the Core Strategy has been designed to address risks and allow for flexibility in order to ensure the vision and objectives are met. Regular monitoring will be undertaken as part of the council's Annual Monitoring Report and if appropriate, a review or partial review of the document will be undertaken to ensure it is responsive to any changes in circumstances.

The Statutory Requirement of the Core Strategy

1.08 Government guidance identifies a number of principles that must be adhered to so that core strategies and other development plan documents can be considered legally compliant and sound.

1.09 **Legal Compliance** – the document must have been prepared in accordance with the Local Development Scheme; have regard to the Sustainable Community Strategy, Forward Together; be compliant with the Statement of Community Involvement; be subject to a sustainability appraisal; have regard to national policy and associated regulations relating to publication, advertisement and consultation.

1.10 **Soundness** – a Core Strategy must be justified, effective and have regard to national policy.

1.11 To be 'justified' it must be founded on a robust and credible evidence base that has included participation of the local community and others that have a stake in the area and evidence that research is robust so that any choices in the plan are backed up by facts. It must also be evident that it is the most appropriate strategy when considered against reasonable alternatives. A continuous Sustainability Appraisal of the Core Strategy has been undertaken that tested its overall sustainability, resulting in improvements to the submission document.

1.12 'Effective' means that the Core Strategy should be deliverable. It must include sound infrastructure delivery planning; have no regulatory or national planning barriers to delivery; have signed up delivery partners; be coherent with the strategies of neighbouring authorities; be flexible and be able to be monitored.

1.13 Finally, core strategies must have regard to national policy. Where there is departure, clear and convincing reasoning must be given to justify the approach.

National and Regional Policy Context

1.14 So far within this document it has been established that the Core Strategy is a tool for achieving the overall vision of what the borough will be like in 2026. In order to successfully achieve this vision the Core Strategy must have regard to national planning policies and conform generally to the proposals within the regional spatial strategy, the South East Plan.

National Planning Policy

1.15 National Planning Statements, Planning Policy Statements (PPSs) and Planning Policy Guidance Notes (PPGs) explain statutory provisions and provide national guidance for producing planning documents. The Havant Borough Core Strategy does not repeat national planning policy. The Core Strategy explains the way in which national policy will be applied to the borough.

Regional Spatial Strategy

1.16 The Core Strategy has been drawn up to conform to the South East Plan. The Core Strategy adds local detail to regional policy rather than repeating it. The work of PUSH complements the South East Plan by adding a sub-regional policy context. Again this is used in the development of the Core Strategy but not repeated.

1.17 The South East Plan and all the policies of the Core Strategy (including the Proposals Map and Saved Policies) will form a major part of the Statutory Development Plan. The council's development management officers, development management committee and if necessary the Planning Inspectorate will use the Statutory Development Plan, with government guidance and policy, to determine all planning applications.

Characteristics of Havant Borough

Emsworth harbour popular with visitors, sailors and locals

1.18 The Borough of Havant provides a unique setting in urban South Hampshire, located on the coastal plain between the South Downs and the sea. The coastal location has played a major part in the history of the area and continues to be at the heart of the important tourism industry and recreational activity, particularly in Emsworth and Hayling Island. The borough has many rural and green areas that retain mature trees from the time when the area was part of the Ancient Forest of Bere. The borough's high quality environment benefits from a range of protective international and national designations. The high quality environment is the borough's unique feature and the foundation for ensuring the borough will be a good place to live and learn; a good place to work and play; a good place to belong and share.

1.19 The town of Havant is at the historic heart of the borough, with its historic streets, fresh water springs, civic and cultural functions and new shopping facilities. Waterlooville lies on the west of the borough and is a thriving modern area of housing, shops and employment. Waterlooville will experience more changes as a large new settlement of at least 2,000 new homes is planned on the western edge of the town. To the north of Havant, Leigh Park was developed for Portsmouth's expanding population after the Second World War. Portsmouth City Council remains a major landowner and the impact of the city's economy is significant to the whole of the borough.

A27 trunk route through the borough

1.20 The borough has excellent communications for a rapidly modernising local economy at the hub of road, rail and sea transport networks. The M27/A27 coastal trunk route and the A3(M) London route meet in Havant and link the south coast towns and their expanding ports with London and the rest of the south east. Further west the M3 motorway links to the Midlands and the South West. The rail network provides fast coastal and London-bound trains, including direct links to Gatwick airport. The major international cargo and passenger port at Portsmouth is literally minutes away. Southampton's port, one of the UK's premier freight and cruise terminals, is within approximately 40 minutes drive time. Southampton International Airport is just 30 minutes drive time away and provides daily flights to regional and European destinations. London Heathrow and Gatwick Airports are about 75 minutes drive away.

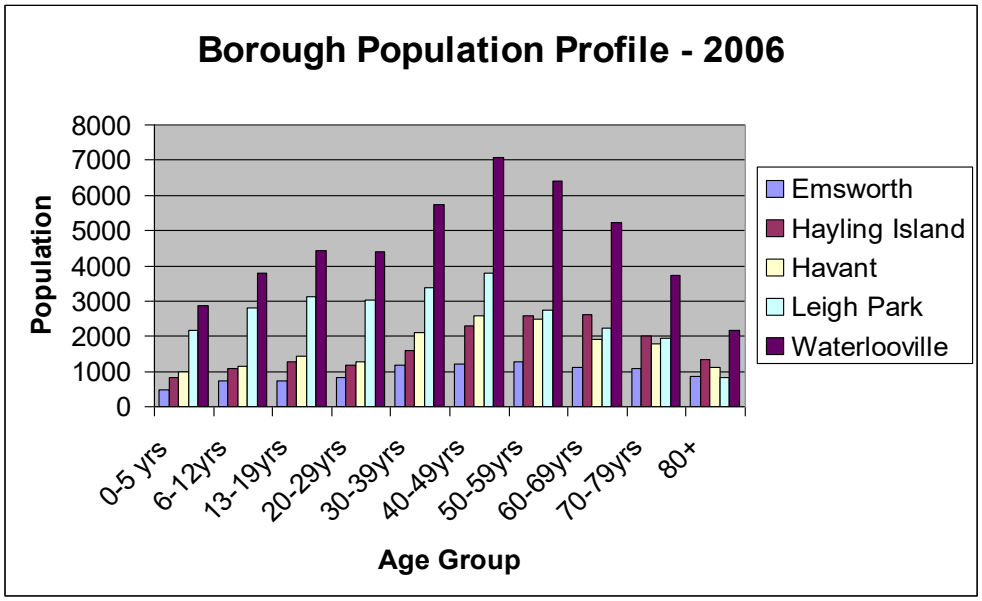
1.21 The local economy has traditionally been manufacturing-based and there is a high concentration of advanced manufacturing and marine businesses in the borough. It is well placed to attract new businesses with its superb natural coastline and high accessibility by both road and rail.

1.22 A decline in the traditional employment base for the borough has resulted in a number of problems including unemployment and out-commuting. The unemployment rate in the borough has historically been higher than the rest of Hampshire. Unemployment rates rose significantly in the borough during 2008 reaching 3.9% in 2009. This is double the 2007 rate and the highest rate in Hampshire excluding Portsmouth and Southampton. There are high levels of commuting in and out of the borough with lower skilled residents commuting out and higher skilled people commuting in. The 2001 Census showed that overall significantly more people travel out of than into the borough to work.

1.23 In 2006 the borough had an estimated population of 115,907. This is less than the 1991 census figure of 119,849. The population is projected to rise to 119,558 by 2026, therefore returning close to the 1991 level.

1.24 As elsewhere in the UK, the borough has an ageing population with the majority of the population aged 40 years or older. By 2026 just over a quarter of the borough's population will be aged 65 and over and there will be a large increase in the oldest age group of people aged 85 plus, particularly in the borough's coastal locations. There will be a corresponding drop in the number of people of working age in the borough, therefore increasing the economic age dependency ratio. These are fundamental issues that the Core Strategy policies, together with the actions of a variety of partners, will address.

Figure 1.1: Borough Population Profile



1.25 The people of the borough live in 49,401 households, which means that there is an average of 2.3 people per household. Nationally and locally the way households are formed is changing. These changes will increase single person households, through the ageing population, continuing divorce and an increasing number of couples who retain two homes. The average household size is projected to drop to 2.1 persons by 2026. This means more homes are needed to meet the needs of newly-forming households in the borough.

1.26 A major issue for these new households both locally and nationally will be affordability. Owner-occupation remains out of reach for many, therefore a range of homes and tenures must be provided to meet the different needs. Mixed tenure development is important in order to ensure mixed communities are created. This includes ensuring there is an appropriate proportion of private market housing in communities where there is already a large presence of affordable housing.

1.27 A unique issue for the borough relates to its housing tenure. Overall the tenure of homes in the borough is 74% owner occupied, the same as the south east region. However, in Leigh Park, which makes up 21% of all the households in the borough, the owner occupied tenure is only 50% (ONS 2001). The majority of the homes that are not owner occupied are owned by the neighbouring authority, Portsmouth City Council. This unique relationship creates a number of challenges for improved partnership working to deliver the regeneration that some parts of Leigh Park need.

1.28 The other major issue for the borough is to address the areas most in need of regeneration. The Index of Multiple Deprivation (IMD 2007) provides detailed information on deprivation on a range of economic, social and housing issues. The borough is ranked the 142nd most deprived local authority out of the 354 local authorities in England, (IMD, 2007); overall, therefore, the borough is above average. The IMD provides very detailed information on Lower Super Output Areas (LSOA) of which there are 78 in the borough. In 2007 there were 18 LSOAs in the borough within the 20% most deprived areas in England. Four of those 18 LSOAs were within the 10% most deprived areas in England. The 18 areas were in Leigh Park, Wecock and the Beachlands area of Hayling Island. At the other end of the scale there were 14 LSOAs in the 20% least deprived areas with three in the 10% least deprived. The 14 areas were spread throughout the borough, with the three least deprived in Hart Plain, Emsworth and Cowplain. This shows some stark contrasts of deprivation and wealth in the borough. Some of these contrasting areas are next to each other e.g. Wecock and Hart Plain, Beachlands and Sinah, Hayling Island.

1.29 The indicators of this deprivation show that there are parts of the borough with relatively high levels of violent crime. In terms of health the borough has above average life expectancy (ranked 112 out of 354) and overall is considered healthy. There are issues with higher levels of teenage pregnancy, heart disease (ranked 239 out of 354), people diagnosed with diabetes, obesity (ranked 254 out of 354) and relatively low levels of participation in sport (ranked 300 out of 354). Unemployment is the highest in Hampshire with 2,633 people jobless (October 2009). 9.2% of 16-18 year olds are not in employment, education or training. 18% of the population have no qualifications and this figure rises to 40% in Leigh Park.

1.30 Many of the issues facing the borough cannot be solved at the local level. The council must work with partners whose influence goes beyond the borough boundaries to shape our future. The Havant Local Strategic Partnership has produced the Sustainable Community Strategy, Forward Together for the borough. Havant Borough Council has a shared chief executive with our neighbours in East Hampshire and is working with other neighbouring councils on cross boundary research and site allocations.

1.31 Havant Borough Council has taken a leading role in the sub-regional partnership, Partnership for Urban South Hampshire (PUSH). PUSH is a voluntary partnership of eleven local authorities in South Hampshire: Eastleigh, Fareham, Gosport, Havant, Portsmouth, Southampton and parts of East Hampshire, New Forest, Test Valley and Winchester Districts and Hampshire County Council. Figure 1.2 is a map of the South Hampshire Sub-region and shows the extent of PUSH.

Figure 1.2: The South Hampshire Sub-region

1.32 The council believes that the achievement of the Core Strategy vision will be dependent on working with a range of partners including the Havant Local Strategic Partnership, PUSH, Portsmouth City Council, local community organisations and developers.

1.33 In creating the Core Strategy vision consideration has been given to both the overall issues facing the borough within the national and sub-regional context as well as those facing the different parts of the borough. The next section identifies the characteristics, key issues and challenges that face and are particular to the constituent parts of the borough.

1.34 The borough is made up of five distinct areas:

- Emsworth
- Havant (including Bedhampton, Denvilles, Havant Town, Langstone and Warblington)
- Hayling Island
- Leigh Park (principally the four electoral wards of Barncroft, Battins, Bondfields and Warren Park)
- Waterlooville (including Cowplain, Purbrook, Waterlooville, Wecock and Widley)

1.35 Identifying the key issues in each area provides a clearer focus for the vision.

1.36 The characteristics, issues and challenges have been identified through various evidence base documents and through workshops and public consultation.

Emsworth

Emsworth is located on the east side of the borough. The eastern edge of Emsworth adjoins the county boundary with West Sussex and Chichester District Council. Chichester Harbour Area of Outstanding Natural Beauty (AONB) lies to the south of Emsworth and the relationship with the harbour has resulted in a strong maritime history. Sailing and maritime activities remain an intrinsic part of the area today, particularly for leisure and recreation.

The urban area of Emsworth extends northwards from the historical centre at the harbour's edge. There are expanses of woodland to the north of Emsworth and the River Ems flows down the eastern side of Emsworth.

Population
Emsworth has a population of approximately 8,628[1]. Of this population 27% is over the age of 65.

Economy
The economy of Emsworth is focused around the district centre which lies to the south of the town. Independent retail uses dominate the centre and there is also a strong presence of public houses and small independent restaurants. In the north of the district centre there are a small number of industrial/warehouse units supporting small scale manufacturing, office and distribution businesses.

Other characteristics
Part of the AONB falls within the area and much of the southern end of Emsworth, centred on the district centre, is designated as a conservation area.

St Peter's Square, Emsworth

Challenges and Opportunities
There is an opportunity to further support and improve the visitor offering at Emsworth and enhance existing community facilities. Emsworth is an attractive destination for visitors and this supports the tourism and day visitor economy of the borough as well as local businesses.

Mill Pond, Emsworth

Access between the south and north of Emsworth is restricted by two bridges serving the railway and A27. The road under the rail bridge is very narrow and this has been identified as an area of concern by residents, particularly with the pavement being inadequate at this point. The local community would also like to see improvements to Emsworth train station.

How will these be addressed?
This Core Strategy includes tourism policies and also policies that support community functions and buildings. It is recognised that improvements to the 'pinch-point' at the railway bridge in North Street would be beneficial, particularly for pedestrians and cyclists. Partnership working with Network Rail and Hampshire County Council will continue to investigate opportunities for

[1] Hampshire County Council Small Area Population Forecasts 2008.

improvement and if possible this could be partly funded from developments taking place elsewhere in Emsworth or linked with a potential skills site adjacent to the station.

Havant

Havant Town originally developed owing to the freshwater springs. It has a strong history of high quality parchment making and it is believed that the parchment used for the Treaty of Versailles came from Havant.

The wider Havant area includes Bedhampton, Langstone and Havant. To the south are Langstone and Chichester Harbours. The remaining area is largely urban in character with a number of conservation areas.

Population
The population of Havant is approximately 16,379[2] with a relatively mixed age structure.

Economy
The strength of Havant's economy is centred on Havant Town Centre and the industrial and business areas to the south west and north east of the town. This includes Langstone Technology Park, Broadmarsh Innovation Centre and New Lane. Despite the decline in manufacturing these employment areas have remained relatively healthy and they continue to attract new employers.

Havant Town Centre saw significant edge of centre retail development between 2007 and 2009 and this has extended the retail offer for the town.

Langstone provides an important sailing and recreation function.

Other characteristics
Internationally important nature designations apply to Langstone and Chichester Harbours and Brent Geese use much of the land near to the coast for winter feeding.

Havant College, recognised as a Centre of Excellence, provides a successful further education facility for the borough and its surrounding area. This includes providing adult education opportunities.

The Spring, East Street

Challenges and Opportunities
Some areas of Havant would benefit from small scale regeneration of redundant brownfield sites. The mainline train station and bus station mean that Havant Town Centre is a highly accessible location for development.

There is potential for a Public Service Village on land at Civic Centre Road, to the north of the train station. Consequently there is also a recognised need to improve the links between the town centre and the site for the Public Service Village.

Regeneration of old parchment making buildings, Havant

[2] Hampshire County Council Small Area Population Forecasts 2008.

How will these be addressed?
This Core Strategy includes policies supporting the regeneration and redevelopment of sites. Maximising the use of land in accessible locations is encouraged in national planning policy and also detailed at local level within this Core Strategy. The Public Service Village Site has been identified as being of strategic importance and details relating to the type of redevelopment are outlined in Chapter 8. The approach and aspirations for Havant Town Centre are identified in the Havant Town Centre Urban Design Framework Supplementary Planning Document (SPD) which also identifies town centre sites with development opportunity.

Hayling Island

Hayling Island is separated from the mainland and the remainder of the borough by Chichester and Langstone Harbours. It is surrounded by a variety of nature designations including some of national and international importance. The majority of the island is open countryside and farmland with a concentration of urban development to the south. The coastline and harbours are attractive features but they also present unique challenges for the future of this part of Havant Borough.

Population
Hayling Island has a population of approximately 16,788[3] of which approximately 25% are over the age of 65. The proportion of elderly people is expected to rise as the existing population ages and more people move to the island[4] owing to its attraction as a retirement destination. This age structure presents unique challenges for Hayling Island in terms of the housing requirements and also health infrastructure.

Economy
There is a strong marine related employment base on the island. Tourism and the day visitor economy are also important. Mengham/Gable Head District Centre provides a modest but successful retail centre. Overall employment opportunities on the island are limited and many people commute off the island to work.

Other characteristics
A significant proportion of Hayling Island is considered to be at risk from coastal flooding, particularly when the expected implications of climate change are taken into account. This presents a challenge in balancing the risks from flooding whilst seeking to maintain and improve the tourism economy and safeguard the protected habitats.

Challenges and Opportunities
The tourism economy of Hayling Island is very seasonal but it is also provides over one tenth of the borough's jobs.

Hayling Island and bridge

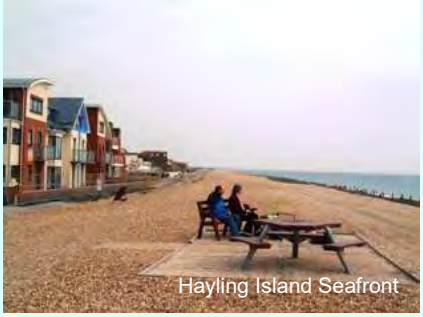
Access on and off the island presents a challenge and this has been highlighted by the residents of Hayling Island. For this reason (although tourism is promoted on Hayling Island as one of the key objectives specific to that area) tourism provision will not be concentrated solely on Hayling Island, with further opportunities for tourism available elsewhere in the borough.

How will these be addressed?
This Core Strategy includes policies that support the retention and enhancement of tourism and tourist facilities. The importance of tourism on Hayling Island is further supported through the identification of south Hayling Island as an area for focused regeneration. Further information about this is detailed in Chapter 4, Regeneration and Community Support.

[3] Hampshire County Council Small Area Population Forecasts 2008.
[4] Hampshire County Council Small Area Population Forecasts 2008.

Redevelopment and regeneration here will update tourism facilities and improve the tourism offer while remaining sympathetic to the character of Hayling Island.

The limitations of the road access on and off the island are recognised and together with nature constraints and the potential impacts of flooding have led to a lower distribution of housing and employment uses on Hayling Island than may have otherwise been expected. Employment distribution and housing are identified in Chapters 3 and 6 of this Core Strategy.


Hayling Island Seafront

Leigh Park

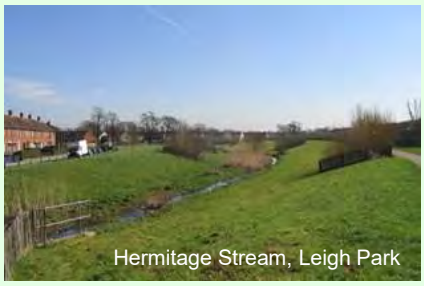
Leigh Park is located in the north central area of Havant Borough. Leigh Park was constructed as a post-war development to accommodate overspill population from nearby Portsmouth. Originally a country estate, the land was purchased by Portsmouth City Council and a large scale house building programme continued through the 1950s and early 1960s. To this day much of the land within Leigh Park is still in Portsmouth City Council's ownership. This creates a unique situation where a significant number (5,000) of the borough's homes are the property of a neighbouring council.

The urban landscape is dominated by two-storey brick built terraces and an extension to the estate in the 1970s, Warren Park, introduced largely flat roofed properties.

Staunton Country Park, with remnants of the original country estate, provides a significant asset for Leigh Park. The Leigh Park area also contains many attractive mature trees and copses with the Hermitage Stream running through the area.

Population
The population of Leigh Park is approximately 26,730[5] with a relatively young age structure.

Economy
Leigh Park District Centre is located to the eastern side of Leigh Park. There are over 80 retail units. However, this centre has a particularly high vacancy rate and rent values are low in comparison with the rest of the borough. Other shopping needs are met through smaller local centres and shops elsewhere in Leigh Park. There is also a large Asda-Walmart store on the western edge of Leigh Park that attracts a significant amount of local retail spending.


Hermitage Stream, Leigh Park

Manufacturing activities were once present in Leigh Park but many of these companies have now left as part of wider manufacturing migration abroad. Although there are some smaller businesses there remains a significant skills gap between the skills of the local population and the jobs available in the sub-region.

Other characteristics
The Indices of Multiple Deprivation show that Leigh Park has some of the most deprived wards in England. The tenure of the housing in Leigh Park is approximately 50% owner occupied and 50% social rented. This compares with 79% owner occupied in the borough as a whole.

Greywell, Leigh Park

[5] Hampshire County Council Small Area Population Forecasts 2008.

Challenges and Opportunities
The key opportunity for Leigh Park is to deliver regeneration. This needs to be particularly focused on social and economic issues but physical regeneration is also required in places like Leigh Park District Centre. Addressing the skills gap is also a key challenge for the area.

How will these be addressed?
This Core Strategy includes regeneration policies that will encourage schemes that support wider positive impacts. In particular this will focus on Leigh Park District Centre. The housing tenure mix will be addressed through housing policies that require a balanced community.

Addressing the skills gap is a complex challenge and the provision of new employment facilities near to the area will be critical. Skills centres will also continue to be encouraged as part of the development management process and this includes supporting existing facilities such as the Skills Centre in Leigh Park.

Two strategic sites are identified in Leigh Park, at Havant Thicket Reservoir and Dunsbury Hill Farm employment site. Together these sites will help to improve recreation and employment opportunities for the Leigh Park community.

Further information on strategic sites can be found in Chapter 8.

Waterlooville (west of A3(M))

The wider Waterlooville area contains all those areas of the borough to the west of the A3(M). This includes Cowplain, Lovedean, Waterlooville, Purbrook and Widley. The area contains a wide variety of house types, employment opportunities and Waterlooville Town Centre. The area grew rapidly after the World War II expanding the Portsmouth conurbation along the A3. Further local centres are also located in the area and Cowplain has a small district centre. Good public transport links to Portsmouth exist via the A3 ZIP Bus Priority Corridor.

A Major Development Area is planned directly to the West of Waterlooville and the majority of this development is within the administrative boundaries of Winchester City Council. The Major Development Area will provide a minimum of 2,000 new homes as well as employment space. Only approximately 600 of these new homes will be in Havant Borough's administrative boundaries, although the impact of all this development will be focused on Havant Borough. The council is working in partnership with Winchester City Council and Hampshire County Council to ensure the planned delivery of the Major Development Area and the infrastructure to support it.

Population
The area to the west of the A3(M) has a population of approximately 49,795[6] and the age structure of this area is relatively mixed.

Economy
Waterlooville Town Centre provides a wide range of services and retail shops. The average retail rent rates in the town centre have increased in recent years[7] and the number of vacant retail units remains low. This indicates that the town centre is performing successfully.

London Road, Waterlooville

Further employment opportunity is focused on industrial areas and business parks to the west of the town centre, providing traditional and high-tech manufacturing and services. South Downs College, which Ofsted rates as 'outstanding', provides sixth form education, vocational courses and adult evening classes.

Other characteristics
The Wecock Farm estate (mainly owned by Portsmouth City Council) on the north western edge of the area is identified in the Indices of Multiple Deprivation (IMD 2007) as being in the 20% most deprived in England. This area adjoins Hart Plain which is in the 10% least deprived in England. This stark contrast in such close physical proximity is a major challenge for the area. Some areas of the wider Waterlooville area can suffer from surface water drainage issues and this has been highlighted through public consultation.

[6] Hampshire County Council Small Area Population Forecasts 2008.
[7] Source: Colliers CRE 2007 (and featured as a Local Indicator in the 2007 Annual Monitoring Report).

Challenges and Opportunities
The A3(M) provides a physical separation between the Waterlooville area and the rest of the borough. Improved public transport from east to west is an important aspiration for the future of this area.

The integration of the Major Development Area with Waterlooville is an important challenge for the future. The Major Development Area provides opportunities for a host of community benefits including additional employment and recreation space. Most importantly it will effectively create a new community which must be sustainable and integrated with the existing community.

How will these be addressed?
The Major Development Area has been identified as a strategic site and a key objective is to ensure that appropriate integration occurs between the existing town centre and the major new housing development to the west. There is potential for significant redevelopment to the southern end of the town centre which will maximise the potential for integration between the old and new, whilst also being of wider benefit to the overall vitality and viability of Waterlooville Town Centre. A further strategic site for housing is identified at Woodcroft Farm, near Wecock Farm. The strategic site will complement the identification of Wecock Farm area as a priority area for regeneration in Chapter 4 Regeneration and Community Support.

Brambles Industrial Estate, Waterlooville

The potential to improve accessibility, by non-car means, from the west to the east sides of the borough is currently being investigated. Key to this will be utilising development potential at Dunsbury Hill Farm and other development allocations in order to assist the delivery of improved west to east accessibility.

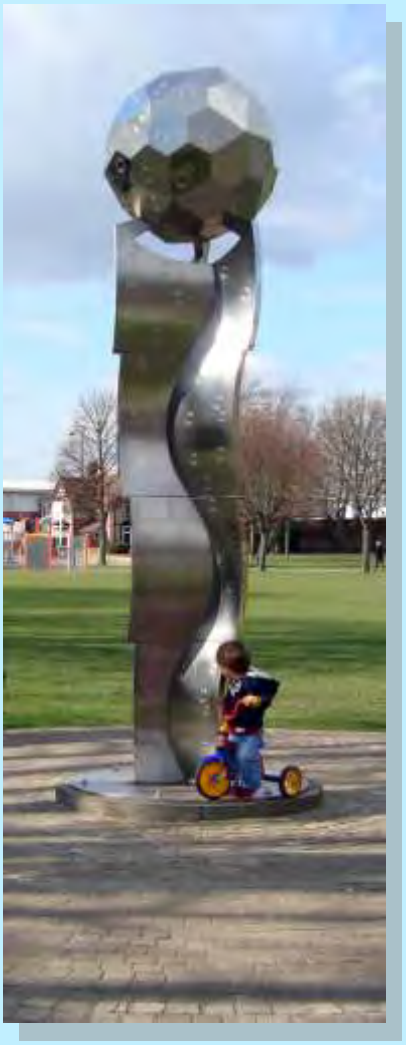
The Vision

1.37 Central government is clear that sustainable community strategies should be setting the direction for councils' visions and councils should align and coordinate their core strategies with their sustainable community strategies. The Havant Local Strategic Partnership (HLSP) produced its Sustainable Community Strategy, Forward Together in 2008. It has links to the Hampshire Sustainable Community Strategy, Shaping Our Future Together and the Olympic Vision. The HLSP vision for the borough involves working together to plan and manage all our resources and individual effort, so that individuals and the community can flourish whilst providing for the needs of future generations.

1.38 The Core Strategy vision for the borough is based on the council's corporate vision expressed in Forward Together; 'working towards a cleaner, safer, more prosperous borough' and relates to, and builds on, the characteristics outlined in the preceding pages. The borough clearly has much going for it but it also faces many challenges. It is this combination of strengths, challenges and opportunities that shapes the vision for the borough.

The Vision for Havant Borough in 2026

In 2026 Havant Borough will be a cleaner, safer and more prosperous place. It will be a place where people of all ages and circumstances will want to live, visit or work. It will be a sought after location, well known as the home of windsurfing and for its superb Solent coastline. It will be widely recognised for its sustainable, innovative and high quality design developments and the stewardship of its natural and built environment. The borough will continue to benefit from its excellent road and rail connections particularly after the opening of the A3 Hindhead Tunnel.



Working with its partners in the Partnership for Urban South Hampshire (PUSH) the borough will meet the challenges of a rapidly changing global economy. It will seek to develop a dynamic, knowledge-based economy based on large and small businesses. The local skills base will rise so that local people can access local skilled jobs. The council will plan for and adapt to the challenges of climate change, particularly flooding and coastal erosion. Areas in need of regeneration will benefit from the opportunities arising from new development.

The borough's residents expect high quality public services and the vision includes an aspiration to provide better coordinated and joined up services. The council recognises its leadership role and with its partners is seeking to provide a Public Services Village. Indeed one of the strategic sites promoted in this Core Strategy will bring a number of major public services to a single location close to Havant Town Centre. Through partnership the council has also embraced Local Area Agreement (LAA) targets to reduce crime and antisocial behaviour; address health inequalities; increase housing supply, including affordable homes; support business growth; increase employment opportunities; improve skills and qualifications; support

engagement in the arts; reduce CO2 emissions and adapt to climate change; protect and enhance biodiversity and increase recycling.

Havant will be the focus of change in the east of the borough. At least 1,900 new homes could be built here, and there will be major business investment in existing and new knowledge-based businesses. In the west of the borough two strategic sites will deliver regeneration and the integration of a new community with Waterlooville Town Centre. At least 2,000 new homes and major new areas of employment will be built on the edge of Waterlooville, which will continue to be attractive to high tech businesses. Improving transport links between Havant and Waterlooville will increase everyone's accessibility to a wider range of services and opportunities, particularly the excellent education facilities of the borough's colleges.

Two major developments at strategic sites in and around Leigh Park will help to regenerate this area by 2026. These developments include a spacious high quality business park and a large reservoir important for both water supply and leisure. Further regeneration opportunity will be explored and progressed. Maritime activities will continue to flourish in Emsworth together with its renowned independent retailers and restaurants. Tourism and marine businesses will continue to develop in and around Hayling Island in an environmentally sensitive way.

A Sustainable Borough - Delivering the Vision

1.39 The delivery of the vision will only happen by working together with partners, developers and the whole community. Within the partnership working the council has a community leadership role to deliver this vision. The council will focus its resources on:

- The provision of high quality, affordable and accessible public services to its customers in the borough
- The stewardship of the borough for future generations in terms of the physical environment and for the people and communities across the borough.

1.40 The council will work with its many partners to co-deliver this vision through sustainable means. It will seek an appropriate balance between protecting the natural and built environment; delivering new economic growth and community regeneration; meeting the social needs of our communities and the prudent use of natural resources.

Where else to look:

Hampshire Sustainable Community Strategy: Sets out how Hampshire County Council and its partners will achieve the vision that, 'Hampshire continues to prosper, providing greater opportunity for all without risking the environment.'

Forward Together 2008-2012: A Sustainable Community Strategy for Havant Borough: Is produced by Havant Local Strategic Partnership and is the document that the Core Strategy seeks to implement.

Havant Corporate Strategy: Sets out the council's role and details how the council is working towards 'a cleaner, safer, more prosperous borough'.

Havant Borough Local Development Framework: Provides up to date information on all the LDF documents including the Core Strategy.

1.41 The Core Strategy vision will be delivered through the Core Strategy policies that are set out under the themes listed below; these broadly follow the key priorities of the Sustainable Community Strategy, Forward Together:

1. Health and Wellbeing
2. Promoting Havant Borough's Economy
3. Regeneration and Community Support
4. Community Safety
5. Housing
6. Caring for Our Borough
7. Infrastructure, Implementation and Monitoring

1.42 Table 1.1 overleaf sets out the Forward Together and the Core Strategy themes together with their respective Core Strategy objectives, supplemented with a brief introductory description of each of the themes.

Table 1.1 - Forward Together aligned with the Core Strategy

Forward Together Priorities/ Core Strategy Themes	Core Strategy Objectives	Core Strategy Theme Description
1: Health and Wellbeing	• To encourage healthier lifestyles that will improve wellbeing across the borough • To promote the borough as an attractive destination for recreation, leisure and culture	Encouraging healthier lifestyles by working with other organisations to deliver better facilities for health, recreation, leisure and culture to improve wellbeing across the borough. This is fundamental to creating a place where people want to live, visit or work.
2: Promoting Havant Borough's Economy	• Achieve Gross Value Added (GVA) growth of 3.5% per annum by 2026 bringing economic performance into line with the south east regional average • Promote and protect a dynamic, diverse and knowledge-based economy to meet the challenges of a rapidly changing global economy • Raise the skill levels and employability of the borough's current and potential workforce • Promote and protect the vitality and viability of the borough's town, district and local centres • Encourage tourism and the visitor economy without compromising sensitive environmental assets	Revitalising the economy of Havant Borough is fundamental to generate wealth and raise living standards for everyone. This will be achieved by providing high quality land and buildings for employment development and by promoting development that will help to raise skill levels and employment opportunities. Regenerating the borough's town, district and local centres through high quality buildings and public areas will be key in this respect, as will the focus on strategic sites. Supporting advanced manufacturing will be a priority for the future of the local economy and it is also proposed to encourage the marine based and tourism sectors.
3: Regeneration and Community Support	• Ensure all new development maximises economic, social and environmental regeneration for the whole borough, with priority given to developments focused on the places and people that need it most	Delivering economic, social and physical regeneration to the whole borough, particularly in areas of the borough that need it most. The requirement to address the needs of the ageing population, support and improve youth facilities and focus resources toward vulnerable groups and individuals is also considered a priority. It will ensure that regeneration and other developments contribute to increased opportunity to prosper, to improve skills and educational qualifications and to enjoy living, working and playing in the borough.
4: Community Safety	• Reduce crime and antisocial behaviour to make the borough a safer place for people to live, work and visit	The council has a leadership role to make the borough a safer place for people to live, work and visit. The aim is to reduce crime and the negative impact of antisocial behaviour on residents, businesses and visitors.

5 (and 7): Housing and Infrastructure	• Identify sufficient space for 6,300 new homes in order to meet the requirements of the South East Plan • Distribute the new homes across the five main areas of the borough taking into account sustainability, suitability and land availability • Ensure a mix of dwelling types is provided, in the right places at the appropriate times, and that an appropriate level of affordable housing provision is achieved • Ensure the housing needs of older people are met • Ensure the requirements for Gypsies, Travellers and Travelling Showpeople are taken into account	It will be necessary to find room to provide 6,300 new homes in order to meet the requirements of the South East Plan. New housing development is expected in all areas of the borough and indicative numbers have been provided in the Housing Chapter of this Core Strategy. Some of the housing provision will be at strategic sites (the West of Waterlooville Major Development Area and Woodcroft Farm). It will be necessary to ensure an appropriate mix of development, including the correct level of affordable housing, to make a balanced community particularly in Leigh Park, and that the homes are accompanied by all the necessary facilities such as health care, open space etc. In addition, the council has a statutory duty to ensure that the accommodation needs of Gypsies, Travellers and Travelling Showpeople are taken into account.
	• Deliver the full range of infrastructure that is necessary to support the housing, retail and employment development identified in the Core Strategy • Establish processes to monitor and review the effectiveness of the plan's policies up to 2026 to ensure the objectives are achieved	In Forward Together infrastructure is dealt with under Housing. However infrastructure affects everything we do in life, therefore it is dealt with separately in the Core Strategy. Infrastructure includes roads, rail, footpaths, flood defences, health, education and recreation facilities. Partnership working with a wide range of providers is essential to ensure the different types of infrastructure are provided in the right place at the right time.
6: Caring for Our Borough	• Ensure all new development is built to a high quality sustainable design that is inspired by the character and setting of the local area • Deliver the effective stewardship of the unique qualities of the borough's built and historic heritage and natural environment • Adapt to, and where appropriate mitigate against, the impacts of climate change	The environment enjoyed in the borough is very special and through effective stewardship the council aims to make sure that it continues to be so. This will be achieved by making sure that the needs of the natural environment and our heritage are respected in the Core Strategy policies and strategic site proposals. Growth must adapt to climate change and be located and constructed in a sustainable way, with regard to high quality design, energy, pollution, flood risk, waste and the consumption of natural resources.

1.43 In addition to the seven Core Strategy themes and the policies within them, the Core Strategy has two more important chapters critical to delivering the vision; Spatial Distribution and Strategic Sites and Development Management Policies. The strategic sites have been allocated because they are strategically important in relation to the majority of the seven key priorities of the Core Strategy. As such they are critical to achieving the borough's vision. The sites are detailed in Chapter 8 of the Core Strategy.

1.44 The development management policies provide complementary detail to the strategic policies. They also address local detail that is not covered in the strategic policies or in national and regional guidance. These policies together with all the other policies in the Statutory Development Plan (paragraph 1.17) will be considered when determining planning applications. It is essential that the Core Strategy is read as a whole when considering any planning application.

Preparation of the Core Strategy

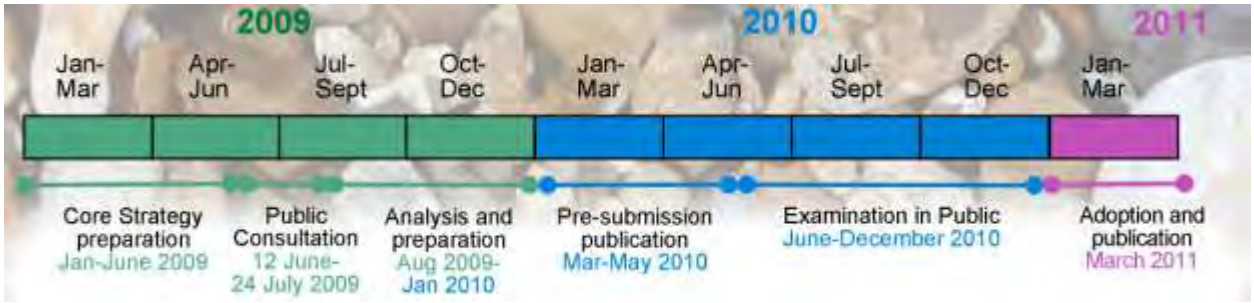
1.45 The Core Strategy was prepared in line with the timetable set out in the Havant Local Development Scheme, October 2009. This is illustrated in the timetable shown below.

1.46 The preparation of the Core Strategy started in the summer of 2006 when the initial Issues and Options Document was published. The issues and options facing the borough were explored further in workshops and stakeholder events before a Preferred Option Document was published in March 2008. The Core Strategy Preferred Options had an overall 55% level of support from respondents. Alongside the Core Strategy the council also consulted on the issues and options for the Development Delivery (Allocations) Plan and this raised many detailed issues about specific sites.

1.47 In June 2008 the guidance governing the production of local development frameworks (Planning Policy Statement 12) changed. This affected the way that core strategies should be produced. The focus shifted to the delivery of sites and the inclusion of more detail to supplement the vision and strategy. As a result of this the council reviewed the previous work on the Core Strategy and proposed a new draft version (Regulation 25) that took on board the previous consultation responses, new evidence and the government's latest advice. The Draft Core Strategy strengthened its links with the Sustainable Community Strategy, Forward Together, identified strategic sites that were critical to the delivery of the overall vision and included both strategic and detailed development management policies to guide development up to 2026.

1.48 An Examination in Public into the soundness of the Core Strategy was held in 2010 with hearing sessions in September. The independent Inspector appointed by the Secretary of State found the Core Strategy sound subject to a limited number of changes. These changes were incorporated into the final Core Strategy.

1.49 **Core Strategy Process Timeline**



2. Health and Wellbeing

Objectives

- To encourage healthier lifestyles that will improve wellbeing across the borough
- To promote the borough as an attractive destination for recreation, leisure and culture

Delivery Strategy

2.01 The delivery of health and wellbeing involves working in partnership with a number of agencies including the National Health Service, Portsmouth Water, Hampshire County Council, Sport England, Play England, the private sector, voluntary organisations involved in community support and sport, cycling, walking and local residents groups. The council will take steps to promote increased participation in the culture and sport agenda by working with various organisations and local groups to deliver the facilities and initiatives that are needed. The borough will also work with all the relevant partners to use the Culture and Sport Planning Toolkit, produced by 'Living Places', and engage with other initiatives for delivering culture and sport developments and events such as the Playshaper Programme.

2.02 The council has already been successful in developing a range of health facilities around Oak Park, West Leigh and at Havant Health Centre. A further hospital is planned at Oak Park during the lifetime of this document.

2.03 Portsmouth City Council is a major partner in delivering better open spaces, cycle routes and footpaths effectively throughout the borough and particularly in Leigh Park. Spatial Planning and the Provision of Cultural and Sporting Infrastructure in the PUSH area (PUSH Draft 2009) propose various ways for delivering recreation and leisure potential. For example, the study identifies the need to ascertain strategic sports needs in South Hampshire, some of which can be accommodated in the borough. This report refers to the importance of co-location to enable provision for health and wellbeing to make the most effective use of available sites and thereby facilitate delivery at accessible locations.

2.04 Schools occupy accessible locations in communities where more intensive, sustainable use can be justified. This potential forms an important part of the Extended Services concept and the Building Schools for the Future (BSF) Initiative. BSF has been introduced by the current government to transform secondary education by funding the rebuilding or remodelling of secondary schools. Havant and Horndean are the priority for Hampshire and will benefit from substantial investment. In order to qualify for funding the county council must reduce the percentage of surplus places in secondary schools in Havant and Horndean. In this respect the BSF will ensure the more effective use of the schools and the release of space for alternative community uses. For example, health and fitness provision could be combined with improvements to schools on suitable sites to deliver innovative and distinctive developments.

2.05 A wide variety of research delivery projects have been undertaken and are planned by the different parts of the council and other organisations in the borough. It is essential that all these streams of work are coordinated and monitored to ensure that they deliver effective value for money. These studies provide essential evidence to justify the policies of the Havant Borough Local Development Framework, especially the Development Delivery (Allocations) Plan that will implement Policy CS1 by allocating specific sites that benefit the health and wellbeing of the borough.

2.06 Partnership working is critical to identify and coordinate funding opportunities. Funding for all types of provision will be from a mix of public and private sources including contributions as a result of housing and other developments and is essential for delivering Policy CS1. Many funding streams are relatively short term and acquired through bidding, this can be an issue for delivering long term change to an area. Nevertheless the council will explore all funding stream

opportunities to maximise the delivery of projects that will benefit the health and wellbeing of people in the borough.

2.07 The development of strategic sites is critical for the delivery of health and wellbeing, especially at Havant Thicket Reservoir and as part of the Havant Public Service Village. Strategic Site Profiles (1and 2) are set out in Chapter 8. The borough is working closely with Portsmouth Water to realise a host of green infrastructure and recreation benefits throughout the Havant Thicket site.

Policy CS1 Health and Wellbeing

Planning permission will be granted for development which:

1. **Retains open spaces, including children's play space, which are valued by local communities unless a superior alternative can be provided. In particular it is important to safeguard the following strategic open spaces:**
   a. **Emsworth Recreation Ground**
   b. **Havant Park**
   c. **Hayling Park**
   d. **Hayling Beach**
   e. **Staunton Country Park**
   f. **Waterlooville Recreation Park**
   g. **Purbrook Heath.**

2. **Improves existing open spaces by incorporating high quality features, accessibility and appearance and where appropriate achieves a national standard e.g. a Green Flag Award.**

3. **Creates, where necessary, new open spaces that are located within or close to housing developments, that is safe and accessible for children to play and contributes to the borough's green infrastructure.**

4. **Ensures that sports facilities which are considered to be of a good quality by Sport England and other specialist stakeholders are retained unless superior new provision is made available.**

5. **Support the leisure centres at Havant and Waterlooville as the main provision supplemented by more local provision of indoor sports facilities, including Building Schools for the Future.**

6. **Provides indoor sports and leisure facilities that would meet strategic needs for the whole borough and where appropriate local provision.**

7. **Contributes effectively to the opportunities for increasing cycling for all types of trips, creating and improving linkages within the borough, particularly along the stream corridors and along the coast between Emsworth, Havant and the borough boundary near Broadmarsh in accordance with the council's Walking and Cycling Strategy.**

8. **Supports the increased footpath and cycle use through the design of development, linkage and signage.**

9. **Provides a building for use as a cinema, theatrical productions and concerts in the proposals for the Public Service Village.**

10. Protects and contributes to the availability of community facilities through refurbishment or new provision which can be justified by needs which are evident in the local district.

11. Contributes towards the doubling of existing allotment spaces by working with the council to retain provision and include proposals for new plots and/or community gardens in housing developments where appropriate throughout the borough but especially in Hayling Island and north of Waterlooville.

12. In Chichester Harbour, Langstone Harbour and along the Hayling Waterfront involves the modification of existing moorings and berths. New additional moorings and berths will not be permitted. New jetties and slipways will only be permitted where it can be demonstrated that they are for essential public use.

13. Supports the improvement of existing cultural assets with regard to the arts, sport, heritage, museums, and creative activities, particularly the Old Town Hall, Havant.

14. Supports improving the educational and life chances for young adults especially by facilitating access into employment.

2.08 The first priority in the Sustainable Community Strategy Forward Together refers to Health and Wellbeing as improving health and access to services including improving physical activity. The Core Strategy can contribute significantly to achieving this priority by planning for recreation, leisure and culture especially by improving the opportunities for exercise for all age groups including children's play, walking, cycling and sport, both organised and informal.

2.09 Key health issues are summarised in the Health Profile 2009, which is produced by the Association of Public Health Observatories. Death rates from all causes combined and of early death from heart disease and strokes have generally decreased since the end of the 1990s and are below the average for England. However, Havant Borough Council is one of the three local authorities in Hampshire with the highest level of mortality from heart disease and cancers according to the Hampshire Joint Strategic Needs Assessment (2008), produced by the Primary Care Trust and Hampshire County Council. Rates of violent crime and also people diagnosed with diabetes are high in comparison with the average for England.

Regeneration opportunity

2.10 However, life expectancy for men and women is better than the average for England. In contrast areas where deprivation is an issue, such as Leigh Park, life expectancy for men is seven years lower than for those living in the least deprived areas. Deprivation also has a major impact on young people; nearly 5,000 children are living in poverty in the borough. The Local Index of Child Wellbeing 2009 ranks the borough as the lowest in Hampshire and 271st out of 354 in England, clearly indicating a significant challenge for the future.

2.11 According to the Health Profile 2009 the proportion of children who are physically active is higher than the England average. However, approximately 9% of reception year children can be classified as obese. Child obesity clearly shows that the Core Strategy needs to ensure that there are opportunities for healthy exercise throughout the borough by ensuring the availability of good quality play spaces which are safe, accessible and which children want to use. This

Westbrook Park play area

need for open space is reinforced by information relating to the relatively low levels of participation in sport. The most recent edition of the Quality of Life in Hampshire 2008 report points out that in all the local authority areas, except the Borough of Havant, at least one in four of 16 to 34 year olds play sport. The participation in sporting activities by people aged 55 and above is low throughout Hampshire; the percentage in the borough is amongst the lowest (11.5%). The Core Strategy can make a significant contribution to increasing the level of participation in a range of physical activities by planning for safe, accessible and attractive provision for informal recreation and sports for all age groups.

2.12 A sense of wellbeing complements physical heath and depends on opportunities for personal development and for improving the quality of life through living in a safe borough with a high quality public realm with accessible countryside and coasts and strong communities. One definition of culture is very diverse and includes libraries, museums, archives, crafts and art. Heritage and archaeology, for example, are also essential aspects of culture and are considered further in the Caring for the Borough Chapter.

2.13 Wellbeing can complement a healthy borough if activities and events are available which people experience as inspiring and pleasurable and which bring them together. People also value living and working in healthy environments and places which have a strong identity with a reputation for high quality recreation, leisure and culture.

Waterlooville Golf Course

2.14 Policy CS1 supports government initiatives, for example by providing improved play space and new provision (see 'Where else to look').

2.15 Similarly, Policy CS1 supplements the South East Plan Policy CC5: Supporting an Ageing Population by helping older people to maintain healthy lifestyles. By focusing on health and wellbeing CS1 also contributes to implementing the Hampshire County Council's Local Area Agreement (2008-2011) and the Hampshire Sustainable Community Strategy. The Hampshire Local Area Agreement has prioritised tackling mortality rates and problems such as obesity which can benefit from improved recreation provision.

Where else to look:

Havant Health Profile: Produced by the Association of Public Health Observatories.

The Hampshire Public Health Annual Report: NHS Hampshire 2009

Every Child Matters: A radical approach to joining up government and support structures for the 0-19 year olds.

Children's Plan 2007: Produced by the Department for Children, Schools and Families

The Havant Borough Council Cycling Strategy: (1996 under review)

Department for Children, Schools and Families and Department for Culture, Media and Sport

Healthy Lives, Brighter Futures: The Strategy for Children and Young People's Health: Produced by the Department of Health 2009

The Local Index of Child Wellbeing: Represents the first attempt to create a small area index exclusively for children in England.

PPG17: Planning for Open Space, Sport and Recreation

The South East Plan (2009)

Hampshire Joint Strategic Needs Assessment

Havant Borough Council Town Centres , Retail and Leisure Study (2009)

The Culture and Sport Planning Toolkit (2009): Produced by Living Places which is a programme based on the agreement between five of the country's leading cultural agencies

Forward Together 2008-2012: A Sustainable Community Strategy for Havant Borough

Greenspace

2.16 The borough has a variety of open spaces including playing space of different types for use by children and adults. A priority is making the most effective use of existing spaces as well as creating new provision where possible. This sustainable approach also applies to other leisure, community, cultural and health facilities which effectively complement the provision of open spaces of different types.

2.17 Evidence for the need for upgrading and increasing provision is provided by the Open Space Audit which informed the Havant Open Spaces Plan and PPG17 Assessment (2006). This, for example, refers to an estimate of only 44 % of residents in the borough who have access to high quality, high value multifunctional greenspace within about a five minute walk. For this reason it is important for the Core Strategy to contribute where possible to increasing the availability of accessible high quality greenspace. The Havant Open Spaces Plan and PPG17 Assessment recommend that a network of strategic open spaces should be designated.

2.18 The Core Strategy Policy CS1 confirms that there should be at least one strategically significant greenspace or sports facility in each of the Community Board areas. Where improvements are required it is important that multi-functional greenspaces take account of the Green Flag Award Standard.

2.19 A Green Infrastructure Strategy is currently being developed jointly by local authorities in South Hampshire as part of the PUSH initiative. Health and wellbeing can benefit from this strategy because of the borough's network of greenspaces inland and along the coast.

Where else to look:

Hampshire Quality of Life Report (2008)

PUSH Green Infrastructure Strategy

Havant Borough Council Open Spaces Plan and PPG17 Assessment 2006: This rates all the open spaces in the borough and identifies the strategic open spaces

Havant Borough Sports Facility Report 2008

Leigh Park Strategic Framework 2006 'From Housing Estate to Sustainable Community'

2.20 New open spaces, for example in the West of Waterlooville Major Development Area (see Strategic Site Profile 4 in Chapter 8) and improvements to existing provision can make a significant contribution to the regeneration and reputation of the borough as a leisure provider. The proposed cemetery in the West of Waterlooville development, and existing cemeteries, are important places for memories and life histories. Like other greenspaces they are also important for nature conservation.

2.21 Other housing developments can contribute to health and wellbeing by making space available for active recreation and/or quiet leisure. The Strategic Framework for Leigh Park, From Housing Estate to Sustainable Community identifies parks and opportunities for sport in association with housing development and improvements along the stream corridors. The strategic value of the Hermitage Stream, for example, has recently been recognised as a 'sub-regional scale blue corridor' in the Green Infrastructure Strategy published for the PUSH authorities. Other actions are also identified for leisure and open space which will contribute to health and wellbeing in Leigh Park.

2.22 The Havant Borough Sports Facility Report (2008) points out the importance of improving the quality and value of existing sports facilities. For example, it may be possible to convert some tennis and other courts for multi-sport provision. This could provide young people in particular with a network of ball courts. The requirement for several types of additional provision is identified in Purbrook, Havant, Hayling Island, Cowplain, Leigh Park, Waterlooville and Emsworth.

Keeping fit at Havant Leisure Centre

Indoor Sports Provision

2.23 The Sports Facility Report refers to Havant Leisure Centre becoming a hub supplemented by other local provision. Additional indoor swimming pools cannot be justified unless the population increases by a significant amount. The Sports Facility Report also points out that the current population of the borough is too low to support an indoor tennis centre. However, it may be possible for a commercial operator to develop a centre offering indoor courts to serve the borough and further afield. The Town Centres, Retail and Leisure Study (2009) identifies only 27% of respondents who visit health and fitness clubs, including a significant number outside the borough. More intensive use of schools may be possible for some types of indoor sports thereby increasing local provision in relation to the Building Schools for the Future Initiative.

Harbours

2.24 Langstone and Chichester Harbours have special qualities which are central to health and wellbeing by providing space for active recreation and quiet leisure. It is essential, however, for recreation to take account of the importance of the harbours for nature conservation and their landscape quality (see information in Chapter 7 on national and international designations). For these reasons it is not acceptable to increase the number of berths in the harbours or for additional ancillary infrastructure.

Chichester Harbour

Walking and Cycling

2.25 Despite the nearness of countryside and the harbours, the use of footpaths and bridleways has declined over four consecutive years up to 2007 as indicated in the Quality of Life in Hampshire 2008 report. The council is concerned that this trend does not continue as it is the only council in Hampshire where such a significant problem has occurred.

Footpath, Warblington

2.26 The extension of the popular Hayling Billy Trail through the eastern side of Hayling Island and along the Solent, where possible, would be an attractive amenity for both local residents and visitors. This path, especially if a continuous route could be achieved, would complement the established Solent Way long distance path and the Wayfarers' Walk, for which the borough is well known. However, it would be essential to take biodiversity fully into account and by working in partnership with stakeholders including voluntary groups and landowners.

2.27 Improvement to the cycle route network has been identified as a strategic infrastructure project which will be implemented with the involvement of partners such as SUSTRANS (the National Cycling Charity and Consultancy) and Hampshire County Council based on the current Cycling Strategy (and its successors). The network, part of which forms sections of the National Cycle Network, will not only provide opportunities for recreation but also an alternative to using cars. Information in the 2001 Census shows that only 3.8% of journeys were made by cycle. With safer routes an increase in cycling can have substantial benefits for health and reducing congestion. However, the number of accidents needs to be reduced significantly. For example, between 2003 and 2006 there were three fatal and 21 serious accidents with a further 200 resulting in minor injuries. A substantial number of accidents involved children.

2.28 Improvements to cycle and pedestrian routes along the stream corridors are important for strengthening the strategic links with the Solent, Staunton Country Park and Havant Thicket. A route could be considered along Riders Lane Stream to connect the Hermitage Stream with the proposed Havant Thicket Reservoir Strategic Site. The route along the Hermitage Stream also connects the proposed Dunsbury Hill employment development (see Strategic Site Profile 3 in Chapter 8) with the central area of Havant. The inclusion of cycle routes and footpaths in housing developments where possible can improve linkage with local destinations. Good design can ensure these links are attractive and safe to use.

2.29 In the longer term the development of a reservoir at Havant Thicket adjoining Staunton Country Park will enable the extension of a network of paths for cycling (and walking) to be provided. More information is contained in the Strategic Site Profile in Chapter 8 including the proposal for water-based recreation. The Havant Thicket proposal can contribute to reducing pressure on sensitive landscapes and areas of nature conservation importance along the coast.

Allotments

2.30 Allotments combine opportunities for growing healthy food and exercise for people who do not want to play sport. They are becoming more relevant because of the trend towards higher density housing with relatively small gardens. More allotments would make a significant contribution to the coordinated programme of education for healthy lifestyles identified in Forward Together.

Emsworth allotments

2.31 There are 650 plots throughout the borough (2009). The doubling of this number by providing additional plots and community gardens can be justified to enable the borough to fulfil its statutory obligations. Although there is a need to retain allotments in all parts of the borough it is particularly important to increase accessible provision in Hayling Island and to the north of Waterlooville, especially in Cowplain.

Libraries

2.32 Libraries are key cultural assets which contribute to the viability of the centres of Havant, Waterlooville, Leigh Park, Hayling Island and Emsworth. A significant investment of £1.4 million is being made at the Waterlooville, Havant, Hayling Island and Leigh Park libraries. These improvements are supported by information in the Quality of Life in Hampshire 2008 report

which shows that the use of libraries fell in the borough from 63% of households in 2004-2005 to only 37% in 2006-2007.

Other Cultural Assets

2.33 More needs to be done to promote existing cultural assets. These include Havant's water and parchment heritage, Roman connections, historical marine industries and Waterlooville's association with the battle of Waterloo. Emsworth and Hayling Island are connected with authors P.G. Wodehouse and Nevil Shute and The Mill House in Bedhampton has an association with the poet John Keats. There is scope for expanding these literary connections.

Cinemas and Theatres

2.34 All age groups would benefit from having a cinema in the borough for recreational and cultural reasons. Films are shown in the theatres at Havant, Hayling Island and Emsworth Community Centre, otherwise filmgoers travel to Portsmouth or Chichester. More local provision would provide the community with somewhere to go in the evenings without having to travel out of the borough.

2.35 There is a small theatre in South Hayling but this is not a central location. The Havant Public Service Village which is proposed to the north of Havant Town Centre, centred around the current civic offices offers the potential for a theatre; cinema and a range of other recreational and cultural activities at an accessible location (see Strategic Site Profile 1 in Chapter 8).

2.36 It is important to retain the Old Town Hall (The Spring) for recreational and cultural uses since it also occupies a central location in East Street, Havant. However, this building is being used to capacity, hence the justification for recreation and leisure provision in the Public Service Village.

2.37 It is expected that this development will attract people who do not currently participate in leisure and cultural activities. According to the Town Centres, Retail and Leisure Study (2009) the level of participation is low. For example, only approximately 50 % of respondents to the study visited a cinema or theatre. Since most people travel outside the borough for theatre visits it is a sustainable aspiration to improve the theatre facilities at a central location like the Havant Public Service Village.

Cultural Centre

2.38 A new cultural centre to complement the Public Service Village should be easily accessible and have wide appeal especially for children and young adults. The priorities in the Hampshire County Council's Local Area Agreement (2008-2011) include children and young people. Key targets relate to improving educational achievements and especially the life chances of vulnerable young people. Cultural activities can help young people into lifelong learning and provide pathways into employment.

Where else to look:

Hampshire Local Area Agreement: Sets priorities and targets for the whole of Hampshire.

Town Centres, Retail and Leisure Study: Nathaniel Litchfield and Partners (February 2009).

Havant Borough Council's Arts Development Service

Leigh Park Strategic Framework 'From Housing Estate to Sustainable Community' 2006

Building Schools for the Future

Community Facilities

2.39 Community facilities, such as crèches, churches and community centres are significant local resources for local people. Where essential and effective these facilities need to be safeguarded through partnership initiatives. Where there is a need for space to provide community events or to refurbish a rundown or outmoded building there is the possibility of funding resulting from the development of residential sites. However, the priority is to use what we have better. The Development Management Policy DM2 provides further detail on the protection of community facilities.

Leigh Park Community Centre

3. Promoting Havant Borough's Economy

Objectives

- Achieve Gross Value Added (GVA) growth of 3.5% per annum by 2026 bringing economic performance into line with the south east regional average
- Promote and protect a dynamic, diverse and knowledge-based economy to meet the challenges of a rapidly changing global economy
- Raise the skill levels and employability of the borough's current and potential workforce
- Promote and protect the vitality and viability of the borough's town, district and local centres
- Encourage tourism and the visitor economy without compromising sensitive environmental assets

Delivery Strategy

3.01 The council will work with its local and sub-regional partners to create jobs and increase productivity in order to achieve its aspirational growth target of 3.5% GVA by 2026. South Hampshire is supported by its designation as a growth point in the South East Plan and as a 'Diamond for Investment and Growth' in the Regional Economic Strategy with an accompanying phased allocation of funds for key projects.

3.02 Local jobs and increased productivity will be delivered through business development on new employment land. A substantial amount of the new employment floorspace will be provided at the strategic employment site of Dunsbury Hill Farm. Further sites distributed around the borough will be allocated for new employment floorspace in the Development Delivery (Allocations) Plan. The approximate phasing is set out in Table 3.1 and the broad distribution of these allocations is set out in Table 3.2. Investment in business clusters, which have the most potential for growth, will be an important delivery vehicle to drive forward the local economy.

3.03 Improved skill levels and employability will be delivered by the Havant Skills and Employability Partnership. This is a public, private and voluntary sector partnership with an action plan that lists a number of key priorities, such as increasing the number of apprenticeships, so that local people can access new jobs in the dynamic knowledge-based economy. Sites to accommodate skills provision will be identified in the Development Delivery (Allocations) Plan.

3.04 Vibrant and viable town, district and local centres will be promoted by delivering the development of town centre uses within their boundaries. Key challenges and opportunities are set out for each of the town and district centres in the supporting text. The council will work in partnership with local business associations to promote small, independent businesses operating in the centres.

3.05 An enhanced tourism offer will be delivered across the borough with the council working in partnership with leisure operators and tourism enterprises. Sites for new hotels will be identified in the Development Delivery (Allocations) Plan.

3.06 Four strategic policies will form the basis for the management of development in the borough with regard to employment, skills and employability, town, district and local centres and tourism. A number of detailed policies set out in Chapter 10 of this Core Strategy will also be applied through the development management process in order to promote the borough's economy. Policy CS18 sets out the delivery strategy and development requirements for the strategic sites of Dunsbury Hill Farm and the Havant Public Service Village.

Policy CS2 Employment

The council will to seek to accommodate flexibly a net total of 162,000 square metres of new employment floorspace between 2006 and 2026 as follows:

- **75,000 square metres of B1 offices**
- **45,500 square metres of B2 manufacturing**
- **41,500 square metres of B8 warehousing.**

Planning permission will be granted for development proposals that:

1. **Prioritise the use of previously developed land for the provision of new employment floorspace.**
2. **Favour town centre locations for the provision of B1a offices and other town centre uses.**
3. **Promote local employment and training initiatives on new employment sites particularly with regard to construction skills.**
4. **Promote existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses.**
5. **Safeguard existing employment sites and allocations that are fit for purpose from development proposals for non-employment uses.**
6. **Provide jobs, generate wealth or produce an economic output on existing employment sites that are not fit for current purpose.**
7. **Protect marine businesses located on waterfront locations from non-marine related employment and other uses.**
8. **Encourage smart economic growth and promote advances in information and communications technologies.**

Formaplex, manufacturing in Havant

3.07 The employment floorspace requirements set out in Policy CS2 accord with the South East Plan, which requires sufficient land to be provided in South Hampshire to accommodate two million square metres of new employment floorspace between 2006 and 2026. This in turn has been apportioned to individual authorities in the PUSH Employment Floorspace Policy Framework. This sets Havant Borough the target of providing sufficient land to accommodate a total of 162,000 square metres of new employment floorspace. The apportionment reflected the economy-led strategy for the sub-region while taking into account the existing distribution of employment land, commitments in the planning pipeline, market demand and economic aspirations of individual authorities. A distribution and logistics study thoroughly tested the demand and supply of B8 storage and distribution floorspace in the sub-region prior to the apportionment process. The requirements for B1b research and development and B1c light industry have largely been considered within the B2 (general industry) supply as they have broadly similar business needs. Reference to B1 employment floorspace refers in the main to B1a offices.

3.08 It is important to recognise that significant numbers of jobs are provided by use classes other than the traditional B1, B2 and B8 uses. Government policy set out in PPS4: Planning for Sustainable Economic Growth states that economic development should achieve at least one of the following outcomes: provide jobs, generate wealth or produce an economic output. The floorspace figures set out in Policy CS2 refer only to the B class uses namely offices, manufacturing and warehousing. The figures exclude leisure, retail, tourism and other commercial uses, which although forecast to grow significantly over the plan period will not require the type of space required by Policy CS2.

3.09 Table 3.1 sets out a detailed division of the new employment floorspace into the three major business types phased into five year periods from 2006 to 2026 in the borough. This breakdown has been taken from the PUSH Employment Floorspace Policy Framework. The target of providing 75,000 square metres of new office floorspace during the plan period reflects the council's aspirations for a knowledge-based economy. The strategic employment site of Dunsbury Hill Farm will play a critical role in delivering this step-change in office development.

Table 3.1: Employment Floorspace Requirements in Havant Borough 2006–2026 (square metres)

	B1: Offices	B2: Manufacturing	B8: Warehousing
2006-11	28,000	10,000	18,500
2011-16	17,000	12,000	10,000
2016-21	15,000	12,000	6,500
2021-26	15,000	11,500	6,500
Total	**75,000**	**45,500**	**41,500**

3.10 Policy CS2 takes a flexible approach to the allocation and approval of land for employment, and the council will avoid designating sites for restrictive use classes wherever possible. This is in line with government policy set out in PPS4. Inevitably, some variation to the phasing set out in Table 3.1 can be expected, reflecting changes in the global and national economy. Commercial development rarely comes forward as a continuous stream and more normally occurs in less frequent but larger amounts. Performance at delivering the floorspace targets set out in the PUSH policy framework will be assessed at the sub-regional level rather than for individual authorities. Therefore shortfalls affecting one local authority could be counterbalanced by a surplus in another authority. This will need to be monitored robustly at a sub-regional level.

3.11 The South East England Partnership Board published Interim Job Numbers (IJN) for Havant and the rest of the South East in 2009. It forecast that a total of 3,776 new jobs would be created in the borough between 2006 and 2016. The Partnership Board advised that the IJNs were indicative and aspirational rather than targets. The figures refer to all jobs and not just those in B use classes. It will be important to monitor job creation as well as the delivery of new employment floorspace in the borough over the plan period. This will be reported in the Annual Monitoring Report (AMR).

Where else to look:

Economic Development Strategy PUSH (2006)

Employment Floorspace Policy Framework PUSH (2008)

Economic Drivers and Growth DTZ for PUSH (2007)

Property Requirements for Distribution and Logistics Roger Tym and Partners for PUSH (2008)

Havant Borough Employment Land Review 2010

3.12 The Employment Land Review (ELR) is the main evidence based study of employment land in the borough. This was comprehensively reviewed and updated in 2010 to provide a robust and realistic portfolio of 77 existing, proposed and potential employment sites using a base date of April 2009. So that the council can take an informed plan, monitor, manage approach to employment land, the ELR portfolio will be reviewed and updated annually and key findings reported in the AMR.

3.13 The spatial distribution of new employment floorspace has been informed by the updated and revised ELR. Table 3.2 sets out the distribution of 165,572 square metres of new employment floorspace between the five areas of the borough, comfortably meeting the requirements for the borough set out in Policy CS2. These figures are also shown in the Spatial Distribution Map which forms Figure 8.1 in Chapter 8 of this document. The spatial distribution reflects the issues and challenges for business development in the five areas of the borough set out in Chapter 1 of this Core Strategy. However, these figures are intended to be indicative and will not be used prescriptively to prevent further employment opportunities coming forward on suitable locations.

3.14 A total of 165,572 square metres of new employment floorspace has been identified on sites across the borough from four principle sources of supply and is set out in Table 3.2. Sites with extant planning permission, strategic sites allocated in the Core Strategy and potential sites that may be allocated in the Development Delivery (Allocations) Plan make up three of the four main sources of supply of new employment floorspace. It is unlikely that all of these permissions and allocations will be implemented in full over the plan period; it is therefore prudent to apply a 10% non-implementation discount to these categories.

3.15 A total of 34,091 square metres of new employment floorspace was completed between April 2006 and March 2010. After applying the non-implementation discount there was extant planning permission for a total of 23,428 square metres of new employment floorspace at 1 April 2010. Approximately 56,753 square metres of new employment floorspace could be provided at the Dunsbury Hill Farm strategic employment site. Finally, approximately 51,300 square metres of new employment floorspace may be provided on sites identified in the Development Delivery (Allocations) Plan. This four-staged process is in keeping with the PUSH apportionment process as it takes into account commitments in the planning pipeline, market demand and the aspiration to create a dynamic knowledge-based economy in the borough. This provides a robust total employment floorspace figure of 165,572 square metres that takes into account contingencies.

Enterprise Centre, Broadmarsh

3.16 Table 3.2 shows that 91% of the new employment floorspace will be located in Havant and Leigh Park. This is because the strategic employment site of Dunsbury Hill Farm is located on the edge of Leigh Park. Also a number of sites have been completed or granted planning permission within existing industrial areas such as New Lane. The Spatial Distribution Table below indicates that only a small proportion of the new employment floorspace will be located in Waterlooville. However, a significant amount of new employment floorspace will be provided just across the borough boundary in Winchester City Council's administrative area at the West of Waterlooville Major Development Area (MDA) and will provide jobs for the borough residents.

Dunsbury Hill Farm adjacent to Leigh Park

Table 3.2: Spatial distribution of new employment floorspace across Havant Borough 2006-2026 (square metres)

Area	Completions 2006-10	Extant permissions 2010	Strategic Sites	Potential sites	Totals	Proportions
Waterlooville	2,484	540	1,152	4,320	8,496	5%
Havant	16,303	16,438	-	43,380	76,121	46%
Leigh Park	13,693	4,925	55,601	-	74,219	45%
Emsworth	0	1,995	-	-	1,995	1%
Hayling Island	1,611	-470	-	3,600	4,741	3%
Totals	**34,091**	**23,428**	**56,753**	**51,300**	**165,572**	**100%**

3.17 Priority will be given to the use of previously developed land (PDL) within the urban area for the provision of new employment floorspace in line with PPS4. The updated and revised ELR identified a number of existing employment sites in the borough where intensification could provide additional employment floorspace, for example, through a more efficient provision of car parking. However, the use of PDL alone will not be sufficient to meet the employment floorspace requirements set out in the South East Plan. The development of greenfield land at Dunsbury Hill Farm and a number of other sites identified in the Development Delivery (Allocations) Plan will therefore be necessary.

Offices, Leigh Park District Centre

3.18 Offices are defined as a main town centre use in PPS4: Planning for Sustainable Economic Growth. Office uses encompass both B1a office units and A2 financial and professional service units. The South East Plan and PPS4 both stress the importance of locating new office developments in town centre or edge-of-centre locations. The ELR identified existing, permitted and potential office sites in all the borough's town and district centres. The Town Centre, Retail and Leisure Study published in 2008 also considered that there was scope for the development of new town centre office floorspace. There is an identified demand for small offices which would suit small scale town centre schemes with active ground floor frontages and office uses above as set out in Policy CS4 on designated centres. Town and district centre locations will be favoured for the provision of B1a offices and other town centre uses in order to promote their vitality and viability whilst recognising that market demand will influence office location. Proposals to develop B1a office floorspace outside town centres will need to include a thorough sequential test to ensure there are no suitable sites in the centres identified in Policy CS4 on town, district and local centres.

Where else to look:

PPS4: Planning for Sustainable Economic Growth

Town Centres, Retail and Leisure Study: Nathaniel Lichfield and Partners for Havant Borough Council (2009)

Havant Borough Employment Land Review 2010

3.19 A substantial amount of new office floorspace has been allocated outside the town centres at the strategic employment site of Dunsbury Hill Farm. The council took a sequential approach to the selection of this site in accordance with PPS4: Planning for Sustainable Economic Growth. Although there were a number of small sites within and on the edge of Havant and Waterlooville Town Centres these were considered to be of an insufficient scale to accommodate the office requirements set out in Policy CS2 and thus achieve the council's aspirations for a knowledge-based economy. Although Dunsbury Hill Farm is an out-of-centre site the proposed cross-borough transport route will link it with other strategic sites and Havant Town Centre. A key development objective of Dunsbury Hill Farm is that it will provide a range of locally-based accessible jobs in close proximity to Leigh Park where there are pockets of high unemployment and acute deprivation.

3.20 The employment of local residents on new employment sites would help to address problems of out-commuting and unemployment. It is vital to raise local skill levels so that local people can access local jobs. The council will promote employment and training initiatives on new employment sites including Dunsbury Hill Farm and this will be implemented through Section 106 legal agreements.

Local employment at Dunsbury Park

3.21 The borough will build upon its economic strengths and assets by promoting its existing and potential specialised sectors and clusters. These are advanced manufacturing and marine businesses. Almost half of all organisations contacted for the Business Needs Survey for the Property Market Review operated in the manufacturing sector and over a quarter associated strongly with the marine sector. Two studies carried out in South Hampshire on sectors and clusters have confirmed that clusters create the best possible business environment in which firms can be created, survive and thrive. The revised and updated ELR looked at the specialist requirements for all existing, permitted and potential employment sites for advanced manufacturing and marine businesses. These evidence based studies show that manufacturing growth in the borough differs from the national picture. This may be due to the borough's good logistical connections. This will be further enhanced with the opening of the Hindhead Tunnel in 2011.

3.22 The borough is located close to the Solent, which is world famous for its diverse maritime industries. The Solent Waterfront Strategy states that the marine sector generates a GDP of £5.5 billion, which represents 27% of the total value of the Solent economy. The marine sector is characterised by high productivity levels and provides high value jobs. This is in keeping with the Havant Borough and PUSH strategies of developing a dynamic, diverse and knowledge-based economy.

Marina working yard (courtesy of Northney Marina)

Where else to look:

Identifying Clusters of Potential in South Hampshire: University of Portsmouth (2008)

Businesses in Growth Sectors in South Hampshire: TBR (2008)

Solent Waterfront Strategy: SEEDA (2007)

Property Market Review: Vail Williams for HBC (2007)

3.23 The employment floorspace requirements set out in Policy CS2 are net figures. Any loss of existing employment floorspace to other land uses, such as residential, will necessitate an increase in the amount of new floorspace built in the borough over the plan period. This could include greenfield land. It is therefore particularly important to safeguard existing employment sites that are fit for purpose. All existing, proposed and potential employment sites are the subject of a robust assessment in the ELR. The site scoring criteria applied in the ELR report will be used to guide decisions as to whether sites should be retained for employment purposes or released. The ELR will be regularly updated and key findings reported in the Annual Monitoring Report (AMR).

Enterprise Centre, Broadmarsh

3.24 However, the council recognises the need for flexibility in the supply of employment land in order to respond to changing business requirements. Any proposal to redevelop an existing employment site for non-employment uses must provide robust and credible evidence on viability and marketing that the site is no longer fit for purpose as an employment site. Policy CS2 only safeguards existing employment premises and land within the traditional B uses namely offices, manufacturing and warehousing. The Development Management Policy DM3 contained in Chapter 10 of this Core Strategy deals with the protection of existing employment sites. All applications that would result in the loss of employment floorspace must comply with all aspects of this policy and thus prove through an active and exhaustive marketing exercise that the site is no longer fit for purpose as an employment site.

3.25 Once it has been established that an existing employment site is not fit for purpose other types of economic development should be considered. These uses must provide jobs, generate wealth or produce an economic output. Housing is not a type of economic development. In order to address the borough's historically high unemployment rate and the low job density the council will take a pragmatic approach to redevelopment proposals in order to maximise the number of jobs retained and created in the borough. Proposals for town centre uses must comply with Policy CS4 on town, district and local centres and government policy set out in PPS4. Further details on redevelopment proposals are provided in Policy DM3.

3.26 The marine industry is very diverse and the different sub-sectors have specific physical requirements. The marine sector is made up of three distinct sub-sections: ports and shipping activities, naval and defence activities and marine leisure activities. Marine leisure activities are particularly important in the borough, while many residents commute out to work in Portsmouth Naval Base. Direct waterfront access is critical for some marine businesses while others have less specific requirements and can operate from non-waterfront locations. Benefits also accrue when specialised marine businesses are located in close proximity to each other in a cluster.

The revised and updated ELR identified a number of waterfront marine businesses in the borough. These sites were evaluated with specialised criteria such as depth of water access. Existing marine-based businesses on suitable waterfront sites will be safeguarded from non-marine-related employment and other uses. These sites will be identified in the Development Delivery (Allocations) Plan.

3.27 The council will encourage smart growth so that businesses can work as efficiently as possible. This is a way to increase prosperity whilst reducing the borough's ecological footprint. Investment in digital infrastructure through the provision of high-speed broadband will facilitate smart growth. Smarter working and new technologies may prompt demand for different types of premises such as live-work units and telecottages. The council will take a positive approach to proposals that facilitate smarter working in suitable locations. Smart growth will be championed at the Havant Public Service Village, which will become an integrated hub of public and community service and has been allocated as a strategic site in Policy CS18.

Skills and Employability

Policy CS3 Skills and Employability

Planning permission will be granted for development proposals that:

1. **Raise skill levels and increase employability.**
2. **Tackle skill shortages in existing and potential business clusters and sectors particularly advanced manufacturing and marine businesses.**
3. **Promote skills provision in emerging growth sectors such as sustainable construction methods.**
4. **Promote skills provision on strategic sites particularly with regard to construction skills.**
5. **Address barriers to employment for economically inactive people.**
6. **Provide childcare facilities within or in close proximity to employment sites.**

3.28 Poor skills and qualifications act as barriers to people accessing work. Raising the skills levels of the existing and potential workforce of the borough is a key economic driver for promoting Havant Borough's economy. The low resident skills base is one of the greatest challenges facing the borough. The Office of National Statistics Annual Population Survey found that 18% of the resident population in the borough did not have any qualifications. This is the highest rate in Hampshire and is considerably higher than the regional and national averages. Furthermore, there are intense pockets of skills deprivation within the borough. Over 40% of the working age population of Leigh Park wards do not have any qualifications.

Havant College

3.29 This issue will increase in importance as the local and wider economy restructures with an increasing need for people with high skill levels to work in knowledge-based and value-added businesses. This is particularly relevant in times of recession when people who are made redundant need to retrain to access new jobs. Furthermore, the old age dependency ratio will increase as the population profile of the borough changes with a larger proportion of elderly

Skilled workforce, Havant

people. This further necessitates the need for a skilled productive workforce that can support the aging population.

3.30 The PUSH Economic Development Strategy stresses the importance of skills and the labour market. It states that developing the workforce is vital to underpinning sub-regional growth aspirations whilst improving the quality of life for all residents. It identifies multiple barriers to accessing work such as poor health, low skills and family responsibilities. The strategy stresses the need for a multi-agency approach to address these issues. The South East Plan states that regional and local agencies need to work together to maximise the number of people ready for employment at all skill levels, and it calls for a significant improvement in skills delivery.

Where else to look:

Economic Development Strategy: PUSH (2006)

The South East Plan (2009): Particularly chapters 6, 15 and 16

www.connexions.gov.uk: Offers information and advice for 13-19 year olds to make life decisions

Prosperity Through Skills and Employability: An Action Plan for the Borough of Havant 2008-2012: Havant Skills and Employability Partnership

3.31 The council is a member of the Havant Skills and Employability Partnership. The council's membership of the partnership is in keeping with the South East Plan, which requires local authorities to work jointly with business sectors and training providers. The council recognises that there are a number of other partnerships doing valuable work to reduce barriers to work such as the Learning and Skills Council and the Education Business Partnership. The council will work with and support these agencies over the plan period.

3.32 A key priority for the Havant Skills and Employability Partnership is to reduce the number of young people who are not in education, employment or training (NEET). 9.2% of resident 16 to 18 year olds in the borough were classified as NEETs in 2007, which is almost double the average figure for the South East Region. The council will support proposals that raise the skill levels and employability of young people and help them into work, education or training.

3.33 There is a need to provide a greater flow of people with appropriate skills into a number of key sectors and clusters. The borough has the highest proportion per capita of jobs in advanced manufacturing in the South East of England (Havant Skills and Employability Partnership, 2008). Skilled people commute into the borough to fill these jobs. It is essential to prioritise the local skills shortage in advanced manufacturing so that local people can access these well paid local jobs. Modern apprenticeships and other forms of workplace learning have a vital role to play in this area.

3.34 Marine businesses provide a large number of skilled and high value jobs. The Solent Marine Strategy highlights a marine skills base shortage, which is becoming increasingly acute as older skilled workers retire. The Manufacturing, Engineering and Marine Skills Partnership is a stakeholder alliance that is working in the sub-region to address skills shortages. The council will prioritise tackling skills shortages in the marine sector.

3.35 Skills provision should also be forward looking. The importance of high standards of sustainable design is recognised both locally and sub-regionally. It will be necessary for the construction

workers of the future to build new homes, workplaces and community facilities using sustainable construction methods. The council will therefore promote skills provision in this respect.

Sustainable construction

Converted farm buildings, Wren Centre, Emsworth

3.36 The development of all the strategic sites listed in Policy CS18 offer opportunities for training initiatives and local employment, particularly the strategic employment site of Dunsbury Hill Farm. The council will work in partnership with developers, land owners and the Havant Learning and Skills Partnership to promote local employment and training initiatives on the strategic sites particularly with regard to construction skills. This will be implemented through S106 legal agreements.

3.37 The issues of worklessness and employability are inextricably linked. Estimates of worklessness are based on the number of people receiving the main out-of-work benefits (MOWB) including Job Seekers' Allowance, Incapacity Benefit and Income Support. The MOWB rate in the borough was 13% in May 2009, which is almost double the Hampshire figure of 7.9% (Hampshire Labour Market Bulletin, January 2009). Many people face multiple barriers to accessing employment opportunities. These include low skills, transport, childcare, poor health and family responsibilities. These issues are addressed through a number of strategic and development management policies in this Core Strategy. The council will support partnership working to tackle a combination of issues, which could lead to personal support packages to get people into work particularly the long term unemployed.

3.38 A lack of accessible and affordable childcare often acts as a significant barrier to work particularly for women and lone parents. The council will consider favourably the provision of childcare facilities within and in close proximity to new and existing employment sites.

Town, District and Local Centres

Policy CS4 Town, District and Local Centres

The council will seek to accommodate approximately 13,000 square metres (net) of new comparison goods retail floorspace within town and district centres up to 2016.

Planning permission will be granted for appropriate town centre development proposals that:

1. **Promote and enhance the following hierarchy of identified centres as shown on the Proposals Map:**
   Town Centres - Havant and Waterlooville
   District Centres - Cowplain, Emsworth, Leigh Park and Mengham/Gable Head
   Local Centres - Bedhampton, Crookhorn, Grassmere Way, Hambledon Parade, Middle Park Way, Milton Road, Purbrook, Rails Lane, West Town and Widley.
2. **Enhance the evening economy of the town and district centres.**
3. **Retain and enhance local markets.**
4. **Support small and independent businesses.**
5. **Encourage high quality, mixed-use development in designated centres that retain active ground floor frontages.**

Lidl, Leigh Park District Centre

3.39 The town, district and local centres of the borough lie at the heart of its local communities. The development of accessible, attractive and vibrant centres is central to the achievement of sustainable development in the borough. Policy CS4 seeks to promote the vitality and viability of the identified centres in line with government policy set out in PPS4: Planning for Sustainable Economic Growth. The council will seek to promote and enhance its town, district and local centres by focusing development of a scale and of a kind that acknowledges the different roles each centre performs within the hierarchy. The main town centre uses are retail, leisure, offices, arts, culture and tourism. All applications for the development of town centre uses and in particular new retail floorspace outside designated centres will need to demonstrate in a robust and transparent manner the application of the sequential approach to site selection, an impact assessment and all other relevant tests set out in current government policies.

3.40 The Town Centres, Retail and Leisure Study produced by Nathaniel Lichfield and Partners for the council in 2009 is the main evidence based study on town, district and local centres for the HBLDF. It assessed the different roles and functions of the identified centres in the borough. The main findings are set out overleaf for the town and district centres along with an assessment of whether anything needs to change in order for them to fulfil these roles over the plan period. The boundaries for all the designated centres named in Policy CS4 (as shown on the Proposals Map) will be identified in the Development Delivery (Allocations) Plan along with the primary shopping areas and primary and secondary frontages. Applications for changes of use in primary and secondary frontages will need to comply with saved Local Plan policies TC6 and TC7. These will be replaced in due course by new policies in the Development Delivery (Allocations) Plan.

Havant Town Centre

3.41 Havant Town Centre is the heart of the former market town built up around the cross roads of North, South, East and West Streets. The primary shopping area is located on the pedestrianised section of West Street and the Meridian Shopping Centre. Its key roles include convenience and comparison shopping, services including a good range of high street banks, community uses including a library and limited entertainment venues. Havant Town Centre serves the eastern side of the borough including Hayling Island and the West Sussex parishes of Westbourne and Southbourne. A key challenge for the town centre is to improve the linkages with the edge-of-centre Solent and Central Retail Parks and Tesco. Market Parade provides an opportunity site for town centre regeneration forming the gateway into the town centre from Havant railway station. These areas are identified in Policy CS6.

3.42 Waterlooville Town Centre developed to support expanding post-war residential areas west of the A3(M). It contains two small pedestrian precincts and Dukes Walk Shopping Centre. Its key roles are similar to those of Havant Town Centre. Waterlooville serves the western side of the borough including the villages of Denmead and Horndean located in neighbouring local authorities. The public realm has been significantly enhanced with a number of town centre improvement schemes. Key challenges for the town centre are integration with the Major Development Area (MDA), which is identified as a strategic site and improved connectivity with Wellington Retail Park. These challenges are identified in Policy CS6.

3.43 Cowplain District Centre is a shopping parade located on London Road in Cowplain, which developed to serve the post-war residential areas in the north of the borough. Although it is a relatively small centre it does perform the function of a district centre with a range of convenience shops including two supermarkets, some comparison shops and a range of non-retail services such as a gym, church and restaurant.

Emsworth District Centre

3.44 Emsworth District Centre is the heart of the historic fishing village. The primary shopping area is located on the High Street spreading down to St Peter's Square. The centre's retail offer is dominated by local independent businesses providing comparison and convenience goods as well as important local services. Emsworth has a good range of restaurants and public houses ensuring a vibrant evening economy. Future opportunities that could enhance this historic centre are the redevelopment of the Emsworth Centre to provide a greater range of community services and the sympathetic infill development of gap sites on South Street and Nile Street.

3.45 Leigh Park District Centre is a purpose-built 1950s shopping precinct built to serve the community of Leigh Park. The centre's retail offer is orientated towards meeting the day-to-day shopping needs of the immediate catchment population for convenience and some comparison goods. It is a vulnerable centre in need of regeneration with a high vacancy rate, which has become a less attractive place for people to visit and businesses to invest in. The regeneration of this district centre needs to improve the quality of commercial uses combined with public realm and highway improvements. Leigh Park District Centre is identified in Policy CS6.

3.46 The twinned district centre of Mengham and Gable Head forms the principle shopping area on Hayling Island. The centre serves the needs of local residents many of whom have limited opportunities to travel off the island to shop. It also accommodates tourist trade in the peak holiday season. The centre's retail outlets are predominantly independent traders offering a range of comparison and convenience shopping. The vitality and viability of the centre could be enhanced through environmental improvements to the public realm.

3.47 There is also a network of ten local centres distributed around the borough, which include a range of small convenience shops and some community facilities. The local centres play an important role in meeting local day-to-day needs particularly for the elderly and other vulnerable groups.

3.48 The Town Centres, Retail and Leisure Study published in 2009 drew heavily on the results of a household survey, which tracked existing shopping and leisure habits of the residents living within the borough's catchment area. The study assessed the need for new floorspace for retail and commercial leisure uses taking into account quantitative and qualitative considerations. For comparison floorspace the assessment indicated that commitments should absorb short term capacity up to 2011. In the medium to long term the assessment found scope for 13,288 square metres (net) of new comparison floorspace up to 2016. Longer term forecasts beyond 2016 are susceptible to change due to unforeseen circumstances and should be considered with caution. The study found that there is limited capacity for additional convenience floorspace in the borough for the foreseeable future, allowing for existing commitments. The borough is well served by a choice of food stores at the current time.

Edge of centre stores, Solent Retail Park, Havant

Where else to look:

PPS4: Planning for Sustainable Economic Growth

Town Centres, Retail and Leisure Study: Nathaniel Lichfield and Partners for HBC (2009)

3.49 The spatial distribution of this new retail floorspace is shown in Figure 8.1 with approximately 4,000 square metres of new comparison floorspace located in the west of the borough and approximately 9,000 square metres located in the east. Sites will be identified in the Development Delivery (Allocations) Plan to meet these projections. These sites will be located within the town and district centres identified in Policy CS4 and will be consistent with the scale and character of the centre in which the development is provided. The development will strengthen the vitality and viability of the designated centres and enhance consumer choice in the borough.

3.50 The provision of leisure, entertainment and cultural facilities within the borough is limited reflecting the size of the catchment and good access to facilities in neighbouring local authorities such as Portsmouth and Chichester. The study suggested potential scope for a small cinema, a bingo club and health and fitness facilities. The 2008 household survey showed that most residents travel outside the borough for theatre and cinema visits. Whilst the Old Town Hall (The Spring) provides cultural and cinema facilities it would be a sustainable and realistic aspiration to provide a new and improved cultural facility at a central location within the borough such as the Havant Public Service Village.

3.51 All the town and district centres, with the exception of Emsworth, have weak evening economies with very few restaurants and public houses. Policy CS4 seeks to encourage a range of complementary evening economy uses to appeal to a wide range of ages and social groups. Planning proposals that promote evening economy activities will need to front-load the consideration of community safety and take into account a range of issues including antisocial behaviour and late-night transport provision. Applications will need to accord with the council's licensing policy. Applications for food, drink and entertainment uses will also need to comply with the Development Management Policy DM5.

3.52 Street markets operate twice a week in Havant Town Centre and once a week in Waterlooville Town Centre. Market days are the busiest days of the week for retailers with significant increases in footfall. A successful farmers' market is also held four times a year in Emsworth District Centre. The council recognises the valuable contribution markets make to the vitality and viability of its centres. Policy CS4 seeks to retain and where possible enhance local markets, for example, through the provision of local electricity hook-ups for stalls.

Market day, Waterlooville

3.53 Smaller shops and businesses can significantly enhance the character and vibrancy of a town, district or local centre while enhancing consumer choice. Emsworth has a wide range of successful independent retailers and has retained its local identity, which is popular with residents and visitors alike. Policy CS4 seeks to support small and independent businesses that operate in designated centres across the borough.

3.54 Well-designed and inclusive mixed-use developments in identified centres can play an important role in promoting their vitality and viability. The use of upper floors for offices can provide local employment opportunities in accessible locations. Residential development on upper floors can make an efficient use of town centre land while adding to the mix of dwelling types and tenures available in the borough. Policy CS4 seeks to encourage high quality mixed-use development in designated centres with offices or new homes located on upper floors above town centre uses with active ground floor frontages. The loss of ground floor town centre uses to residential development will be resisted. All employment floorspace in identified centres will be protected by Policy CS2 and will need to comply with all aspects of Development Management Policy DM3.

Policy CS5 Tourism

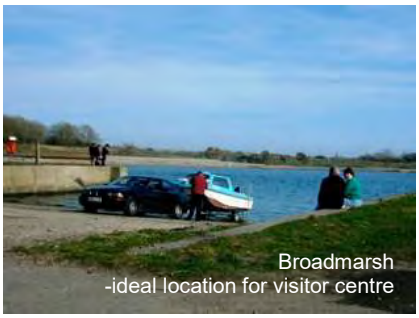
Planning permission will be granted for appropriate development proposals around the borough that:

1. **Provide sustainable and small scale recreational opportunities.**
2. **Provide hotel and other types of tourist accommodation.**
3. **Safeguard existing tourist facilities, hotels, holiday centres and caravan parks.**
4. **Improve existing tourist facilities, hotels, holiday centres and caravan parks.**

3.55 The borough is situated on the south coast of England with views across the Solent to the Isle of Wight. Hayling Island provides a traditional seaside offer with Blue Flag beaches and is officially recognised as the birthplace of windsurfing. Other attractions for tourists and day visitors are situated around the borough such as Staunton Country Park and the historic villages of Emsworth and Langstone. Tourism and leisure was identified as a significant growth cluster in the 2008 University of Portsmouth Cluster Study generating significant employment and income for the borough. Policy CS5 supports the dispersal of tourism development around the borough. This approach was informed by the Sustainability Appraisal and the Screening Report for the Habitats Regulation Assessment (HRA) and took into account the limited accessibility of Hayling Island and the impact of tourism on the international nature conservation sites.

3.56 Policy CS5 encourages the provision of sustainable and small scale recreational opportunities for tourists and day visitors. These will be focused on the natural environment, the seafront and wind surfing heritage. The schemes would promote passive recreation without damaging or disturbing designated nature conservation sites and will need to comply with Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough. Mitigation schemes will be put in place as necessary, for example, information boards to help visitors understand the local area and its wildlife.

3.57 A number of small scale improvements have been undertaken on Hayling Island Seafront since 2006. The Hayling Seafront Masterplan produced in 2008 proposed some mixed development to help deliver a number of small scale recreational opportunities such as the provision of a beach boardwalk, which would improve access for all along the seafront. The provision of new extreme and watersport facilities would enhance the island's attraction to windsurfers.


Broadmarsh
-ideal location for visitor centre

3.58 There are a number of opportunities for small scale recreational schemes around the borough. Broadmarsh would provide an ideal location for a visitors' centre, which could be used to promote and manage the area's environmental assets. The inclusion of leisure and recreation facilities at Havant Thicket, in conjunction with

the new reservoir, is a major opportunity which will be given policy support. Its development as a sustainable alternative natural greenspace would help reduce pressure on the protected harbours. Emsworth village centre and its harbour are distinctive tourism locations and initiatives to enhance the quality and range of the visitor offer will be supported.

3.59 The Havant Hotel Futures report forms the main evidence based study on hotel accommodation in the borough. It identified a strong demand for budget hotel accommodation in the Havant area. The report also highlighted the potential for significant future growth in midweek demand from the corporate and contractors' markets given the planned development of business parks in the area and the level of construction work planned. It stated that there was possible scope for a small boutique hotel development as part of the regeneration of Hayling Island Seafront. A PUSH wide hotel study was published in July 2010.

3.60 Hotels are defined as a main town centre use in PPS4: Planning for Sustainable Economic Growth. Town centre locations will be favoured for new hotels in order to promote their vitality and viability whilst recognising that market demand will influence hotel location. Proposals to develop a hotel outside a designated centre will need to carry out a thorough sequential test to ensure there are no suitable sites in the centres identified in Policy CS4 on town, district and local centres.

3.61 Subject to the sequential test there will be policy support for a hotel with conference facilities at Dunsbury Hill Farm to cater for business tourism associated with the strategic site employment allocation. The development requirements for this strategic business location are set out in Policy CS18. Further sites for hotels and other types of tourist accommodation will be set out in the Development Delivery (Allocations) Plan.

Where else to look:

www.visithavant.co.uk

Havant Borough-wide Tourism and Leisure Plan: Havant Borough Council (2008)

Hayling Seafront Masterplan: Havant Borough Council (2008)

Havant Hotel Futures: Hotel Solutions for Havant Borough Council (2008)

PUSH Hotel Futures Study

3.62 Bed and breakfasts provide short-stay accommodation for both holiday and business purposes. Proposals for bed and breakfast uses are often made in locations which are primarily residential in character and the amenity of nearby residents must be carefully considered. Applications for new bed and breakfasts will need to comply with Policy CS16, High Quality Design, and should not cause unacceptable harm to the amenity of neighbours. Where the impact of the use is uncertain, the council will consider granting temporary permission to enable the proposal to be fully assessed. Bed and breakfast accommodation will be encouraged throughout the borough.

3.63 Static caravans offer affordable holiday accommodation and widen the tourist offer available in the borough. Development Management Policy DM4 sets out detailed development requirements for static holiday caravan development.

3.64 It is important to safeguard existing tourist facilities and all types of tourist accommodation as well as provide new premises. Policy CS5 will protect all existing tourist facilities and

accommodation that are fit for purpose. However, the council recognises the need for flexibility in order to respond to an evolving tourist and day visitor market. The Development Management Policy DM3 deals with the protection of existing tourism sites. All applications that would result in the loss of land or premises used for tourism must comply with all aspects of this policy and thus prove through an active and exhaustive marketing exercise that the site is no longer fit for purpose.

3.65 Finally, Policy CS5 encourages the improvement of existing facilities and all types of accommodation for tourists and day visitors. Appropriate improvements would improve the quality of the tourist offer in the borough.

4. Regeneration and Community Support

Objective

- Ensure all new development maximises economic, social and environmental regeneration for the whole borough, with priority given to developments focused on the places and people that need it most

Delivery Strategy

4.01 The regeneration and community support theme is fundamental to creating a borough where people want to live, work and play, a sustainable borough that achieves the council's vision. Every part of the borough needs regeneration and community support to some extent. The strategic site allocations and the policies of the Core Strategy will contribute to the physical regeneration of some parts of the borough and support local communities. The policies (as shown on the Proposals Map) in this chapter of the Core Strategy therefore focus on where regeneration actions should be prioritised to add the most value in shaping the borough.

4.02 The areas of the borough that have been identified as a priority for regeneration are Leigh Park, Wecock Farm, South Hayling Island and Havant and Waterlooville Town Centres. As some of these areas are identified on national deprivation indicators, central and regional government bodies, such as South East England Economic Development Agency (SEEDA) have provided regeneration funds to the borough. In Leigh Park £10.6 million was invested from government grants between 1999 and 2008. The key agency in these areas is Hampshire County Council, providing a variety of services including children's and adult services, business support, policing, care facilities and many more. Hampshire County Council and Portsmouth City Council are major landowners in both Leigh Park and Wecock. Havant Borough Council is a landowner in Havant and Waterlooville Town Centres and in South Hayling Island, although the majority of land is owned by a wide variety of individual and commercial interests. The council will continue to take a leading role in existing and new partnerships to ensure that the plans and programmes of all the organisations involved in these areas align to reduce the health and wealth disparities across the borough. The continuing development of the Local Strategic Partnership will be the critical focus for partnership and innovation to successfully deliver the regeneration of the borough. The Local Strategic Partnership has a significant role in identifying the opportunities for multifunctional uses of facilities and the co-location of services that can bring more effective use of resources, delivering the regeneration sustainably.

4.03 The fact that some parts of the borough are highlighted as having multiple deprivation issues has enabled regional and local public and community organisations to get grant funding for a variety of initiatives. These have ranged from £3.5 million for Liveability schemes throughout the borough to £500 Leigh Park Community Chest grants. The Building Schools for the Future (BSF) programme within Hampshire is focused on the borough resulting in up to £80 million investment in new secondary schools. The council will continue to submit and support funding bids for regeneration schemes which are most likely to be successful in the priority areas. It will be essential that the community is involved in the submission of the bids; only with community support will bids be successfully implemented.

4.04 The Core Strategy allocates strategic sites that have a focus in Leigh Park and adjacent to Wecock Farm with the specific aim of achieving physical regeneration and improving viability and vitality of the local communities. The Core Strategy contains policies that will deliver new employment and skills opportunities, protection of the town centres, healthy activities, new homes that are needed, safer well lit places, a high quality environment and the physical and social infrastructure that the community

Leigh Park Centre in need of regeneration

needs. The Core Strategy is therefore a key part of the delivery of the regeneration of the borough and the priority areas.

4.05 The council has a critical role as a co-deliverer of regeneration through its influence at the planning and construction stages of development proposals, together with an ongoing role supporting the occupants and users of the developments. Wherever new development takes place the council will work with the developer to manage the scheme to ensure that viable development schemes are delivered that take account of all the policies of the HBLDF creating quality places that benefit the whole borough.

Policy CS6 Regeneration of the Borough

Planning permission will be granted for development which positively contributes by type of use and design and by its comprehensive approach to the social, economic and/or physical regeneration of the whole borough; particularly when it is focused in the following places as shown on the Proposals Map:

1. Havant Town Centre, with particular focus on:
- **a. Market Parade.**
- **b. Havant Railway Station.**
- **c. Connectivity with the Public Service Village.**
- **d. Connectivity between Solent Road and West Street.**

2. Waterlooville Town Centre, with particular focus on:
- **a. London Road public realm.**
- **b. Integration of Major Development Area.**
- **c. Connectivity with Wellington Retail Park.**
- **d. Improved car and cycle parking, public realm and a sustainable mix of uses.**

3. Leigh Park with particular focus on:
- **a. Leigh Park Centre, improved car and cycle parking, public realm and a sustainable mix of uses.**
- **b. A balanced housing market.**
- **c. Supporting healthy lifestyles.**
- **d. Community safety.**
- **e. Connectivity with the rest of the borough.**
- **f. Training and employment opportunities.**

4. South Hayling Island, with particular focus on:
- **a. Seafront boardwalk.**
- **b. Flood and erosion management measures.**
- **c. Water related sports facilities.**
- **d. Beach Hut and beach user facilities and educational information.**
- **e. Small scale tourist facilities.**

5. Wecock Farm with particular focus on:
- **a. Community support – Community Centre.**
- **b. Transport connectivity.**
- **c. Green Infrastructure.**
- **d. Community safety.**
- **e. Training and employment opportunities.**

All development proposals made under this policy must ensure that they benefit the borough socially, environmentally and economically.

4.06 The borough's main town centres of Havant and Waterlooville have a crucial role in supporting large parts of the community. They provide a good range of shops, jobs, leisure and services that are accessible to the whole community. That role should not be diminished, with their roles as community hubs being developed as a focus for the regeneration of the borough as a whole.

4.07 The opportunities at Waterlooville Town Centre have been explored in the Waterlooville Town Centre Urban Design Framework (2004) and are taken forward in the strategic site allocation. The integration of the town centre with the Major Development Area directly to the west has the potential to effectively deliver a new sustainable community. The shopping areas are dissected by roads, so it is essential that the links between existing and new town centre uses are improved. Cars are a dominant feature of Waterlooville as parking is at a premium and must be addressed as part of regenerative development, such as the opportunities for redevelopment of rundown or derelict sites in London Road.

4.08 Havant Town Centre continues to change with large new retail developments shifting the focus of activity from North and East Streets. These changes create opportunities to regenerate rundown sites and buildings in Havant town centre which will improve the vitality and viability of the town. The Havant Town Centre Urban Design Framework Supplementary Planning Document (SPD) identifies this potential. The area around the railway station, North Street and Market Parade is an important entrance to the town yet most notably in need of physical regeneration. The allocation of the strategic site at the Havant Public Service Village will provide a wide range of facilities and services in one accessible location with improved pedestrian links to the town centre over a new railway bridge. This development will be a catalyst for regeneration of the Market Parade area.

4.09 Regeneration is essential to achieving the overall vision for the whole borough. Within the borough the 2007 Indices of Multiple Deprivation (IMD) identifies pockets of high deprivation within Warren Park, Bondfields and Battins in Leigh Park. Other pockets are found in Wecock Farm and South Hayling. In contrast there are also areas of wealth and affluence; these disparities are for a variety of social, economic and physical reasons. Policies, projects and proposals can all contribute to the improvement of a small, and potentially a wider area that can help reduce these disparities. The Core Strategy supports proposals that contribute to regeneration and secure and encourage regeneration proposals throughout the whole borough with a focus in those areas that need it most.

4.10 The identification of strategic sites in the Core Strategy places emphasis on Leigh Park. The Havant Thicket Reservoir will provide a range of benefits including recreation, learning and a new location adjacent to Leigh Park, offering opportunities for an improved quality of life and links through the area along improved stream corridor paths. The strategic employment site at Dunsbury Hill Farm will provide employment opportunities, public transport links and a high quality business environment.

4.11 Leigh Park Centre is a major community hub; the centre provides a variety of different types and sizes of homes, there is an adequate range of shops, leisure, employment and other community support services all within walking distance. However, shops are vacant, the public realm is unwelcoming, there are safety concerns and there is a lack of coherence to the variety of uses in the area. Leigh Park Centre will therefore be a focus for physical regeneration and support. In order to achieve this it is essential to harness the fact that Leigh Park has a strong sense of community with many residents having lived in the area for many years. There are a range of organisations already working together to deliver the support the area needs. The Leigh Park Task Force is a partnership whose aim is to champion and drive strategic and operational

projects, to coordinate and advance the delivery of services, investment, enterprise, learning and skills in Leigh Park. In support of the task force the council has produced a supplementary planning document and invested Liveability funds in environmental enhancements to the centre and surrounding parking areas. Continuing regeneration investment in Leigh Park will be a priority and the council will be a co-deliverer of action to tackle the issues of education and health that are highlighted in the IMD as being essential to support the community.

4.12 On Hayling Island some areas along the south coast are identified in the lower 20% of the Indices of Multiple Deprivation (2007). The council has been working with Tourism South East, developers and the local community on master planning ideas to focus change at the seafront. They aim to achieve regeneration of tourism and recreation facilities and consider their relationship with existing and future flood issues and the protected beach and coastal habitats. The council is confident that a mix of regeneration proposals will act as a catalyst for further positive physical change to some of the nearby rundown privately owned buildings. It would also provide sustainable and less seasonal-based employment opportunities which will reduce the need for locals to travel off the island and support the wider tourism function of Hayling Island.

4.13 The other area of the borough in the lower 20% of the IMD is Wecock Farm which is a large housing estate in the north west of the borough. Its location gives it access to Waterlooville and Portsmouth; however, it is not well linked with the rest of the borough. Recent housing redevelopment has delivered some community benefit, including playspace and a community centre. Portsmouth City Council is a major landlord and landowner in the area and the council will work positively with the city council to develop and support community cohesion. A strategic housing site is allocated nearby at Woodcroft Farm that will create an opportunity to deliver some of the small scale regeneration projects in conjunction with the strategic site.

Where else to look:

Indices of Deprivation: Information is available at the Communities and local government website

Leigh Park Task Force: Is a partnership of service providers and business whose aim is to regenerate Leigh Park.

Leigh Park Strategic Framework 'From Housing Estate to Sustainable Community' 2006

Waterlooville Town Centre Urban Design Framework (2004): Is Supplementary Planning Guidance that considers the opportunities for regeneration

The Havant Town Centre Urban Design Framework Supplementary Planning Document (2006): Sets out a spatial vision for the town centre, including design principles and guidance on the development of key sites

Hayling Seafront Masterplan: Consultants developed an illustrative masterplan to create ideas for the future of this seafront area in need of regeneration

CS7 Community Support and Inclusion

Planning permission will be granted for development that:

1. **Has been informed and shaped by community and local stakeholder involvement in accordance with the Statement of Community Involvement.**
2. **Provides educational and training improvements including Building Schools for the Future.**
3. **Provides services for older people and other vulnerable groups, including Extra Care Facilities.**

4.14 In addition to the regeneration of specific areas of the borough there is also the need to address the specific needs of our community, in particular those of the young and old.

4.15 The projected population figures for the borough indicate that the over 60 age group is expected to grow disproportionately within the overall population until 2026. This presents specific challenges in relation to housing, health and care needs.

4.16 Statistics relating to young people in the borough indicate several key issues. Youth crime, which includes antisocial behaviour, is high in terms of young people as offenders and as victims of crime. There are also issues of alcohol and substances misuse and teenage pregnancy. Educational support and creating places where people feel safe is crucial to changing the future of communities.

Where else to look:

Havant Borough Place Survey (March 2009): And other information on the council's performance.

Every Child Matters: A radical approach to joining up government and support structures for the 0-19 year olds.

Extended Schools; Building on Experience 2007: Part of the Every Child Matters Website, also provides valuable insight into the extended schools initiative

Housing Provision for Older People in Hampshire 2009: Hampshire County Council

The Building Schools for the Future (BSF) Programme: Will see every state secondary school in England, around 3,500 in total, rebuilt or remodelled.

Hampshire Council for Voluntary Service: Is an organisation that coordinates and supports voluntary groups across the county and the borough providing a bridge between volunteers and statutory agencies.

Havant Statement of Community Involvement: Sets out how the council will engage with the community in the planning process.

4.17 The special housing needs of older people are dealt with under separate policies in the Housing and development management chapters of this Core Strategy, for example, encouraging flexible housing for older people's needs. Other policies that will assist older people, whilst not excluding other groups from our community, are identified elsewhere in this document; in

particular policies to encourage and protect community buildings and encourage physical activities for all, which are dealt with under Health and Wellbeing. Hampshire County Council is the main provider of older person support, together with the NHS and private providers. Within the borough 3.2% of all homes are specialist units for older people. The borough currently has the second largest number of over 60s in Hampshire (28,000 in 2007) or 20% of the population; this is projected to rise to 27% by 2026. As the population profile of the borough is aging there will be a focus on maintaining people's health to help them live in their own homes longer, whilst also increasing the proportion of specialist housing and a full range of support services.

4.18 In terms of children and young people aged from birth to 19 the government has taken a radical approach to join up the various agencies involved. The Every Child Matters agenda is based around the five objectives of **S**taying Safe; **H**ealthy Living; **A**chievement and Enjoyment; **P**ositively contributing to society; and **E**conomic Wellbeing: '**SHAPE**'. These objectives are found throughout this Core Strategy and are part of a sustainable community. A significant physical regeneration project that falls outside the direct influence of this Core Strategy is the Building Schools for the Future (BSF) Programme. This national programme is aimed at transforming secondary education. At the county level there is a major focus on the borough owing to the relatively low levels of educational achievement. BSF is proposed to deliver the rebuilding or major improvement of the borough's secondary schools. BSF will have a major impact on our community and it is essential that the HBLDF policies and proposals complement the programme. BSF is not just about buildings it aims to create learning environments which inspire all young people to unlock hidden talents and reach their full potential; provide teachers with 21st century work places; and provide access to facilities which can be used by all members of the local community. Havant Borough is the focus for BSF investment in Hampshire, creating an opportunity that will regenerate and support the whole community.

4.19 Regeneration and community support will only succeed where the community is involved, where the physical buildings are of high quality to create places where people feel safe. The services that organisations provide must be driven by community needs therefore the council will work to engage with our community. The HBLDF includes the Statement of Community Involvement which sets out how and when the council will engage with the community. The council will engage with statutory bodies, individuals, hard to reach groups, local voluntary organisations and local groups to ensure that the services we deliver are effective in supporting those in need.

5 Community Safety

Objective

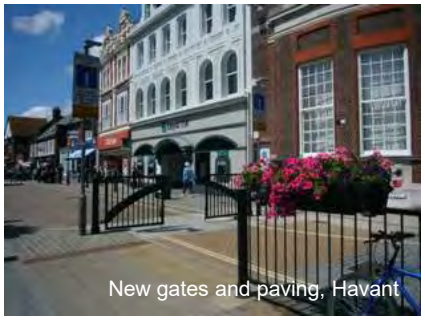
- Reduce crime and antisocial behaviour to make the borough a safer place for people to live, work and visit

Delivery Strategy

5.01 Community safety is the ability of a community to live without a fear of crime or disorder. This key priority will be delivered through the involvement of the Safer Havant Partnership throughout the planning process. The Safer Havant Partnership brings together a number of organisations, such as Hampshire Constabulary and the council, who are working together to make the borough a safer place. Work to reduce crime and antisocial behaviour will continue throughout the plan period and beyond. This work will be future-proofed by reviewing and updating local priorities and priority areas, which will be published in yearly strategic assessments. The local priorities identified in 2009 were antisocial behaviour, violent crime, reducing the negative impact of alcohol and community engagement. The priority areas identified in 2009 were Leigh Park, Stakes Ward, Wecock, Havant Town Centre and the Beachlands area of Hayling Island.

Community policing, Leigh Park Centre

5.02 Policy CS8 forms the basis for managing development throughout the borough with regard to community safety. Policy CS16 on design and Policy CS6 on regeneration are also directly linked to the delivery of community safety. A number of detailed policies set out in Chapter 10 of this Core Strategy will be applied through the development management process in order to promote community safety. Community safety will be considered integral to the development of all the strategic sites.


New gates and paving, Havant

Policy CS8 Community Safety

Planning permission will be granted for development proposals that:

1. **Engrain community safety into the development process from the beginning.**
2. **Provide well-lit footpaths, cycle ways and roads providing that this does not adversely affect designated habitats or the landscape.**
3. **Maximise opportunities for natural surveillance through good design.**
4. **Maximise the amount of 'defensible space' that is controlled or perceived to be controlled by residents.**

5.03 It is important that community safety is embedded from the beginning of the development process. This is because the opportunity for incorporating crime prevention methods can be lost once a development is completed. Intelligence-led deployment of CCTV coverage plays its part in a fully integrated community safety system. An example of this is the incorporation of external power sources on selected lamp posts on development sites with the potential for redeployable CCTV.

5.04 Government policy set out in PPS1: Delivering Sustainable Development states that planning authorities should promote communities that are safe and crime-free in the preparation of development plans. The government has produced the document Safer Places: the Planning System and Crime Prevention to act as a guide on the principles of crime prevention and the

attributes of safer places. It states that the thorough consideration of design principles can improve an area's security, for both people and property, and enhance the quality of the local environment.

5.05 A safe movement framework is made up of footpaths, cycle ways and roads that are well lit and overlooked. Excessively long paths between buildings, especially where the path cannot be viewed along its length from either end, should be avoided. Alleyways and short-cuts can become vulnerable to and facilitate both crime and antisocial behaviour. Consideration also needs to be given to whether lighting would adversely affect designated habitats.

Alleyway, Leigh Park

5.06 Places are safer if they are overlooked. Natural surveillance discourages wrong-doing by the presence of passers-by or the ability of people to be seen out of surrounding windows. Places such as shopping centres that could be vulnerable to crime and antisocial behaviour should be overlooked by buildings and facilities that are busy at all times.

5.07 Encouraging residents and users of places to feel a sense of ownership and responsibility for their surroundings can make a place safer by creating more 'defensible space.' A clear distinction between public, communal and private space can be made with a variety of physical barriers such as gates, fences, walls and hedges, which can also form attractive features and add value to the public realm.

New off road parking, Leigh Park

Where else to look:

www.saferhavant.co.uk

Havant Combined Partnership Assessment Summary 2009: Safer Havant Partnership

PPS1: Delivering Sustainable Development

Safer Places: The Planning System and Crime Prevention: ODPM and the Home Office (2004)

6. Housing

Objectives

- Identify sufficient space for 6,300 new homes
- Distribute the new homes across the five main areas of the borough taking into account sustainability, suitability and land availability
- Ensure a mix of dwelling types is provided, in the right places at the appropriate times, and that an appropriate level of affordable housing provision is achieved
- Ensure the housing needs of older people are met
- Ensure the requirements for Gypsies, Travellers and Travelling Showpeople are taken into account

Delivery Strategy

6.01 The housing objectives will be delivered by a variety of means. Local Development Framework (LDF) policies and Supplementary Planning Documents (SPDs) will be formulated to successfully achieve the objectives and guide decisions made by the council when determining planning applications. Sites will be identified and allocated to meet the housing requirement and the requirements for Gypsies, Travellers and Travelling Showpeople.

6.02 The majority of housing sites will be identified through the Development Delivery (Allocations) Plan. The allocation of sites will be strongly informed by the evidence base provided through the sustainability appraisals of the individual sites, the Strategic Housing Market Assessment (SHMA) and the Strategic Housing Land Availability Assessment (SHLAA). Crucially the council will only seek to allocate sites that are deliverable or developable and this will involve communication and working with relevant landowners and agents.

6.03 Regular monitoring of the SHLAA and housing delivery through the Annual Monitoring Report (AMR) will be undertaken to ensure the effective delivery of housing. In addition to this the council will actively work with significant landowners to progress suitable potential housing sites. This includes Portsmouth City Council (who is a significant landowner in the borough) and to aid this, an officer joint working group exists between the two councils to discuss issues and initiate progress.

6.04 In relation to affordable housing provision this will typically be provided by a range of Affordable Housing Providers (AHPs) that operate in the area. Regular liaison occurs between the council's housing department and the main providers. In addition to this an Affordable Housing SPD will be produced to provide more detail and guidance to supplement the affordable housing requirement and provide clear advice to developers, AHPs and the public.

6.05 Hampshire County Council Strategic Planning and Adult Care Unit have produced a variety of useful information about ageing and elderly care. This information will be utilised and work will be undertaken with Hampshire County Council to ensure effective and appropriate housing for older people is developed. If appropriate, sites will be allocated specifically for this purpose in order to assist delivery and consultation will be undertaken with Hampshire County Council on relevant proposals.

6.06 To deliver appropriate provision of sites for Gypsies, Travellers and Travelling Showpeople the requirements set by the Partial Review of the South East Plan will be taken forward. Sites will be established as part of the Development Delivery (Allocations) Plan. This will involve consultation with the public, relevant landowners and the appropriate representative local authorities of the end user groups.

Where else to look:

The Strategic Housing Land Availability Assessment (SHLAA): Is an evidence based document.

The SHLAA is updated annually in the Annual Monitoring Report

PPS3: Housing paragraphs 10, 52 and 60 require a flexible supply of housing land.

Sustainability of construction and design is another important aspect in housing delivery. This is dealt with in Chapter 7: Caring for our Borough.

Policy CS9 Housing

Planning permission will be granted for housing proposals that will: -

1. **Contribute to achieving a net total of 6,300 new dwellings between 2006 and 2026.**
2. **Deliver on average 30-40% affordable housing on sites of 15 dwellings (gross) or more and secure a suitable contribution, or on-site provision, equivalent to on average 30-40% on smaller housing developments between 5 and 14 dwellings (gross), unless a lesser requirement has been transparently justified on viability grounds.**
3. **Ensure mixed communities are created through the planned distribution and avoidance of a concentration of affordable housing.**
4. **Achieve a suitable density of development for the location, taking into account accessibility to public transport and proximity to employment, shops and services in addition to respecting the surrounding landscape, character and built form.**
5. **Provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities.**
6. **Provide accommodation for the ageing population in sustainable locations, taking account of the need to provide for a variety of care needs and flexibility to accommodate differing requirements of ageing care.**
7. **Contribute to achieving 450 extra-care dwellings between 2006 and 2026.**
8. **Ensure housing development is delivered in a phased manner with an appropriate proportion of previously developed land so as to avoid unnecessary development on greenfield urban extension sites.**

Housing Distribution

6.07 The Development Delivery (Allocations) Plan DPD will take into account a range of alternative distributions within the borough and will distribute this allocation in a way that avoids adversely affecting the integrity of international sites.

6.08 Housing development will be dispersed through the borough. The Sustainability Appraisals have shown the benefits of this approach as existing infrastructure can then be harnessed. Table 6.1 sets out an indicative/approximate distribution of the housing between five areas of the borough. This table is based on potential supply as identified in evidence base work. The Development Delivery (Allocations) Plan will detail those sites to be allocated for development. This is likely to see the numbers reduce slightly so that the overall supply figure is closer to the 6,300

requirement. Further supply in addition to that outlined in the 'Projected Supply' column will potentially occur through unidentified (windfall) sites within the urban area.

Table 6.1: Housing Distribution – Potential Supply

	No. of dwellings (net additions)			
	No. completed between 1 April 2006 – 31 March 2009	Projected Supply (potential) 1 April 2009 – 31 March 2026	Total Potential Supply 2006-2026	Proportion of borough total (approx)
Emsworth	74	752	826	12%
Havant	119	1825	1944	28%
Hayling Island	130	597	727	10%
Leigh Park	330	1021	1351	19%
Waterlooville	225	1901	2126	31%
Borough Total	**878**	**6096**	**6974**	**100%**

6.09 The figures provided for Waterlooville include an allowance for those dwellings expected to be delivered at the West of Waterlooville Major Development Area (MDA) that fall within the administrative boundary of Havant Borough. This is likely to deliver approximately 600 homes towards the borough's housing target. The overall MDA will deliver approximately 2,000 new homes in total (approximately 600 in the borough and 1,400 in Winchester City Council's administrative area). However, it is important to clarify that the city council is currently considering an extension to this site for approximately 1,000 further homes as part of their emerging LDF. The two councils will continue to work together to ensure appropriate development of this site.

New homes-Major Development Area, West of Waterlooville

Phased Delivery of Dwellings

6.10 The SHLAA evidence base has shown a potential peak in delivery in the period 2012-2017 as illustrated in the housing trajectory contained in Appendix 2.

6.11 It is considered appropriate that a phasing policy be applied as part of formulating the Development Delivery (Allocations) Plan in order to ensure that a realistic delivery is achieved whilst not stifling the ability of deliverable sites (in particular those on PDL) coming forward. A phasing policy should take into account the following factors:

- The wider context of housing delivery in the sub-region
- The 60% national target for development on PDL included in PPS3
- Ensuring more sustainable sites are prioritised and that less sustainable greenfield sites are not unnecessarily developed
- That PPS3 supports flexibility in housing supply and paragraph 72 of PPS3 states that applications should not be refused solely on the grounds of prematurity
- That some sites on PDL in the urban area are not currently available or deliverable for housing development but are expected to be available in the latter period of the plan, therefore it cannot simply be a case of PDL land first and greenfield sites later.

6.12 In the interest of securing an appropriate and realistic delivery of housing sites, taking into account the above factors, a phasing policy will be introduced. This will be established alongside the selection of preferred housing sites in the Development Delivery (Allocations) Plan. It will ensure that PDL and more sustainable sites are the priority and that the delivery is

realistic and appropriate taking into account sub-regional housing delivery. It will also ensure that delivery is not adversely held back and that sites from latter phase periods can be brought forward in the event that housing delivery falls behind expectations.

Previously Developed Land (PDL)

Previously developed land, Leigh Park

6.13 Extracting detail from the available housing sites identified in the 2009 SHLAA shows that across the plan period (2006-2026) approximately 51% of development is likely to take place on PDL. This is on the assumption that the 6,300 new dwelling requirement is met and that additional greenfield sites are not unnecessarily developed. In the event that all available sites were taken forward then only approximately 42% of development across the plan period will be on PDL. Windfall development (which is not included in the initial 10 year period of housing supply, in accordance with PPS3 guidance) could be greater than anticipated and this may improve the percentage of development on PDL. The 60% national target of development on PDL is unlikely to be met at the local level. The council will work with PUSH to ensure monitoring takes place and that sub-regionally a higher percentage of PDL is achieved.

6.14 Appendix 2 (2009 Housing Trajectory) shows the expected amount of development taking place on previously developed land. This information will be monitored and updated annually through the Annual Monitoring Report.

Where else to look:

Detailed information on expected levels of development on previously developed (i.e. brownfield) land is contained in the housing trajectory figures in the Strategic Housing Land Availability Assessment (SHLAA) and the Annual Monitoring Report (AMR)

This information is updated annually in the Annual Monitoring Report (AMR): To reflect actual delivery and projected delivery in relation to development on previously developed land. The AMR will therefore provide the most up-to-date situation

Affordable Housing

6.15 The South East Plan has identified that 35% of housing on new development should be affordable. The South Hampshire sub-regional policy states that on average 30-40% of new housing development should be affordable.

6.16 PPS3 (paragraph 29) requires local authorities to set targets for the amount of affordable housing to be provided but it also states that these targets should reflect an assessment of the likely viability of land for housing within the area. Work produced for PUSH suggests that a 30-40% target should be sought but inevitably land values and likely property values vary significantly within the sub-region.

6.17 The Havant Viability Assessment produced for Havant Borough Council by DTZ suggests that a 30% affordable housing requirement across the borough is achievable. Further viability work will be undertaken as appropriate to ensure this approach is monitored and where appropriate a higher level of affordable housing will be sought. This will help ensure that overall the 30-40% target is achieved. The policy also allows for flexibility which is likely to be necessary in a poor housing market. Where there is a need to validate the viability of developments to provide the

necessary levels of affordable housing, independent third party valuation expertise will be requested at the developer's cost.

Where else to look:

Evidence based information to assess the viability of affordable housing requirements is set out in Havant Viability Assessment, a report produced by DTZ on behalf of the council.

This work follows on from the PUSH Housing Market Assessment HMA (2005 and 2006) which is updated in the PUSH Annual Market Monitoring Report (2008).

6.18 The maximum proportion of affordable housing on larger housing schemes is an important factor. Large developments (e.g. schemes of 50 dwellings or more) of entirely affordable housing could potentially lead to community cohesion issues with the surrounding area and also fail to contribute to mixed communities. Locally this is a particular issue for the borough which already has some large areas where affordable housing occupation is higher than the national average. Planning Policy Statement 1 (PPS1) and Planning Policy Statement 3 (PPS3) seek to ensure that mixed communities and social cohesion are incorporated. This will be explained and detailed further at the local level as part of the Affordable Housing SPD to be produced.

6.19 The location of affordable housing within a development is also important to ensure that it is not concentrated within one area of the development site. This approach is sometimes referred to as 'pepper-potting'. This ensures affordable housing is provided in small groups spread throughout the development.

6.20 In relation to the tenure split of affordable housing 65-70% of affordable homes should be social rented with the remaining 30-35% for affordable home ownership (often referred to as intermediate housing). However, it is important to allow for flexibility as increasing intermediate housing can slightly improve viability on marginal schemes. However, demand for intermediate housing (such as shared ownership) can vary with market sentiment and as a result there may be occasions where an increased proportion of social rented housing will be acceptable. Flexibility is therefore important to address housing need whilst ensuring mixed communities are created. These matters will be detailed further along as part of the Affordable Housing SPD.

Affordable homes, Leigh Park

For example:

A scheme for 100 new homes is approved and the minimum requirement for affordable housing on that site has been determined at 30%.

Therefore of the 100 new homes the following would apply:

- A minimum of 30 new homes should be affordable
- Of the 30 affordable units 20 or 21 units (65-70% of the 30 affordable units) would be provided for social rented occupation
- Of the 30 affordable units 9 or 10 units (30-35% of the 30 affordable units) would be provided for shared ownership for sale
- The remaining homes (70 units) are likely to be provided for private house sale.

However, as stated in paragraph 6.19 flexibility to accommodate market circumstances may be required in some instances.

These matters will be detailed further in the Affordable Housing SPD.

Housing Density and Type

6.21 The density of new housing will depend on its design and appropriateness to its location. As a guide the following minimum density thresholds have been developed using the Havant Borough Townscape, Landscape and Seascape Character Assessment and the levels of accessibility to a range of facilities:

High Density – Minimum of 60 dwellings per hectare
Medium Density – Minimum of 45 dwellings per hectare
Low Density – Up to 45 dwellings per hectare

6.22 Where the quality of design justifies it, much higher densities could be achievable. This is likely to be more appropriate in town centres or highly accessible locations. Seeking higher density in such locations will reduce the requirement for greenfield land release and ensure that more people have excellent access to jobs, public transport, shops and services.

6.23 It is not intended that density requirements should be too prescriptive as it is often a difficult balance between maximising the use of the land and reflecting surrounding built character and the amenity of neighbouring residents. This is therefore best assessed through individual planning proposals through the development management process. However, it will always be important to maximise the use of PDL in accordance with PPS3.

6.24 In terms of house type and size, a mix of dwelling types is sought from one and two bedroom flats to terraces and larger detached houses. The type of affordable housing provided should be informed by up-to-date housing need. Private market housing is likely to be led by market demand. Annual monitoring through the AMR will be critical to ensure an appropriate balance of house types is being provided taking into account the SHMA, existing housing stock and housing need.

Where else to look:

Further information in relation to density and how it is appropriate to seek higher density of development in sustainable locations is outlined in PPS1: Delivering Sustainable Development (2005) and PPS3: Housing (2006)

Local guidance about the characters of individual areas of the borough is available in the Havant Borough Townscape, Landscape and Seascape Character Assessment

The PUSH Housing Market Assessment HMA (2005 and 2006) has informed policies in the sub-regional strategy incorporated into the South East Plan

Annual monitoring updates to the original HMA are provided in the PUSH Annual Market Monitoring Report

Internal Space Standards

6.25 The number of new homes being constructed that consist of small flats or houses is a concern in terms of lack of internal space provided for residents. Harmonisation of the English Partnership and Housing Corporation national internal space standards are being developed by the Homes and Communities Agency and are scheduled to be in place during 2011. The council will undertake research to establish appropriate internal space standards for the borough. The space standards will be established through the Development Delivery (Allocations) Plan and sought on all new residential developments throughout the borough.

Loss of Dwellings

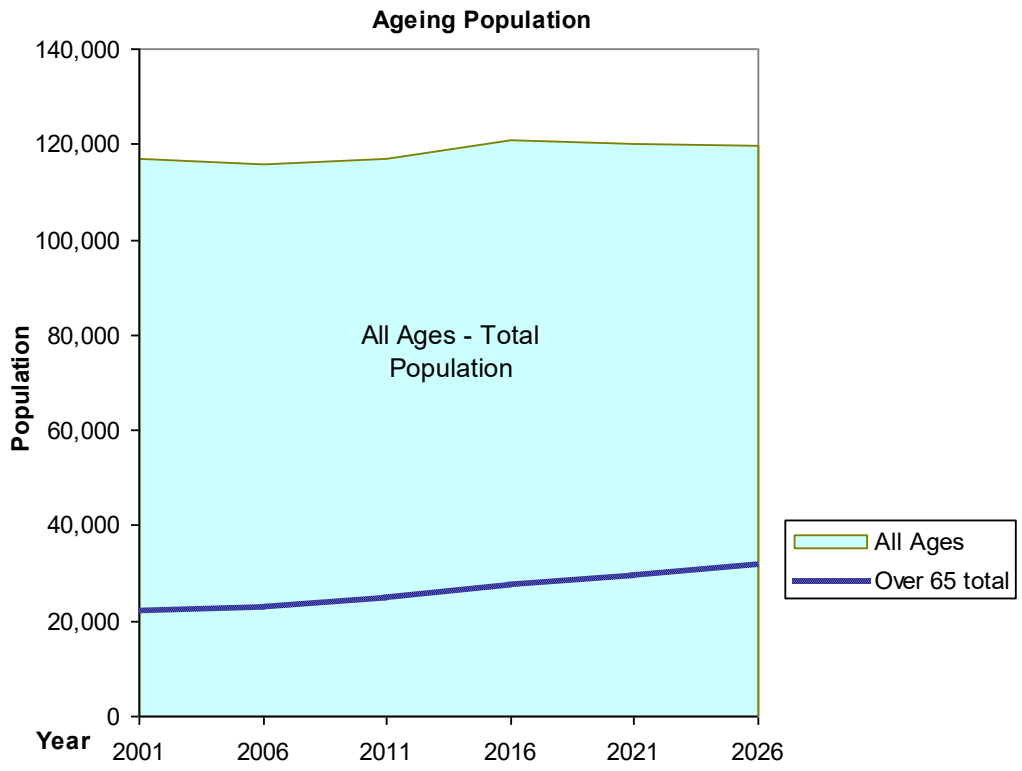
6.26 The requirement to provide 6,300 new homes between 2006 and 2026 should not be offset by reductions in housing stock. The individual and cumulative loss of housing stock within the existing urban areas is likely to increase pressure and demand for the use of greenfield sites. Only in instances whereby the loss of dwelling(s) will be to achieve wider benefits in accordance with other objectives of this Core Strategy should proposals be considered favourably. In such instances written justification of the wider benefits should be submitted as part of a planning proposal.

6.27 The conversion of two or more smaller dwellings into larger units will be resisted as such proposals will negatively contribute to the objectives of this Core Strategy. In addition such proposals do not reflect the ongoing trend in declining household size and the need to maintain and provide smaller dwellings to meet the needs of smaller households and first time buyers.

Ageing Population

6.28 The population forecasts for the borough show an expected rise in the proportion of older people until 2026. The ageing population, together with retirees and older people moving into the borough, results in a specific need that must be addressed.

Figure 6.0: Population Forecast



Source: Based on Small Area Population Forecast data produced by Hampshire County Council. Source data available at http://www3.hants.gov.uk/planning/factsandfigures/population-statistics/long-term-proj.htm

6.29 Proposals for elderly or specialist forms of accommodation need to enable residents to enjoy open space and access shops and facilities, where relevant. Accommodation for the elderly also needs to be flexible so that it can adapt to the changing and particular needs of individual occupants.

6.30 In addition to this, accommodation for specific groups such as people with physical disabilities, learning difficulties and other special needs will also be encouraged. The need to be supportive for accommodation and facilities for vulnerable groups is also dealt with in the Regeneration and Community Support Chapter of this Core Strategy. Lifetime Homes and Extra Care facilities provide flexibility and are able to cater for a variety of needs and individual care requirements. Further detail on Extra Care facilities has been produced by Hampshire County Council in the Partnership for Extra Care Housing in Hampshire. Work produced by Hampshire County Council has shown that 450 extra-care units are required in the borough between 2006-2026.

Gypsies, Travellers and Travelling Showpeople

6.31 The housing needs of all the community including Gypsies, Traveller and Travelling Showpeople should be provided for with the Housing Act 2004 placing a requirement on local authorities to include Gypsies, Travellers and Travelling Showpeople in their accommodation assessments. Whilst the government have indicated that they are likely to revoke Circular 01/2006 it currently clearly establishes a duty on local authorities to make appropriate provision for sites where there is a known need.

6.32 The Isle of Wight and Hampshire Gypsy and Traveller Accommodation Assessment (GTAA) 2006 and the Travelling Showpeople Accommodation Assessment 2008 indicated that there was such a need within the borough. In the absence of allocated sites, and in the light of the

known need the council must include a clear criteria based policy against which speculative proposals must be assessed. It is the intention that the Development Delivery (Allocations) Plan will seek to identify and allocate sites for Gypsy, Traveller and Travelling Showpeople accommodation.

Policy CS10 Gypsies, Travellers and Travelling Showpeople

The council will allocate sufficient sites in the Development Delivery (Allocations) Development Plan Document to accommodate the needs of Gypsies and Travellers and Travelling Showpeople based on the information contained in the Hampshire and Isle of Wight Gypsy and Traveller Accommodation Assessment updated as necessary and current government requirements.

Criteria for the location of such sites that are likely to be a mix of temporary and permanent sites dependant on need must take account of the following issues to ensure that:

1. **There is no unacceptable adverse effect on the amenities of nearby residential and/or business uses.**

2. **The site has a satisfactory means of access and adequate parking provision and turning space to accommodate the occupants.**

3. **The traffic from the site is not generated on a scale which is inappropriate to the locality and which is likely to cause a hazard to road safety.**

4. **The site is capable of accessing utilities; and is located within a reasonable distance from local facilities such as schools, welfare and health services and is capable of being serviced by refuse collection and recycling services.**

5. **The site is not located in an area at high risk of flooding, does not damage the historic environment or nature conservation interests and suitable mitigation against any contamination can be carried out prior to occupation.**

Where else to look:

The requirements for Gypsies, Travellers and Travelling Showpeople are explained with individual district/borough requirements set in the Partial Review of the South East Plan

Circular 01/2006 (Planning for Gypsy and Traveller Sites): Sets out the policy and legislative background for making provision for Gypsies and Travellers

Circular 04/07 (Planning for Travelling Showpeople): Sets out the policy and legislative background for making provision for Travelling Showpeople

7. Caring for our Borough

Objectives

- Ensure all new development is built to a high quality sustainable design that is inspired by the character and setting of the local area
- Deliver the effective stewardship of the unique qualities of the borough's built and historic heritage and natural environment
- Adapt to, and where appropriate mitigate against the impacts of climate change.

Delivery Strategy

7.01 Caring for our borough is fundamental to achieving the vision for the borough's future. The environmental assets of the borough range from local to international significance. Each one of these must be seen as an opportunity in relation to nearby development proposals to make the development itself more attractive as well as protecting and enhancing the environmental asset. The objectives will be delivered through a variety of means. All developers must consider all the policies of the Core Strategy. They will be required to meet all policy criteria that are relevant to their proposal in order to be successful in gaining planning permission. The Core Strategy policies are therefore the focus for the delivery strategy. Further policy detail is provided in the development management policies and new implementation guidance will be provided in two supplementary planning documents on Design and Sustainable Construction. A range of evidence studies have and will continue to be produced to back up the plan policies.

7.02 The policies set out the framework for developers to follow but do not implement the delivery. This can only be achieved by working with the developers, landowners and other organisations to coordinate plans so they focus on meeting the policy criteria. National and European legislation plays a major role in caring for our borough because of the number of these high quality designations in the area. More directly the key organisations in the borough relating to the caring for our borough theme are the Partnership for Urban South Hampshire (PUSH), the Environment Agency, Natural England, English Heritage, Hampshire County Council (HCC), Royal Society for the Protection of Birds (RSPB), Hampshire and Isle of Wight Wildlife Trust and Chichester Harbour Conservancy. There are many other organisations that are locally active that can also make a positive contribution to delivering the objectives and policy criteria by working in partnership with the council. The council will work with these organisations with the aim of focusing all the resources available to ensure the delivery of the caring for our borough objectives. In order to coordinate all the various organisations and their plans the council will continue to take a leading role in PUSH. The council will continue to help fund PUSH for appropriate sub-regional research and most importantly take a leading role in PUSH to ensure the implementation of sub-regional priorities; including green Infrastructure and mitigation measures for the development impacts on important habitats and species.

The Natural Environment and Our Heritage

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough

Planning permission will be granted for development that:

1. **Ensures the key landscape and built form principles set out in the Havant Borough Townscape, Landscape and Seascape Character Assessment are protected and where possible enhanced by partnership working with developers, groups and the wider community.**
2. **Protects and where possible enhances the borough's statutory and non-statutory designated landscape, habitats and features of biological, hydrological or geological interest. Protection and enhancement will be achieved by appropriate adaptation and mitigation measures including wardening, education and information and the creation of new habitats, water bodies/courses planting of new trees and woodland.**
3. **Has particular regard to the following hierarchy of nature conservation designations within the borough (as identified on the Proposals Map):**
   (i) Special Protection Areas (SPA), Special Areas of Conservation (SAC) and Ramsar [International].
   (ii) Sites of Special Scientific Interest (SSSI) and National Nature Reserves [National].
   (iii) Sites of Importance for Nature Conservation (SINC), Local Nature Reserves (LNR), other Ancient Woodland not identified in (ii) above [Local].
4. **Protects and where appropriate enhances the borough's statutory and non-statutory heritage designations by appropriately managing development in or adjacent to conservation areas, listed buildings, scheduled ancient monuments, historic parks and gardens, archaeological sites, buildings of local historic or architectural interest.**
5. **Supports an ongoing programme of survey of habitats and species and designation of Sites of Importance for Nature Conservation.**
6. **Incorporates partnership working with conservation organisations to improve public understanding of biodiversity and to manage public access to designated sites, particularly on the coast, to reduce harm to nature conservation interests.**
7. **Incorporates partnership working with landowners and developers to ensure land management practices restore, enhance and where appropriate create new valued landscapes, habitats and their soil structure, particularly the ancient woodland remnants of the Forest of Bere and coastal salt marsh.**
8. **Protects wildlife habitats and wildlife corridors to prevent the fragmentation of existing habitats and to allow species, for example Brent Geese, to respond to the impacts of climate change by making provision for habitat adaptation e.g. coastal managed realignment and species migration.**
9. **Maintains undeveloped gaps between the settlements of Emsworth/Havant; Havant/Waterlooville; Havant/Portsmouth; Emsworth/Westbourne and Leigh Park/Rowlands Castle as shown on the Proposals Map.**
10. **Protects the best and most versatile agricultural land that has the greatest potential for local food security.**
11. **Responds to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research.**

Historic Forest of Bere

7.03 The borough has a rich and varied landscape which sustains habitats for a wealth of biodiversity and wildlife. This unique natural environment has been internationally and nationally designated for its importance to biodiversity (over 2,500 hectares of nature designations, see map Appendix 3). In 2009 the borough had 243 buildings listed grade I, II* or II, a number of locally listed buildings, an Area of Outstanding Natural Beauty, 14 conservation areas and a range of ancient monuments and listed gardens which contribute to our culture and heritage. A significant amount of new development is planned for the borough up to 2026 and it is fundamental to the achievement of the council's vision that the borough's natural and built environment assets are central to the delivery of this development. The council will seek ways of ensuring that new development not only protects the borough's environmental assets but also uses them to generate higher quality development, to bring environmental enhancement benefits and put the assets at the centre of the regeneration of the borough. This idea is referred to by English Heritage as a 'win, win, win' and is strongly supported by the council.

7.04 A primary objective of both the Sustainable Community Strategy Forward Together and the Core Strategy is the preservation and enhancement of the borough's natural landscape, open space, its biodiversity and built heritage. However, the council must still seek growth and appropriate development in order for the borough to become a vibrant place to live providing opportunity and facilities for its residents. It is vital to find a balance between these objectives without harming the natural and built environment which forms the borough's identity.

Hayling Island SSSI, Ferry Point

7.05 The internationally designated habitats in the borough, the Special Protection Areas (SPAs); Special Areas of Conservation (SACs) (collectively called 'Natura 2000' sites) and Ramsar sites have high levels of protection. Development will not be permitted that would cause harm to their designated interests. Nationally designated Sites of Special Scientific Interest (SSSIs) and the National Area of Outstanding Natural Beauty (AONB) designations enjoy protection as set out in government guidance. The government's guidance on nature and heritage is contained in PPS1, PPS5, PPS7 and PPS9, PPG15 and PPG16 and other legislation. The South East Plan also contains policies that add regional detail to national policy. The national and regional policies provide a clear framework of protection for the borough's environmental assets. The Core Strategy provides the next level of detail, identifying what is special about the borough and how the council will protect and enhance the environmental assets of the borough.

Where else to look:

PPS1: Delivering Sustainable Development: Encourages sustainable development that seeks to protect and enhance the natural and historic environment, the character and quality of the countryside and existing communities.

PPS7: Sustainable Development in Rural Areas: Sets out guidance on landscape designations.

PPS9: Biodiversity and Geological Conservation: Sets the requirement to

protect international, national and local biodiversity designations.

PPS5: Planning for the Historic Environment

Habitat Regulations and Appropriate Assessment

7.06 In addition to the many international and national nature and heritage designations there are a variety of local designations for biodiversity, heritage and landscape. These designations are Sites of Importance for Nature Conservation (SINCs), conservation areas, a local list of buildings of historic or architectural interest and land identified as gaps between settlements that maintain their separate identities and the distinctive landscape character areas of the borough. National planning policy allows local designations to be made where they are regionally and locally important to the character of the borough. The council believes that these designations are essential to maintaining and enhancing the natural and built heritage of the borough and so will be protected through the HBLDF policies. All the nature and heritage designations are important for their own sake; additionally they play a critical role in the wellbeing of the borough's residents and visitors

St Faiths Conservation Area

Park Wood SINC

7.07 An important feature of the borough, not specifically designated and therefore not protected by additional policy or legislation, is the Bedhampton Springs. The springs are managed by Portsmouth Water and are the only source of drinking water to a significant part of the sub-region. The protection of the Bedhampton Springs and associated swallow holes from contamination is critical to the sub-region and the strongest use of the policies in the HBLDF, the Water Framework Directive and the South East River Basin Management Plan will be used to ensure their protection. Other features that may not have specific designations include hedgerows, road verges, river corridors, farmland and gardens and open spaces that act as local wildlife habitats and supporting habitats to the statutory designated sites (such as Brent Geese feeding sites) forming part of the overall wildlife diversity of the borough. The Biodiversity Action Plan (BAP) for Hampshire provides the basis for future action to preserve and enhance biodiversity and the council will produce its own BAP in 2010 which will inform how the Core Strategy policies should be used to protect the biodiversity of the borough. This will also relate to the Biodiversity Opportunity Areas that have been identified in the South East Region and identified in the PUSH Green Infrastructure Strategy.

7.08 This Core Strategy has been subject to assessment in relation to Regulation 85 of the Habitats Regulations to ensure that the proposals it contains will not lead to an adverse effect on the integrity of any Natura 2000 or Ramsar sites. This process has influenced the Core Strategy policies, which mitigate recreational pressure and air quality issues on these designated sites, including areas outside of the designated site boundaries which are important feeding sites for Brent Geese or high tide wader roosts.

Bird watching, Langstone Harbour

7.09 The council recognises that additional growth in the borough, in combination with growth in neighbouring authorities, could lead to adverse effects upon the sensitive designated sites and

their supporting features, as a result of increased recreational pressure. The Solent Disturbance and Mitigation Project, coordinated by the Solent Forum is currently under way to improve the understanding of the current and future impacts of recreational pressure on the Solent international sites. The council is committed to working with other local authorities to develop and implement a strategic approach to protecting international sites within and adjacent to the borough, in accordance with the recommendations of this research.

7.10 It is anticipated that strategic mitigation/avoidance measures will be necessary across South Hampshire, in order to prevent additional recreational pressure on the International sites from the cumulative effects of increased housing and other development in the sub-region. Necessary measures are likely to include access management of the international sites (e.g. increased wardening), and the creation/enhancement of green infrastructure specifically designed to improve local access to informal open spaces in less sensitive areas, which are easily accessible to the present and future populations living in South Hampshire, and provide a similar quality experience to that found at the international sites. Once established, the implementation and effectiveness of this strategic approach will be monitored and reviewed concurrently with reviews of the delivery of housing provision. Such measures are likely to require support from developer contributions. The necessary developer contributions may include a wide interpretation of the types of infrastructure set out in Table 9.1, depending on the research findings and the merits of individual proposals.

7.11 The council is committed to working with neighbouring authorities and relevant partners to enable protected coastal habitats to adapt to climatic and sea level changes. This will be linked to Green Infrastructure (GI) provision being identified in the PUSH GI strategy, including the realignment of important habitats landward. The council considers that PUSH is ideally placed as a sub-regional organisation to create a framework within which the necessary mitigation measures can be funded and delivered.

Shelter belts, North Hayling landscape character area

7.12 The policies of the Core Strategy are backed up by a range of studies that set out the key features of the borough. One of the most significant is the Havant Borough Townscape, Landscape and Seascape Character Assessment 2007, which assesses the distinctive character of the borough. The study brings together landscape, ecological, historical and cultural assessments to define 41 landscape character areas. The key characteristics of each area are defined in the study and landscape and built form guidelines are set out to assist in the conservation, enhancement and restoration of each area. This detailed study is complemented by more local studies such as the Village Design Statements produced by local groups in Emsworth and Northney and Tye. Chichester Harbour Conservancy has produced a management plan for the Area of Outstanding Natural Beauty (AONB), together with landscape and dwelling/extension design advice.

Policy CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB)

Development will be permitted where it:

1. **Carefully assesses the impact of individual proposals, and their cumulative effect, on the Chichester Harbour AONB, and its setting.**
2. **Is appropriate to the economic, social and environmental wellbeing of the area or is desirable for the understanding and enjoyment of the area.**
3. **Conserves and enhances the special qualities of the Chichester Harbour AONB (as defined in the Chichester Harbour AONB Management Plan).**
4. **Meets the policy aims of the Chichester Harbour AONB Management Plan and**

5. Provides mitigation of any detrimental effects including where appropriate the improvement of existing damaged landscapes relating to the proposal.

7.13 National planning policy, as set out in PPS7 'Sustainable Development in Rural Areas' confirms AONBs as having the highest status of protection in relation to landscape and scenic beauty. Particular reference is made to major development proposals affecting AONBs.

7.14 Chichester Harbour AONB is a unique landscape comprising sheltered open water areas with contrasting narrow channels. The movement of the tide exposes bare mudflat and saltmarsh creating a wide, open and remote wilderness. The undeveloped character of the harbour is almost unique on the south coast and is complemented by its status as an internationally important area of nature conservation. The largely flat hinterland includes highly productive farmland, as well as woodlands and hedgerows that contribute to the rural character of the area. 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. Havant Borough Council will have particular regard to these characteristics in determining development proposals affecting the AONB.

7.15 Chichester Harbour Conservancy has produced an AONB Management Plan, which is adopted by Havant Borough Council, Chichester District Council, West Sussex County Council and Hampshire County Council. The Conservancy has also produced an AONB Landscape Character Assessment and Design Guidelines for New Dwellings and Extensions, both of which have been endorsed by Havant Borough Council. The AONB Management Plan and its supporting documents identify the distinctive features and characteristics of the landscape and provide the framework for the management and ongoing spatial planning of Chichester Harbour AONB. Proposed development affecting the AONB should be of the highest design quality and applicants are encouraged to seek pre-application advice from Chichester Harbour Conservancy.

Where else to look:

Details of the borough's Areas of Outstanding Natural Beauty, nature designations, historic parks and gardens and scheduled monuments can be found on the government mapping website Magic Map

Natural England: Has more details on landscape and nature conservation designations

English Heritage: Has more details about listed buildings and heritage protection

Details of the borough's own listed buildings and conservation areas can be found on the Havant Borough Council website

Biodiversity Opportunity Areas: Have been identified for the South East Region and these have been further detailed at the Hampshire County level

National Parks and Access to the Countryside Act 1949: Provides the legislative background to AONB designations.

Countryside and Rights of Way Act 2000: Brought in the requirement for local authorities to have a 'duty of regard' to the purpose of AONBs and to produce an AONB Management Plan.

Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions

Chichester Harbour AONB Landscape Character Assessment

Chichester Harbour AONB Management Plan

7.16 Local communities and volunteer groups play an important role in protecting, maintaining and enhancing their local environment. The council will continue to work in partnership with these organisations including The Chichester Harbour Conservancy, Hampshire and Isle of Wight Wildlife Trust and local friends groups to ensure that the development needs of the borough are balanced with environmental protection. The Sustainability Appraisal of the HBLDF plays an important role in balancing the economic, social and environmental needs of the borough to consider how the 'win, win, win' concept can best be implemented in particular cases.

7.17 The HBLDF has an important role in defining the urban areas of the borough. It is within the urban areas that virtually all the existing development is located and where most development will take place in the future. The definition of the urban area showing the current situation, together with urban extensions that are allocated as strategic sites is shown on the Proposals Map and in Policy CS17. That definition of the urban area will change as part of the Development Delivery (Allocations) Plan, which will allocate urban extensions for housing and employment development. Once any urban extension is allocated in that plan it will become part of the urban area.

7.18 The areas outside the defined urban areas are called non-urban areas. In the non-urban areas there is a national presumption that land should be protected against unnecessary development. There is a similar presumption for the protection of the best and most versatile agricultural land, which may become more important nationally for food security. Only development that requires a non-urban location will normally be permitted here. These considerations are set out in PPS7: Sustainable Development in Rural Areas.

7.19 Parts of the non-urban areas also have a role in separating the urban areas and creating a distinction of place. Where this function is performed the areas are often referred to as 'gaps'. Previous plans identified strategic gaps; however, the South East Plan states that such designations are no longer to be used. The council has produced a study that shows that there are areas in the borough which perform a gap function between Emsworth/Havant, Havant/Waterlooville, Emsworth/Westbourne, Leigh Park/Rowlands Castle and Havant/Portsmouth. The land that has a gap function will be identified in the Development Delivery (Allocations) Plan in order that it coincides with any necessary urban extensions. PUSH has developed a policy framework for the consistent appraisal and eventual designation of future gaps.

7.20 The majority of the borough is urban in character, in parts of the non-urban area, agriculture remains important. Agriculture shapes the landscape character of the non-urban areas and provides land to produce food. Local food production and security were reasons why the planning system was set up after World War II and the principle of protecting the best and most versatile land remains important, as set out in PPS7. Government is again asking about our food security and is developing policy (Defra Food Security Assessment). The council will balance the need to allocate land for new development with the protection of the best and most versatile agricultural land.

Where else to look:

The South East River Basin Management Plan (2009): Takes forward the requirements of the EU Water Framework Directive and sets out action for improving the region's water. The Borough of Havant is within the East Hampshire Catchment.

PUSH has published the South Hampshire: Integrated Water Management Strategy which sets out priorities for water supply, waste water and flood risk.

PUSH Policy Framework for Gaps December 2008

Havant Borough Council's development assessments: Strategic Housing Land Availability Assessment (SHLAA), Havant Borough Employment Land Review 2010, Landscape Sensitivity Study and Sustainability Appraisal

Natural England has produced comprehensive advice on what Green Infrastructure is and its importance: Green Infrastructure Guidance 2009

UK Food Security Assessment August 2009: Department for Environment Food and Rural Affairs

PPG17: Planning for Open Space, Sport and Recreation

Policy CS13 Green Infrastructure

Development will be permitted that:

1. **Maintains and manages the network of green infrastructure identified at the sub regional and local levels.**
2. **Incorporates, where appropriate, improvements to existing green infrastructure through the restoration, enhancement or creation of additional resources.**
3. **Does not undermine the functional integrity of the green infrastructure.**
4. **Creates, where appropriate, new green infrastructure (including access management measures) either through on site provision or financial contributions.**

Development proposals that adversely affect green infrastructure will not be permitted unless superior alternative provision can be provided or where it is part of a service provider's plans to provide improved local services in equally accessible locations.

Green infrastructure sites will be allocated in the Development Delivery (Allocations) Plan.

7.21 The South East Plan requires councils and partners such as PUSH to plan, provide and manage connected and substantial networks of accessible multifunctional greenspace. Such networks of green infrastructure provide multifunctional areas that increase connectivity of open space for biodiversity and wildlife protection, creating places where people can enjoy a natural environment that will benefit their health and wellbeing.

7.22 Green infrastructure is essentially the green and open spaces that are found everywhere, our back gardens, recreation grounds, paths and streams, allotments, parks, playing fields,

woodlands and the countryside. A full definition, based on the South East Plan (May 2009) is shown below.

What is Green Infrastructure?
The following areas can form part of networks of green infrastructure:

- Parks and gardens - including urban parks, country parks and formal gardens
- Natural and semi-natural greenspaces - including woodlands, forestry, scrub, grasslands (e.g. downlands, commons and meadows) wetlands, open and running water, wastelands and derelict open land and rock areas (e.g. cliffs, quarries and pits)
- Green corridors - including river and canal banks, cycleways, and rights of way
- Outdoor sports facilities (with natural or artificial surfaces, either publicly or privately owned): including tennis courts, bowling greens, sports pitches, golf courses, athletics tracks, school and other institutional playing fields, and other outdoor sports areas
- Amenity greenspace (most commonly, but not exclusively, in housing areas) - including informal recreation spaces, greenspaces in and around housing, domestic gardens and village greens
- Provision for children and teenagers - including play areas, skateboard parks, outdoor basketball hoops, and other more informal areas (e.g. hanging out areas, teenage shelters)
- Allotments, community gardens, and city (urban) farms
- Cemeteries and churchyards
- Accessible countryside in urban fringe areas
- River and canal corridors
- Green roofs and walls.

7.23 The idea of green infrastructure is that rather than seeing all these areas individually, they are seen as a whole, as a network and not just within a small area but in our area at a sub-regional level. Looking at the strategic scale means that the multifunctional properties of green infrastructure are appreciated rather than just seeing the spaces as being either for recreation or as a habitat for example. Links are made that will add value to the individual areas so that they provide wider community benefits for education, improving health and wellbeing through opportunities for maintaining and creating a sense of place, sustainable transport routes, play, exercise and relaxation; wildlife habitats, flood management areas and local food production. PUSH published its Green Infrastructure Strategy in June 2010, which identifies sub-regionally important areas, some of which are within the borough. These are North Hayling Island habitat creation around the coast of Northney; The Forest of Bere, which stretches from Winchester to Havant; Portsdown Hill; Havant Thicket Reservoir; the footpaths and cycle paths such as the Solent Way, Hayling Billy Trail, Wayfarers and Pilgrims Walks and the borough's stream corridors. The Core Strategy sets the principles of securing, enhancing and creating green infrastructure identified in the PUSH Green Infrastructure Strategy. These will be specifically allocated in the Development Delivery (Allocations) Plan where necessary and consideration given to producing a local and more detailed green infrastructure strategy for the borough.

Where else to look:

The South East Plan (2009)

PUSH Green Infrastructure Strategy

Hampshire Biodiversity Action Plan: Reviews the status of wildlife in Hampshire and sets out a framework for action.

The Havant Borough Townscape, Landscape and Seascape Character Assessment: Identifies the local character of the borough.

Village Design Statements: Have been published by local groups for Emsworth and Northney and Tye which identify local character and design guidance.

Chichester Harbour Conservancy: Is the body responsible for managing the Chichester Harbour AONB. There are a number of background documents on their website that set out how the AONB should be conserved and enhanced.

Sustainable Construction and High Quality Design

Policy CS14 Efficient Use of Resources

Planning permission will be granted for development that:

1. **Provides adequate land or funding for waste management infrastructure.**
2. **Locally contributes to the delivery of the PUSH target of 100MW of renewable energy by 2020 for the whole of the PUSH area. Major areas of development must ensure that their on-site renewable energy production is maximised and resource efficiency is maximised.**
3. **On completion, unless proven to be financially or technically unviable, meets the following standards:**

   Residential development – Level 3 of the Code for Sustainable Homes;
   Multi occupation homes and non-residential development over 500sqm - BREEAM standard 'very good'.
   Improvements to these standards throughout the plan period will be encouraged.
   Particular attention should be paid to water efficiency measures.

4. **Allowable Solutions' may be used to achieve higher levels of carbon reduction where on-site proposals are not feasible or viable.**

7.24 Our climate is always changing and our use of fossil fuels creates greenhouse gas emissions that are contributing to the rate at which climate change will continue to occur. Planning has an important role to play in reducing greenhouse gases through locating development where there are opportunities to walk or cycle and by ensuring that new buildings have the highest standards of energy efficiency and design. Careful planning for future generations through sustainable development and design will have positive impacts on social inclusion and environmental benefits and in turn will have positive repercussions on economic prosperity.

7.25 The government targets for reducing greenhouse gas emissions are very challenging and will continue to be a global issue that must be addressed. The government legislative framework for

the targets is based on the Climate Change Act, the Energy Act, the Planning Act and the Planning and Energy Act, all 2008. These set the scene for planning to take a major role in making transport and buildings more sustainable as they create more than 50% of all emissions.

7.26 The borough's location on the south coast means that the impacts of climate change will be more significant than many other parts of the country in terms of sea level rise, higher temperature and lower rainfall, resulting in significant impact on the availability of water. The Core Strategy addresses the impacts of climate change, our use of natural resources, waste management and non-renewable energy sources and the impact of our current lifestyles. The Core Strategy policies contribute to changing daily life and allow us to reconsider our consumption. Over time the changes that can be implemented now will become the norm for future generations.

Where else to look:

PPS1: Delivering Sustainable Development and the PPS1: Climate Change Supplement and PPS22: Renewable Energy: Provide detailed guidance to ensure that local planning authorities contribute to the delivery of sustainable development.

Legislation relating to sustainable construction is available at the Department of Energy and Climate Change website together with a range of other information.

7.27 In the South East Region and particularly on the south coast the impacts of climate change will be felt most severely. Since the last ice age the British landmass has been tilting upwards out of the sea in northern Scotland and sinking into the sea on the south coast of England. The predictions for sea level rise of up to one metre in the next 100 years will impact significantly on the highly developed Solent Coastal Plain. The area has high concentrations of internationally important habitats and high levels of projected housing and employment growth. The combination of these factors makes the Solent Coastal Plain, which is effectively the PUSH Sub-region, relatively unique in terms of the impacts it will face from climate change. It is therefore critical that LDFs in the PUSH area consistently require high levels of sustainable construction. PUSH agreed a policy framework that sets standards that go beyond the government's own target of zero carbon homes by 2016 and zero carbon for other buildings by 2019. The PUSH framework and the Core Strategy policy use the Code for Sustainable Homes for housing and a new non-residential code is being developed. The code approach has been a significant step forward in providing a comprehensive and consistent approach for the development industry.

Where else to look:

Further guidance can be found within the Code for Sustainable Homes; and the Technical Guide provides details of the single national standards.

Non-residential buildings are currently assessed using BREEAM

Further information is also available within the PUSH Policy Framework

Further advice on sustainability and planning from Homes and Communities Agency and the Planning Advisory Service

7.28 The Core Strategy will cover a period up to 2026, in order to achieve the government's targets of reducing greenhouse gas emissions it is fundamental that sustainable construction methods are a priority. Policies CS14 and CS16 set out the principles that will be applied to all new development. All new development is defined as one dwelling or more and 500 square metres or more of non-residential floorspace. In order to monitor Policy CS14 the Code for Sustainable Homes requires developers to submit an independently assessed code rating with their planning applications together with another on completion.

7.29 Renewable energy technology is a rapidly developing market where new products and improved efficiency and reliability are continuously emerging, together with changing public perceptions. Technologies that are currently not considered viable, or are only emerging such as tidal power, biomass, energy and heat from waste and ground source heat will become more viable. The use of renewable technologies will have an increasing role to play in energy production in the borough over the plan period. In any new development the priority is on reducing the amount of energy we use, following the principles of – **Lean** – reduce energy consumption; **Clean** – generate energy using low carbon technologies and **Green** – generate energy using renewable sources. The council will require all major areas of development to produce on-site renewable energy as there are economies of scale that mean the technologies will be more effective. Major Development Areas are defined as 250 dwellings or more and 5,000 square metres of non-residential floorspace. Further information on the technologies that could be appropriate in the borough can be found in the Havant Energy Study (Savills 2005) and the PUSH Energy Study (Atkins 2009).

7.30 Havant Borough Council is not the waste authority, although it does collect domestic and some commercial waste. The waste and minerals authority is Hampshire County Council. Waste is a major issue for our sub-region as the landfill sites are exhausted. The Waste and Resources Action Programme (WRAP) is the government sponsored organisation that supports organisations and individuals to reduce waste. It aims to halve waste to landfill. The construction industry produces 20% of all landfill. Site Waste Management Plans are now required to help developers reduce their waste. It is therefore important to deal with waste on development sites to reduce the need for landfill. Waste management infrastructure includes all physical aspects of the waste hierarchy. This ranges from adequate space within an individual dwelling curtilage for wheelie bins, recycling and composting bins, to the provision of a materials recycling centre in a major development. In order to meet the Code for Sustainable Homes and BREEAM requirements, applicants will be expected to submit a statement of how this has been achieved as part of their planning application.

7.31 A Supplementary Planning Document will be published to provide detailed information on what the council will expect in relation to sustainable construction.

Where else to look:

Overview of Sustainable Energy Opportunities: Havant Borough Council's Review of Renewable Energy Options produced by Savills in August 2005.

PUSH Feasibility of an Energy and Climate Change Strategy for Urban South Hampshire: Undertaken by Ove Arup for PUSH. Has been finalised and PUSH are developing an Action Plan.

Hampshire Mineral and Waste Local Development Framework: The Core Strategy was adopted in 2007 and includes Mineral Safeguarding Areas (identified on the Proposals Map).

WRAP: Information on waste reduction and Site Waste Management Plan requirements.

Flood and Erosion Risk

Policy CS15 Flood and Coastal Erosion Risk

Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:

1. **It meets the sequential and exception test (where required) in relation to PPS25.**
2. **The site is located in a low hazard area as defined in the Strategic Flood Risk Assessment.**
3. **A site-specific flood risk assessment demonstrates that the development will be safe, including the access, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.**
4. **The scheme incorporates flood protection, flood resilience and resistance measures appropriate to the character and biodiversity of the area and the specific requirements of the site.**
5. **Appropriate flood warning and evacuation plans are in place.**
6. **New site drainage systems are designed taking account of events which exceed the normal design standard.**

All development will be required to ensure that there is no net increase in surface water run off. Priority should be given to incorporating Sustainable Drainage Systems (SuDS) to manage surface water drainage, unless it is proven that SuDS are not appropriate. Where SuDs are provided arrangements must be put in place for their whole life management and maintenance.

The council will work with partners to implement the Coastal Policy Zones in the North Solent Shoreline Management Plan to ensure that development avoids areas at risk from coastal erosion and coastal flooding and that areas required to offset coastal squeeze and prevent habitat fragmentation, to allow species to adapt to climate change, are identified and protected from development.

7.32 The borough has a coastline with a total length of 48km. The entire coastline is subject to international and national nature conservation designations. The impacts of climate change mean sea levels will rise and combining this with the natural forces of the sea, the borough's coastline will change over the life of the developments that the Core Strategy promotes. The borough is faced with the challenge of planning where and when the change could occur. As well as coastal flooding there are some areas that are subject to flooding from the borough's streams, surface water run off and rising ground water that could also be affected by climate change and these must be addressed. The likely impacts of flooding in 2115 are shown on the Flooding Map at Appendix 4.

7.33 There are few locations where construction of significant new flood defences will be economically justifiable or ecologically acceptable due to the international designations all around the coast. Managing the risks of flooding and adapting to the likely impacts of climate change is therefore a priority.

7.34 The projected impacts of climate change on the Solent Coastal Plain are that sea levels could rise by one metre over the next 100 years. The development that is planned in the HBLDF could last 100 years or more and therefore it must be located away from areas of high flood risk. Planning Policy Statement 25 (PPS25) requires the council

High tide Emsworth
Courtesy of
Emsworth Residents' Association

to follow the flood risk management hierarchy. This involves assessing the risk through a Strategic Flood Risk Assessment (SFRA); following the sequential approach to managing flood risk; controlling the risk through flood protection and mitigating risk through resistant and resilient construction. The PUSH SFRA covers in detail the whole of South Hampshire and is a critical tool that the council has used to predict the flood risks in the year 2115 as a basis for locating development. As a principle the HBLDF will not propose development in areas at risk from flood now or in the future.

7.35 The Core Strategy ensures that new development is located away from areas at risk of flooding or coastal erosion. The rising sea levels will impact on low-lying areas of the borough and it is therefore important to accept that natural coastal changes will dominate the future shape of the coastal zone. There is a challenge to balance the needs of both people and the environment in response to climate change. The borough will respond to climate change by mitigation (e.g. reducing greenhouse gas emissions) and adaptation. The acceptance of coastal change will mean that the coastal line will be moved landward (coastal realignment) in some areas; in others investments will be made in flood defences. The Strategic Housing Land Availability Assessment and the Employment Land Review have tested the options for avoiding flood and erosion risk identified in the Strategic Flood Risk Assessment.

7.36 The North Solent Shoreline Management Plan (NSSMP) currently under preparation covers the coast from Hurst Spit in the west to Selsey Bill in the east and is due for completion in 2010. The NSSMP will develop the policies outlined in the first plan completed in 1997. The NSSMP is not a statutory plan, but sets the strategic framework for future coastal investment decisions. One of its outcomes will be the identification of policies for future coastal defence investment in individual policy units. There are four national types of policy zone: **Advancement** – land reclamation and most unlikely in the NSSMP; **Hold the Line** – investment in defences and most likely where there are significant economic assets to protect; **No Active Intervention** – where there is unlikely to be public investment in defences; and **Managed Realignment** – where the current coastal line will be moved inland to provide new areas to absorb the rising sea levels. There are many existing homes, businesses, recreation areas and shops in the borough that could be flooded during the HBLDF plan period. The NSSMP will be the basis for investment decisions as to where any protection is provided. Costs involved in managing the coastline are usually met by a variety of public bodies and private interests. Where capital investment can be justified the council will seek funding/grant through central government rather than from the council's budget

7.37 The NSSMP, together with the South East Hampshire Catchment Flood Management Plan (CFMP), the more detailed coastal strategies like the emerging Portchester Castle to Emsworth coastal flood and erosion risk management strategy and the PUSH Integrated Water Management Strategy, will bring together a whole range of water-based strategies. These documents provide a comprehensive and evolving evidence base. The Core Strategy and development management policies will help implement many of the requirements of these various strategies and plans, for example the requirements of the Code for Sustainable Homes will reduce greenhouse gas emissions to mitigate climate change and include requirements for no net increase in surface run-off and require the provision of multifunctional measures such as SuDS, which are a flood protection and habitat creation measure.

7.38 A significant issue for the borough will be coastal squeeze, this is the loss of inter-tidal habitats (such as saltmarsh and mudflats) as sea levels rise, in areas where the natural landward migration of such habitats under sea level rise is prevented by man-made defences or other coastal structures. Areas of managed realignment will be used to offset coastal squeeze and these, where suitable, will be identified in the NSSMP.

Where else to look:

PPS25 Development and Flood Risk: Provides the national policy on avoiding development in areas of flood risk. It also sets out the sequential and exception test that will be applied when considering development proposals in flood risk areas. The accompanying Practice Guide provides a range of more detailed implementation advice.

PPG20 Coastal Planning: Provides policies for coastal planning and details of relevant legislation affecting development in the coastal zone. An update of this PPG will be published as a supplement to PPS25.

Havant Borough Townscape, Landscape and Seascape Character Assessment: When considering proposals for development, including flood protection, reference should be made to this document to ensure that development is sympathetic to the appropriate character type.

The East Solent Shoreline Management Plan (1997): Is the current SMP and will be replaced by the North Solent Shoreline Management Plan once it is finalised in 2010. An SMP is a non-statutory document intended to both inform and be supported by the statutory planning processes. As such it takes account of the diverse interests in the shoreline and establishes a coast defence strategy that is technically, economically and environmentally sustainable.

The government has approved The Environment Agency's River Basin Management Plans as part of the EU Water Framework Directive. The South East River Basin Management Plan covers the borough. The Environment Agency has a number of emerging strategies relevant to the borough including the South East Hampshire Catchment Flood Management Plan and the Portchester Castle to Emsworth Coastal Flood and Erosion Risk Management Strategy. Once completed they will form part of the overall evidence base for flood risk in the borough.

The PUSH Integrated Water Management Strategy: Brings together, at the sub-regional level, all the considerations on water supply, wastewater treatment and flood risk.

The PUSH Strategic Flood Risk Assessment (SFRA): Assesses the impacts of flooding now and in 2115 and is an important tool in identifying flood risks related to new development proposals.

Havant Borough Council website has extensive information on coastal defence, land drainage and flooding and links to a range of projects.

Design

Policy CS16 High Quality Design

Planning permission will be granted for development that is designed to a high standard, which helps to create places where people want to live, work and relax. All development should demonstrate that its design:

1. **Responds to, draws inspiration from and respects local context and:**
   a) **Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;**
   b) **Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;**
   c) **Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;**
   d) **Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and**
   e) **The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.**

2. **Produces a positive relationship between buildings, street and spaces both existing and proposed, where:**
   a) **The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;**
   b) **New streets are not dominated by vehicular traffic;**
   c) **The layout of the development is legible, meaning it is easy to orientate oneself and move through.**

3. **Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.**

4. **Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.**

5. **Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.**

6. **Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.**

7. **Adapts to the changing needs of the users and the changing climate over the lifespan of the building.**

7.39 The value of good design is also recognised by government at a national and regional level. Planning Policy Statement 1 Delivering Sustainable Development (PPS1) requires all local authorities to include policies that promote high quality design in their Core Strategies. Good design is important because it helps to improve quality of life, by providing economic, social and environmental benefits. Together well designed buildings, streets and spaces help to create attractive appealing places where people want to live, work and enjoy themselves. Well designed places can encourage social integration, equal access to opportunities, services and facilities, by reducing opportunities for crime and promoting management and maintenance of open spaces and public realm through natural surveillance.

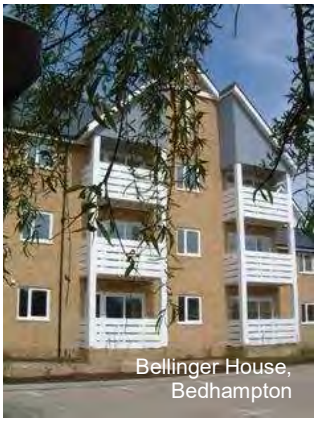
Waterlooville historic town centre

7.40 The borough has a diverse townscape character and built heritage, which is linked to the borough's historic relationship to the sea, waterways, agriculture and connections to larger urban areas including Portsmouth. The council recognises that certain places have a value that should be protected and enhanced and therefore there are a number of designated conservation areas; listed buildings; buildings of local interest; and historic parks and gardens. However, well designed buildings, places and spaces should not just be things we associate with the past or pleasures to be enjoyed by a few. Therefore it is important that good design is secured through all new developments including housing, retail, community, education, office or industry to ensure that every member of the community enjoys the benefits.

Obelisk Waterlooville

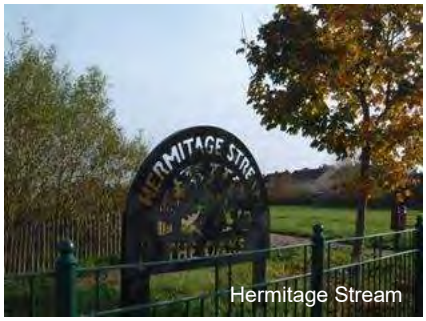
7.41 Whilst it is acknowledged that many parts of the borough are undoubtedly attractive, many others, particularly some of our suburban areas, are not well designed and in many cases they lack local identity, suffer from neglect, are vulnerable to crime and have poor connections to surrounding areas. The HBLDF's planned growth and regeneration of the borough up to 2026 offers a unique opportunity to turn this around and secure the highest design standards and quality in new developments to deliver attractive, inclusive, safe and sustainable communities for the future. The council therefore requires all new development is designed to a high quality through Policy CS16.

7.42 In accordance with PPS1 and the South East Plan, the design of developments should consider and respond to local context. By understanding the local context it is possible to determine positive elements of local character that helps to distinguish one place from another. This can include the materials used, typical plot widths and heights of buildings. In addition, development sites often have their own distinguishing features or character to take into account. This could include the form and layout of existing buildings and/or trees, plants and wildlife, which could be considered an asset. It is also important that new development sits well with its neighbours and does not have an adverse effect on their existing uses and amenity. These elements should influence the design of new development to ensure it integrates with its surroundings and either enhances areas of existing quality or introduces a more distinctive character to areas of weaker character. This does not restrict the style of the building; innovative contemporary designs may also be acceptable providing they have been inspired by the local context and make a positive contribution to the local area.


Bellinger House, Bedhampton

7.43 When streets and spaces are well overlooked, well used, well managed and they are not dominated by vehicular traffic they are perceived as safe, secure and attractive places. This can be achieved by ensuring buildings, streets and spaces relate well to one another; spaces are well located and have a definite role and purpose; streets and spaces are well overlooked by buildings and passing vehicular and pedestrian traffic; and the amount of dead frontage, such as blank gable walls or high rear boundary walls, is kept to a minimum. The layout of traditional streets and perimeter blocks produces a more favourable development pattern where properties are secure, the public realm is overlooked by active street frontages and the number of dead facades can be kept to a minimum. The Urban Design Compendiums, Manual for Streets and By Design provide more information. The principles set out in Secure by Design should also be referred to for guidance on how good design can help reduce opportunities for crime and antisocial behaviour and can help improve perceived community safety.

Havant Park-a valued space


Hermitage Stream

7.44 The public realm includes all the public space between and around buildings. This includes footpaths, roads, open space, hard and soft landscape and public art. The quality of the public realm helps to create a perception of a place. If the quality is poor then people have a poor perception of a place, it is considered a less attractive area to live, work and enjoy and this can in turn result in negative economic, social and environmental effects. These negative effects are most apparent in places like Market Parade, Havant and Leigh Park centre, which have been identified as priority regeneration areas. Wherever possible it is important to maximise any opportunities to invest and improve the public realm in and around development areas, particularly targeting improvement for our town, district and local centres most in need.

7.45 It is essential that new developments are designed to be inclusive places that can be used by everyone, regardless of age, gender or disability. Inclusive design considers people's diversity and breaks down unnecessary barriers and exclusions and provides solutions that enable all of us to participate in mainstream activities equally, independently, with choice and with dignity. Planning and Access for Disabled People: a Good Practice Guide 2003 should be referred to for advice on how to ensure development is designed to be inclusive. Planning Policy Statement 3 Housing (PPS3) states that developments should promote sustainable, inclusive and mixed communities. Mixed communities include a variety of housing, in terms of tenure, affordability and a mix of different households such as families with children, single person households and older people. To ensure affordable housing is fully integrated with market housing to produce a sustainable, inclusive mixed community, the council will require residential developments to be tenure blind from their external appearance; so it is not possible to tell the difference between social rented, intermediate and private homes.

7.46 Mixed use developments help to produce sustainable patterns of living when close to transport hubs and town, district and local centres where services and facilities are concentrated. A range of uses close to each other helps to reduce the need to travel by vehicle and helps to encourage active streets and spaces in urban areas at all times of the day. This approach is supported by Planning Policy Statement 4 Planning for Sustainable Economic Growth (PPS4).

7.47 Sustainable design is a vital tool in addressing the sustainability and climate change agenda. It helps to reduce the impact of new development on the environment for us and for future generations by ensuring that the design of buildings takes into account the efficient use of resources, both during the construction of the building and in the future. Developments should

also be designed to ensure buildings and spaces can be adapted in the future, if required to adapt to changing needs such as a person's changing need as they grow older or circumstances such as climate change.

7.48 Havant Borough Council has produced a number of documents in recent years that encourage and guide high quality design in the borough. These documents include the Havant Borough Townscape, Landscape and Seascape Character Assessment (2007), the Public Realm Design Framework for Havant Borough (2005), Havant Town Centre Urban Design Framework (2006), and Waterlooville Urban Design Framework (2004). Other relevant documents include the council's conservation area statements that review the character and quality of the borough's fourteen conservation areas and Chichester Harbour Conservancy documents, including the AONB Management Plan, AONB Landscape Character Assessment and Design Guidelines for New Dwellings and Extensions, which the council has approved. In addition Village Design Statements have been produced for a number of areas of the borough including Emsworth and Northney and Tye. These documents identify local character and set out design guidance and have been produced by their local communities. These documents are valuable information sources for the Core Strategy and the design policies in particular.

7.49 The council will produce the Havant Borough Design Guide Supplementary Planning Document (SPD), which will supplement the Core Strategy policy with detailed design guidance and promote high quality design across the borough. The SPD is scheduled for adoption in summer 2011.

7.50 Building for Life is the national standard for well designed residential schemes run by CABE, the Home Builders Federation with the Civic Trust, Design for Homes and the Homes and Communities Agency. Made up of twenty criteria it provides a framework for assessing the quality of new housing and neighbourhoods to ensure they are sustainable, attractive and fit for purpose. The council encourages all new residential development to achieve the Building for Life Standard by fulfilling at least 14 out of the 20 criteria. The council will monitor the delivery of well designed schemes through Building for Life, as part of the Annual Monitoring Report.

7.51 Where appropriate the council may refer significant development proposals to the regional design panel, called the South East Regional Design Panel, or sub-regional design panel, called the Portsmouth, Fareham, Gosport and Havant Architects' Panel. These panels are made up of independently appointed architects, designers and development professionals who provide unbiased design advice to the council. The council firmly believes that this process of design review can add value to important development proposals.

7.52 The council will require applications for major development and development in the identified strategic sites to be accompanied by an appropriate masterplan and/or design codes. Masterplanning is a positive and proactive process that enables everyone involved in major development to address the many issues that will make the place change successfully.

7.53 The council recognises the value of partnership working and early stakeholder involvement in the development of high quality design proposals and encourages applicants to engage with the council, relevant stakeholder and community groups at the earliest stage. Requirements in relation to significant planning applications are addressed in the Statement of Community Involvement; community engagement is an essential part of masterplanning. The council will take a proactive role in co-delivering development that will contribute to a sustainable borough.

Where else to look:

PPS1: Delivering Sustainable Development

Havant Borough Townscape, Landscape and Seascape Character Assessment Havant Borough Council (2007)

Public Realm Design Framework for Havant Borough Council (2005)

Havant Town Centre Urban Design Framework Havant Borough Council (2006)

Waterlooville Town Centre Urban Design Framework Havant Borough Council (2004)

Details of the borough's own Listed Buildings and Conservation Areas

Chichester Harbour AONB Design Guidelines for New Dwellings and Extensions

Chichester Harbour AONB Landscape Character Assessment

Chichester Harbour AONB Management Plan

Emsworth and Northney and Tye Village Design Statements

By Design: Urban Design in the Planning System CABE (2000)

Secured by Design is described as a police initiative (specifically the Association of Chief Police Officers) which has the backing of the Home Office and the Department of Communities and Local Government. The aim is to encourage the building industry to adopt crime prevention measures in the design of developments to assist in reducing the opportunity for crime and the fear of crime. More information is contained on the Association of Chief Police Officers (ACPO) run website www.securedbydesign.com/. The principles of Secured By Design, which are commonly referred to are set out here www.securedbydesign.com/pdfs/SBD-principles.pdf

In addition the government has produced Safer Places: The Planning System and Crime Prevention (2004). This focuses on crime prevention and ways of promoting community safety through good design and the planning system. This document is found on http://www.communities.gov.uk/publications/planningandbuilding/saferplaces

Manual for Streets Department of Transport (2007)

Urban Design Compendium 1 Homes and Communities Agency (2000)

Urban Design Compendium 2 Homes and Communities Agency (2007)

Buildings for Life Assessments CABE

CABE Successful Masterplanning a guide for clients

Safer Places: The Planning System and Crime Prevention DCLG (2005)

Planning and access for disabled people: a good practice guide DCLG 2003

Hampshire and Isle of Wight Wildlife Trust – Solent Wader and Brent Goose Project this details the emerging evidence on the habitats that support Brent geese and waders in the borough

8. Spatial Distribution and Strategic Sites

Policy CS17 Concentration and Distribution of Development within the Urban Areas

Development will be permitted that makes the most effective use of land in the borough by granting planning permission that:

1. **Concentrates new housing, employment, retail, leisure and other development within the five urban areas of Havant, Leigh Park, Waterlooville, Emsworth and Hayling Island, as shown on the Proposals Map.**
2. **Prioritises development on previously developed land, including redundant, derelict or underused land and buildings within the urban area.**
3. **Broadly distributes the new housing and employment development in the five areas of the borough as indicated on the Spatial Distribution Map (Key Diagram).**

Development in the non-urban areas will only be permitted if it is consistent with the policies for the countryside set out in national policy.

8.01 The overall character of the borough is largely urbanised. There are less developed parts of the borough on Hayling Island and between the main settlements on the mainland, some of which are still actively farmed. The Core Strategy identifies the most suitable areas for growth and development to meet the requirements set out for the borough in the South East Plan. The priority for locating new development is in the existing urban areas where there are existing facilities to use and new development would have least impact on the range of highly protected biodiversity designations.

8.02 The South East Plan defines built up and urbanised places as the urban areas. There is a national presumption that development should be concentrated in these areas. The areas beyond the urban areas (previously countryside) are now defined as non-urban areas. The boundary definition for the urban and non-urban areas is identified on the Proposals Map.

8.03 The council has undertaken a number of assessments to understand and evaluate the development capacity of the borough's urban areas. The assessments included the Strategic Housing Land Availability Assessment (SHLAA), the Employment Land Review (ELR), the Open Spaces Plan, the Landscape Sensitivity Assessment and the Sustainability Appraisal. Despite prioritising future developments within the existing urban areas, it is clear that these areas cannot fully accommodate the housing and employment growth targets. As a result, the council has concluded that the urban areas must be extended in order to meet the South East Plan development requirements. The urban areas identified on the Proposals Map incorporate the strategic site urban extensions. Additional urban extensions will be identified in the Development Delivery (Allocations) Plan. The urban area will therefore be revised as part of that plan.

8.04 The Spatial Distribution Map (Key Diagram) Figure 8.1 shows the five areas of the borough and how the housing and employment development required by the South East Plan will be distributed. The housing numbers are shown as a range in order to comply with the requirements of PPS3 for a flexible supply of housing land and ensure that the South East Plan target of 6,300 homes is met. These potential sites have been identified in the Strategic Housing Land Availability Assessment (SHLAA). The housing figures do not include windfalls.

8.05 The spatial distribution has taken account of a wide variety of research evidence, stakeholder comments and the actual availability of sites. The Core Strategy sets out the overall distribution

of development. The detailed allocation of all types of sites will follow in the Development Delivery (Allocations) Plan.

8.06 Whilst the Development Delivery (Allocations) Plan will identify the majority of the housing, employment and other types of development, the Core Strategy identifies five strategic sites that are fundamental to the delivery of the overall vision, although only providing a proportion of the overall housing and employment requirements.

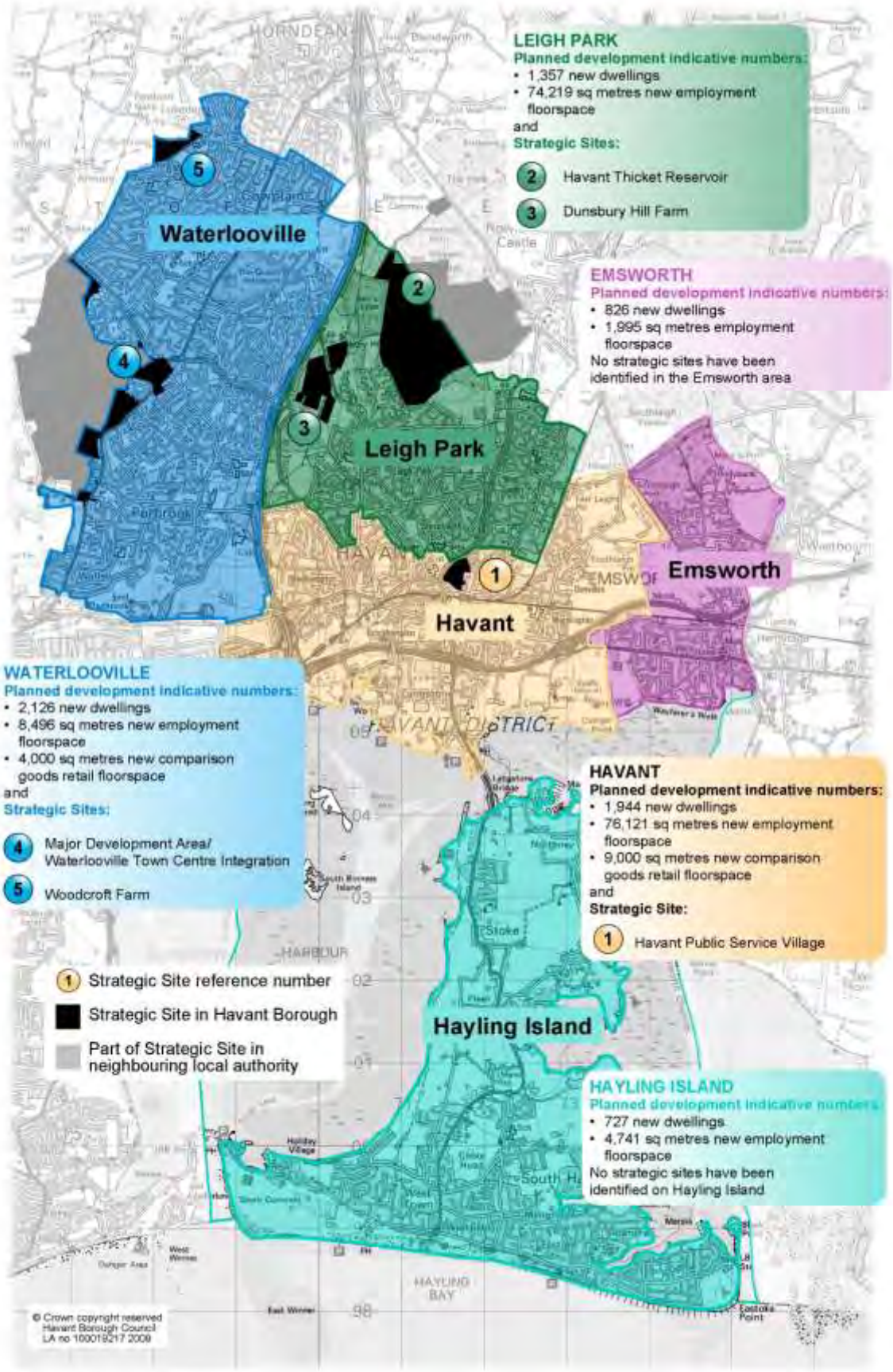
8.07 All the major sites in the borough were considered in relation to their potential to be identified as strategic sites. There are potential sites that are of a similar size to the strategic sites (at least 250 dwellings or 5,000 square metres of other uses) that have not been identified as strategic. This is because strategic sites are not just about size. They have been identified because they are strategically important in relation to the majority of the seven key themes of the Core Strategy. As such they are critical to achieving the borough's vision up to 2026.

Policy CS18 Strategic Site Delivery

The strategic sites are critical to achieving the Core Strategy vision. The council will permit development at the following strategic sites in accordance with the Development Requirements set out in the strategic site profiles:

1. **Havant Public Service Village**
2. **Havant Thicket Reservoir**
3. **Dunsbury Hill Farm**
4. **Major Development Area and Waterlooville Town Centre Integration**
5. **Woodcroft Farm**

Figure 8.1: Spatial Distribution Map (Key Diagram)



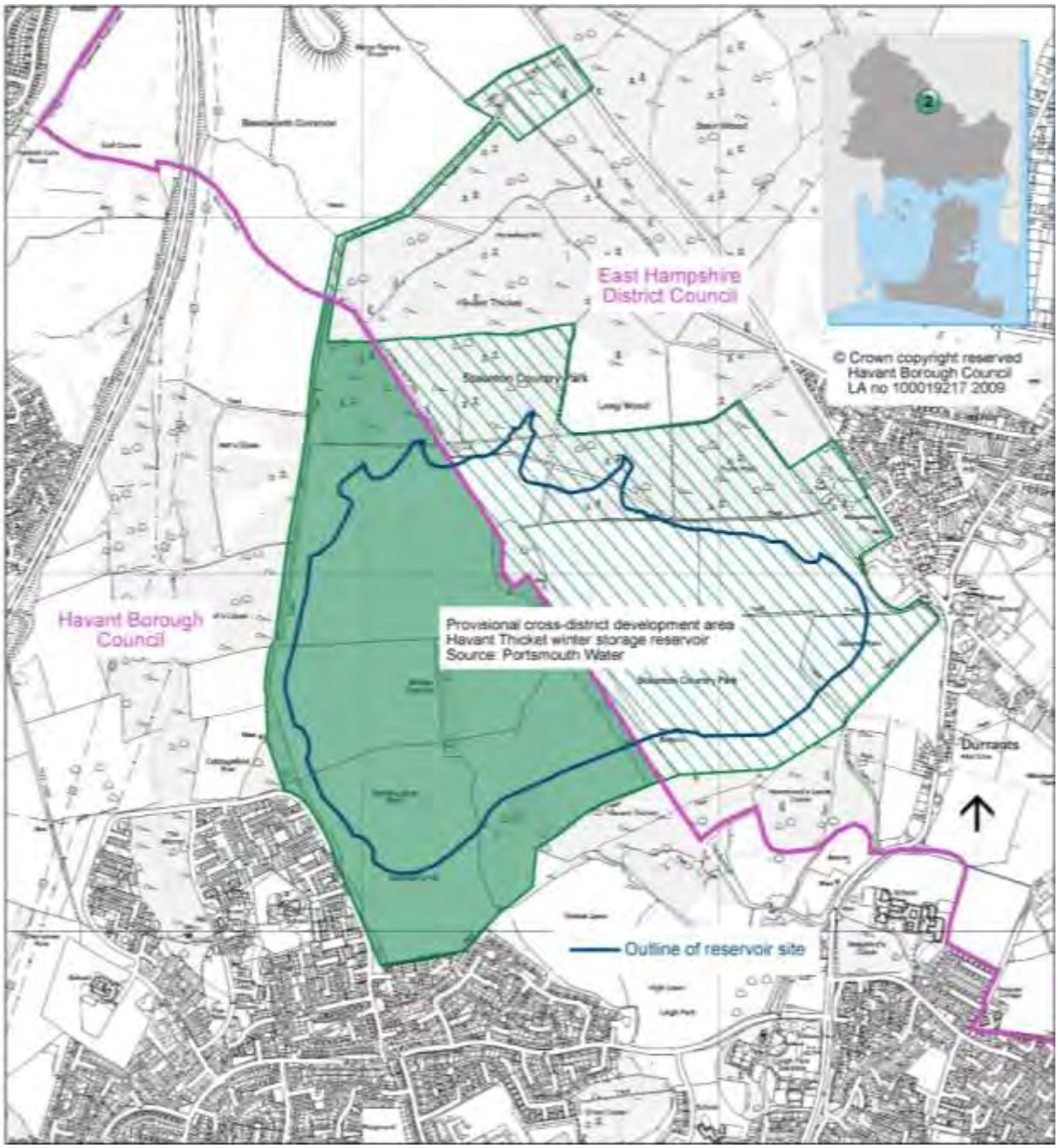
STRATEGIC SITE PROFILE	
Site Location: Site 1	Havant Public Service Village

Why is this site critical to achieving the Core Strategy vision?	The area including the Civic Offices site is critical to achieving the Core Strategy vision because it is integral to the successful regeneration of Havant Town Centre and its wider surrounding area. The site is an important gateway site to the town and sustainably located close to Havant railway and bus stations. The creation of a Public Service Village, that brings together all the public service offerings in a single location close to the town centre, is a top priority for the council. This strategic brownfield site will be better utilised through intensification of uses and activities. It will also include significant investment in improved pedestrian links and improvements in the appearance of the public realm. Essential to the delivery of the Public Service Village and working in a more sustainable and energy efficient way is the principle of smarter and more flexible working, which is made possible through advances and improvements to information and communication technologies. This is

	linked to Core Strategy Policy CS2 Employment.
Type of development:	Mixed use development to include front-line functions of public service providers, office, leisure uses, housing, car parking and health related functions. Potential for inclusion of a new cultural facility adjacent to the Civic Offices.
Key site constraints:	• Site is currently in active use and careful phasing will be essential to deal with decanting issues • Connections to the town centre and adjacent areas such as Havant College and Leigh Park are poor and will require investment to fund highways and public realm improvements • Site forms a northern gateway and will require high quality design treatment to frame the approach to the town centre • Site accommodates significant amounts of car parking including public pay and display and council parking for staff and councillors • Protection of existing trees of tree preservation order quality • Strong partnerships with a range of public service providers will be needed to maximise the potential redevelopment opportunity and create an effective Public Service Village concept • The site lies within a Class 2 Radon Affected Area. This is currently considered to be a low risk and therefore no specific radon protective measures are considered necessary • Existing buildings contain asbestos, which will need to be appropriately treated • The location of existing sewers and pumping mains will need to be considered as part of any development
Infrastructure:	• The site is located within easy walking distance of Havant railway and bus station and local bus stops • Existing road and rail infrastructure give users of the site a perception of being cut off from the town centre and to other important sites such as Havant College
Development requirements:	• Refurbishment of existing buildings to allow for additional public services to be provided on site • Potential new buildings to make the most of under utilised brownfield land • Provision for improved leisure offer • Provision for improved healthcare facilities • Provision of improved pedestrian routes across the site to increase connectivity to local area • Improved pedestrian crossings to access the site from Havant town and railway station, Havant College and Leigh Park on Elmleigh Road and Petersfield Road • Attractive landscape setting including mature trees and hedgerows should be retained and integrated into development proposals where possible • Incorporate renewable energy technology on the site with potential to connect to a wider district energy scheme • General improvements in quality and ease of access to public transport will be required along with green travel plans for all organisations on the site • Improved layout and more efficient use of car parking • Design out crime through the principles set out in Secure By Design • Refurbishment and extension of existing Civic Offices to include improvements to exterior appearance to create a landmark feature

	• All buildings and access routes to and within the Public Service Village should aim to meet current Disability Discrimination Act requirements and to be fit for purpose • Potential for railway footbridge to be improved in terms of appearance and accessibility. Opportunity for a landmark design to act as a visual gateway to Havant town, the Public Service Village, Havant College and Leigh Park • Opportunity for public art to mark the entrance to the Civic Centre and to act as a gateway to the town • All new development to use sustainable design and construction techniques and technologies • Investment in digital infrastructure through the provision of high-speed broadband and a Wi-Fi network will facilitate the development of knowledge-based businesses on the site
Delivery and phasing:	• Havant Borough Council and Hampshire County Council have secured £5.1 million funding from the Department for Children, Schools and Families (DfCSF) to extend and enhance the existing Civic Offices to provide improved facilities and additional service to the community. This work is scheduled to begin in 2010 and to be completed by 2011/2012 • Her Majesty's (HM) Court Service building has been declared surplus to use and this building could come forward for redevelopment or a change of use in the next five years • Havant Health Centre and the NHS Care Trust are exploring options for their future, which includes potential modernisation of their facilities. This would take place in the next five years • Havant Leisure Centre will require renovations in the next ten to fifteen years. Havant Borough Council intends to produce a leisure strategy in the next five years in coordination with Horizon Leisure Trust to explore the options for the building's future • Further information on delivery and phasing is contained in the Havant Public Service Village Supplementary Planning Document (SPD), which was adopted in February 2010
Signposting:	The Havant Borough Council website provides further details on the Havant Public Service Village: www.havant.gov.uk/havant-10771

STRATEGIC SITE PROFILE	
Site Location: Site 2	Havant Thicket Reservoir

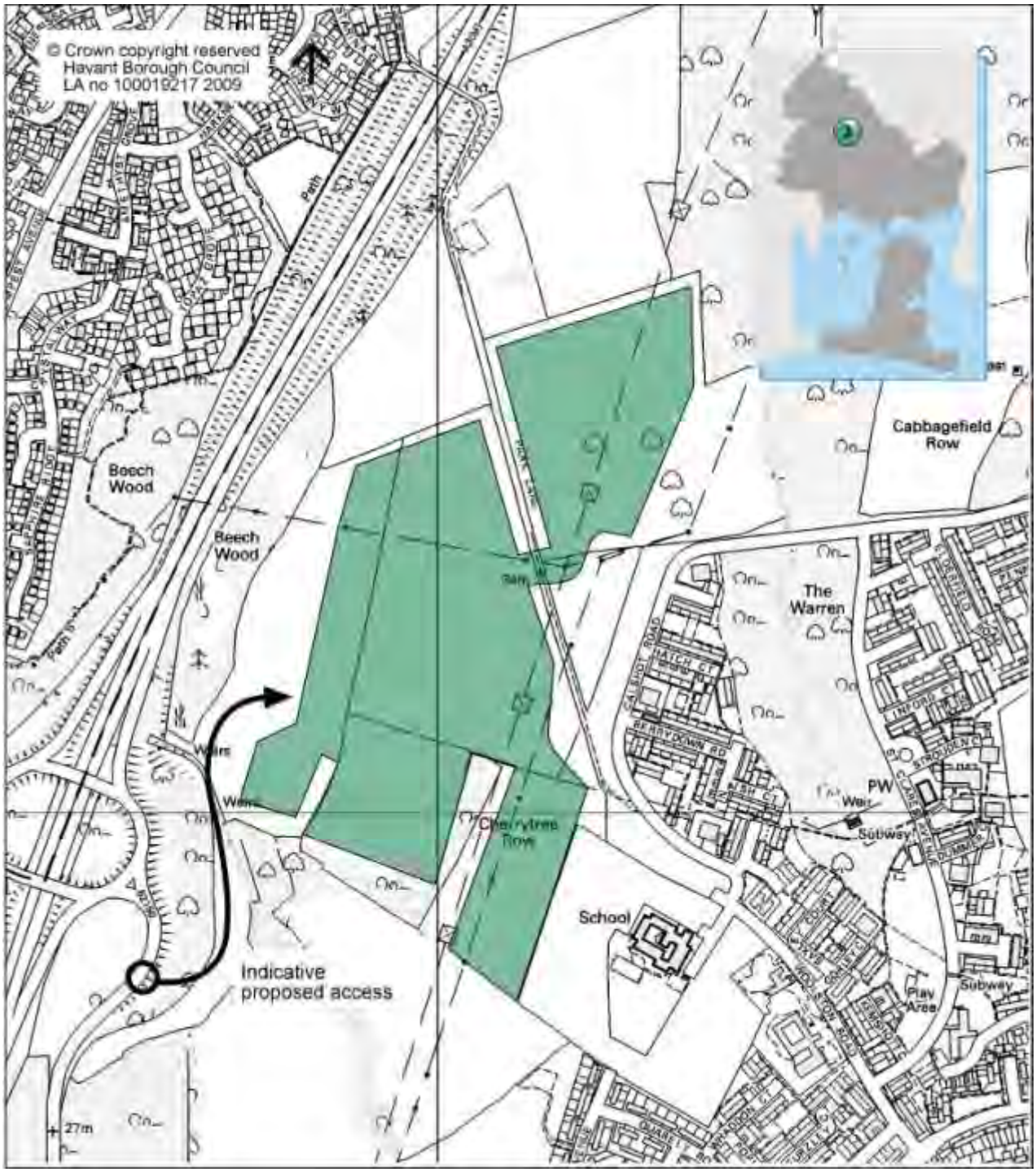


Why is this site critical to achieving the Core Strategy vision?	Portsmouth Water Company has identified a winter storage reservoir as a key infrastructure requirement to meet the demand for increased water supply in South Hampshire. The reservoir and adjacent greenspace also have major leisure and recreation potential which complements Staunton Country Park with significant benefits for health and wellbeing. Approximately half of the site is situated in East Hampshire District. It is understood that East Hampshire District Council will also designate the site as strategic in their forthcoming Core Strategy.

	This site is located close to Dunsbury Hill Farm strategic site. The linked development of all these sites will maximise the much needed regeneration of this area.
Type of development:	Winter storage reservoir comprising recreational provision including visitor centre and nature conservation.
Key site constraints:	• An Environmental Impact Assessment (EIA) leading to the production of an environmental statement is required in accordance with Schedule 2 of the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulation 1999 • Sites of Importance for Nature Conservation (SINC) within or adjacent to the site • The adjacent Sir George Staunton Conservation Area, including The Avenue and the registered park and garden of special historic interest (grade II* listed building) • Areas of ancient semi-natural woodland and planted woodland • Great Copse (in relation to routeing of the pipeline).
Infrastructure:	• Operational infrastructure including pipelines, embankments, slipway and buildings • The enhancement of an existing forestry road off the B2149 to provide access to the reservoir perimeter • Construction of a new junction on the B2149 to provide the main access • Provision of 125 car parking spaces • A network of footpaths and cycle paths which connect to existing public and permissive paths in the neighbouring area • Renewable energy infrastructure
Development requirements:	• The development must be sustainable, fully-maintained and cost-effective and deliver environmental and community benefits • The use of the reservoir for recreation should complement existing provision in the borough and become an attraction for local communities • The use of the water should be limited to supervised, water-based activities such as canoeing and kayaking • The reservoir should provide additional leisure opportunities which complement existing provision in the borough and help attract more day visitors to Staunton Country Park • Recreational provision should be appropriate to the countryside location and should not include any motorised activities • Green infrastructure links between the rest of Leigh Park and Dunsbury Hill Farm will be enhanced • Construction traffic should be minimised in Leigh Park, Rowlands Castle and other residential areas • Public vehicular traffic should be restricted within the site and confined to the vicinity of the main access • Vehicular access is expected from the B2149 outside the borough • Recreation provision should include a network of paths for walking, cycling and horse-riding and the potential for links with the Riders Lane and Hermitage Stream Corridors should be considered • Access and the surfacing of paths should take account of the needs of all • Natural and rural character should be conserved in particular by limiting impacts on biodiversity including the creation of additional habitats; compensating for the loss of, and effects on, sites of importance for nature conservation, the listed park and conservation area; enhancing adjacent sites of importance for nature conservation; ensuring that the pipeline

	avoids Great Copse, which should be protected during construction; integrating the reservoir and the new landscape with the historic landscape of the Sir George Staunton Conservation Area and existing woodland; minimising the loss of ancient woodland and trees • The potential impacts on the Langstone and Chichester Harbours as well as the Hermitage Stream should be minimised in terms of ecology, water quality and flow effects • Opportunities for biodiversity enhancements associated with the reservoir and the Hermitage Stream should be realised wherever possible • The risk of flooding during storm events should be fully assessed in a flood risk assessment and mitigation put in place to minimise all risks • The proposal should realise the potential for renewable energy dependent on nature conservation and other site constraints • Regeneration opportunities arising from the new pipe works between the reservoir and the water works must enhance the habitats, recreation opportunities and cycle and pedestrian accessibility along the stream corridors
Delivery and phasing:	The proposal will be delivered through a masterplan and a joint planning application submitted to Havant Borough and East Hampshire District Councils. The application will be supported by a full range of documents including a code of construction practice to mitigate impacts. Phasing The development of Havant Thicket Reservoir will be phased over a period of approximately ten years after the granting of planning permission to enable appropriate environmental mitigation and preparatory work to take place. An indicative phasing programme for the delivery of Havant Thicket Reservoir starting with the grant of planning permission is as follows: • Initial environmental mitigation and early preparatory work – 2 years • Site preparation – 3 years • Main construction phase – 3 years • Filling and commissioning – 2 to 3 years Funding The reservoir and related infrastructure will be funded by Portsmouth Water. The whole package of benefits must be enhanced by partnership working with a range of organisations whose own funds can be focused on delivering a wide range of benefits for the wider community.
Signposting:	The Havant Thicket Winter Storage Reservoir website provides information on the public consultation undertaken in 2008, the Environmental Impact Assessment Scoping, newsletters and maps: www.havantthicketreservoir.co.uk/

STRATEGIC SITE PROFILE	
Site Location: Site 3	Dunsbury Hill Farm



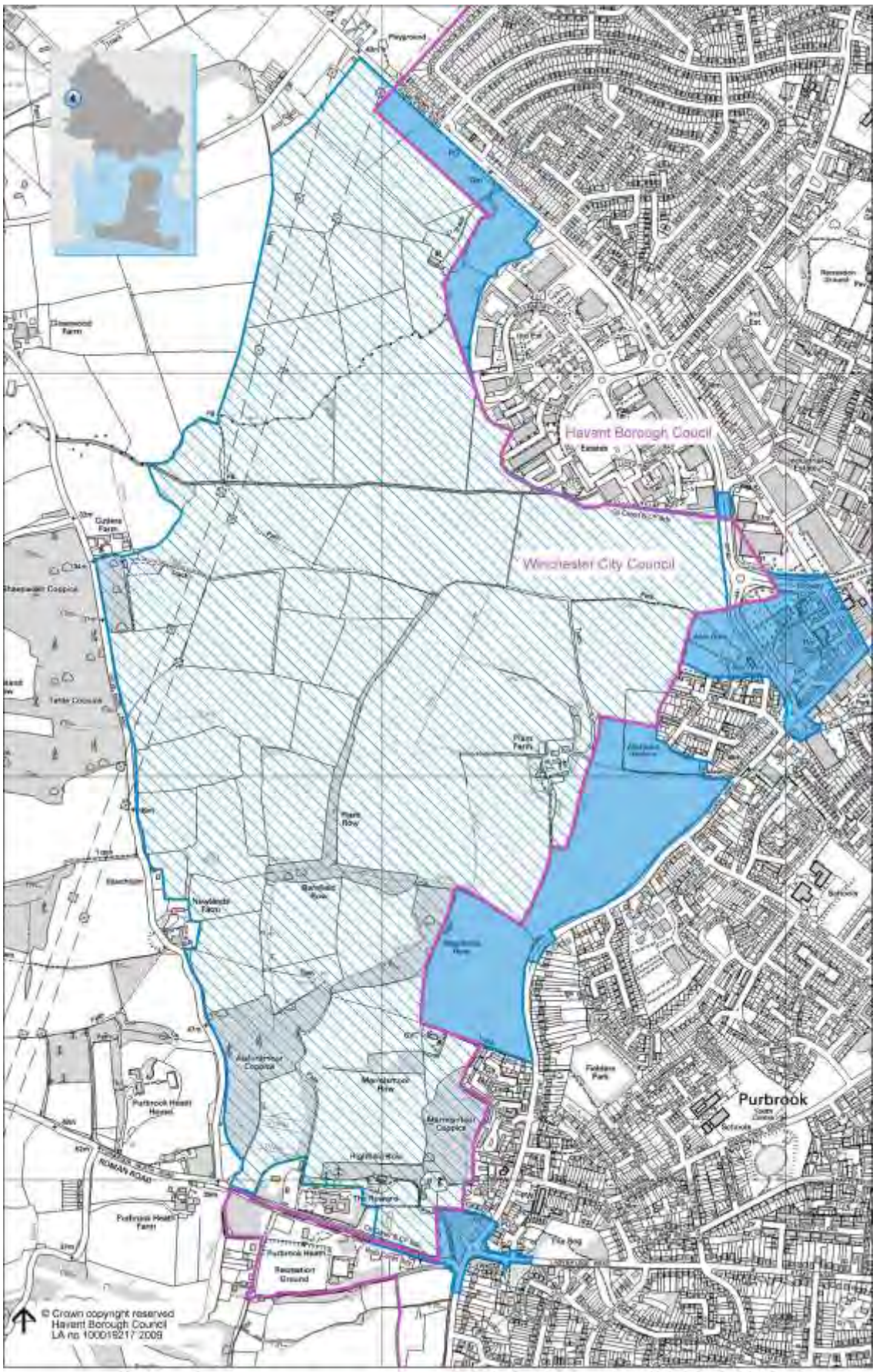
Why is this site critical to achieving the Core Strategy vision?	Dunsbury Hill Farm is a key strategic employment site for the borough and the wider sub-region, which will form a new businesses gateway to South Hampshire from the A3(M). The creation of a high quality business and technology park with excellent transport connections will deliver a large number of jobs in close proximity to Leigh Park. It will provide new first class employment floorspace for start-up and growing businesses. It could provide

	approximately 60,000 square metres of new employment floorspace. This is about a third of the total requirement for new employment in the borough up to 2026.
Type of development:	Major new employment site focused on knowledge-based businesses and a quality hotel with conference facilities.
Key site constraints:	• Dunsbury Hill Farm is located outside the built up area between Havant and Waterlooville • The Hermitage Stream runs to the south west of the site and the adjoining area is located within Flood Zone 3 and is subject to fluvial flooding • The development should accord with the Water Framework Directive and not impact on surface water run-off during construction or after completion • Capacity has been confirmed but not reserved for foul and surface water sewerage and requisition for connection will be required • The site is located adjacent to three Sites of Importance to Nature Conservation (SINC) namely Beech Wood East, Cherry Tree Row and Bushy Lease • There are a number of trees of significant amenity value that are worthy of protection both within and adjacent to the strategic site • High voltage overhead power lines and a mains gas pipeline run through some of the site • Part of the site overlies a former landfill site containing inert construction waste from the A3(M) and appropriate risk assessments should be carried out
Infrastructure:	• The site is located close to junction 3 of the A3(M). Involvement with the Highways Agency and Hampshire County Council is ongoing with regard to detailed highway access and demand. Reference is made to Dunsbury Hill Farm in the Transport Mitigation Report produced by Havant Borough Council in 2009 • The proposed cross borough transport route will link Dunsbury Hill Farm to other strategic sites and Havant Town Centre • Liaison will be required with the main utility providers, in particular Portsmouth Water, who will be constructing a large, open storage reservoir at Havant Thicket during the plan period • Investment in digital infrastructure through the provision of high-speed broadband will facilitate the development of knowledge-based businesses on the site • High quality green infrastructure benefits people working and living in the local area. Park Lane is a well used bridleway and the provision of other leisure routes would link up proposed and existing recreational areas
Development requirements:	• An Environmental Impact Assessment (EIA) leading to the production of an environmental statement is required in accordance with Schedule 2 of the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulation 1999 • The EIA is required to contain landscape, habitat and aboricultural impact assessments, a flood risk assessment and noise and environmental health assessments • No more than 20% of the new employment floorspace will be for B8 storage and distribution as defined in the Use Classes Order 2005 • 80% of the new employment floorspace can be split flexibly between B1 business and B2 general industrial uses as defined in the Use Classes Order 2005 • B1(a) uses will be acceptable on the site providing a sequential test has been carried out to ensure there are no suitable sites in the town centres

	• Provision of a quality hotel with conference facilities • Provision of start-up and move-on accommodation and flexible space • Creation of an enterprise centre of at least one hectare • A legal agreement will be sought for a scheme to train local people as one component of site delivery • The Dunsbury Hill Farm development will be an exemplar for sustainable construction and design. All commercial buildings constructed on the site before 2012 will be required to achieve at least BREEAM 'very good' standard and all commercial buildings constructed after 2012 will be required to achieve at least BREEAM 'excellent' standard. • The development will contribute to the PUSH target of delivering 100MW of renewable energy by 2020 by maximising on-site renewable energy production and resource efficiency • The design of the new buildings, particularly their bulk and orientation, will respect and enhance the character of their woodland location outside the built up area • The layout of the site will provide an accessible, safe and permeable environment fully integrated with its surroundings • Park Lane will be enhanced as a leisure route and be provided with a metalled surface for use by cyclists and pedestrians • Green infrastructure links between Havant Thicket Reservoir and Dunsbury Hill Farm will be enhanced • Entrance to the site from the A3(M) should incorporate a dramatic gateway feature • A long-term management plan will manage operations both within the site and the surrounding area • Provision of a minimum 150 to 180 metre wide landscaped gap between the A3(M) and the development • Provision of woodland 'fingers' extending eastwards into the development from Beech Wood • Enhancement of the Hermitage Stream Corridor with a natural channel running through a new wetland feature • Highway access and appropriate mitigation measures including demand management measures will be provided in accordance with the DfT Circular 02/2007 • A Transport Impact Assessment will be required in support of the development for access from A3(M) • A dedicated public transport link is to be provided between residential areas to the east and west • A green travel plan will be required to demonstrate the measures undertaken to maximise the proportion of journeys to and from and within the site made by public transport, cycling and walking • Water drainage, including a Sustainable Drainage System (SuDS) and flood defence, will be provided in accordance with advice from the Environment Agency.
Delivery and phasing:	In order to advance the deliverability of this major employment site a bid for Accelerated Development Zone (ADZ) status has been made by PUSH to the government. A bid has also been made to PUSH to fund the designing of the highway infrastructure. The first phase of the development covers 13.2 hectares and covers 75% of the original masterplan for the development. It could provide 46,450 square metres of employment floorspace and 5,574 square metres of hotel floorspace. The second phase of the development covers the remaining seven hectares identified in the original masterplan. This could provide an

	additional 15,329 square metres of new employment floorspace. A development partnership comprising Havant Borough Council, the landowner Portsmouth City Council with the support of SEEDA and the University of Portsmouth, is established to bring about the development
Signposting:	The development of Dunsbury Hill Farm should take into account the further details set out in Dunsbury Hill Farm Development Brief produced in June 2007 by Havant Borough Council www.havant.gov.uk/havant-8884 and Dunsbury Hill Farm: Siting of employment allocation in the strategic gap, produced in October 2004 by Rumney Environment Ltd. SEEDA Website: www.seeda.co.uk/

STRATEGIC SITE PROFILE	
Site Location: Site 4	Major Development Area (MDA) and Waterlooville Town Centre Integration



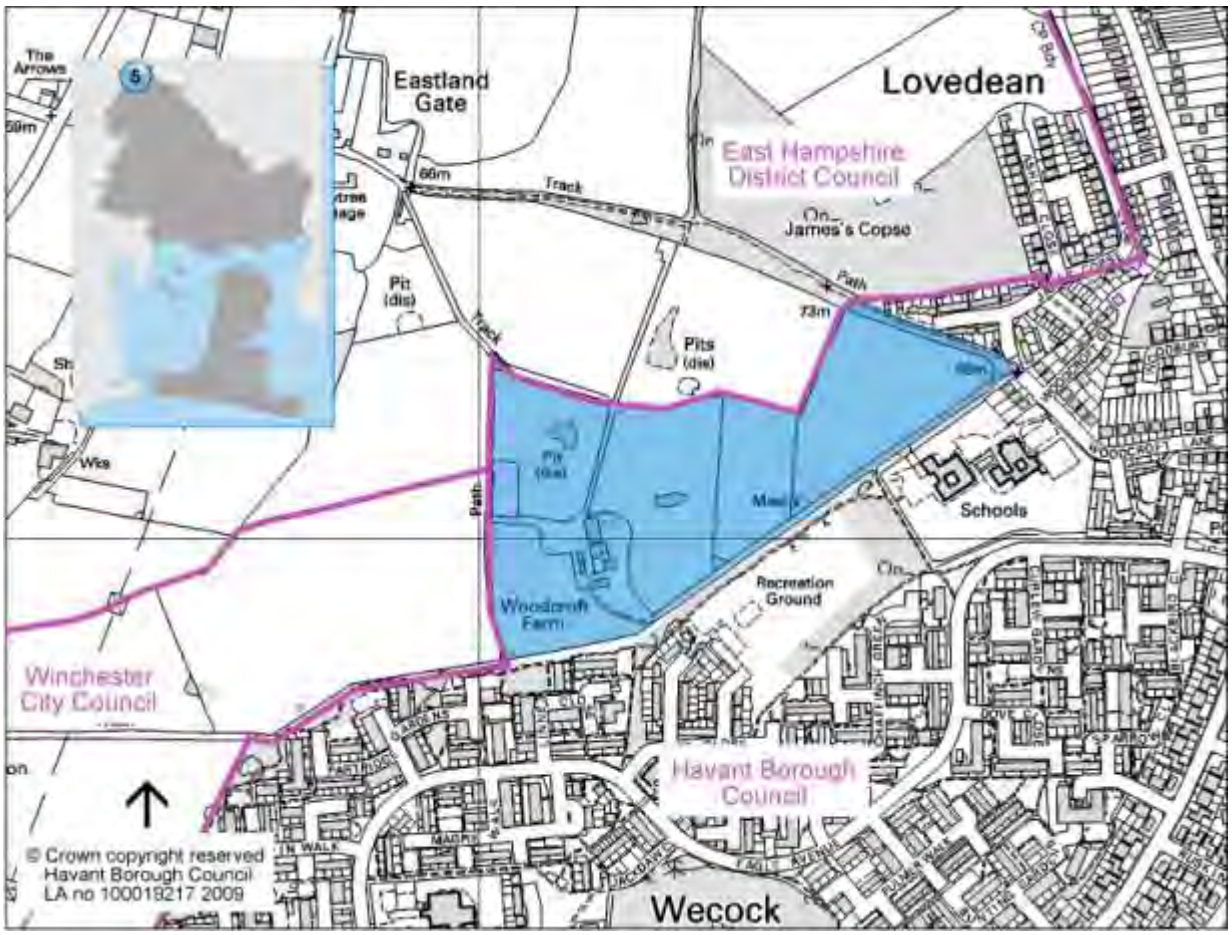
Why is this site critical to achieving the Core Strategy vision?	This complex major development proposal is critical to the future of the borough because it will create a sustainable urban extension to Waterlooville. Integrated with Waterlooville Town Centre the MDA will form the fourth quadrant to the town. The creation of this sustainable community could potentially deliver about 3,000 dwellings (approximately 600 in Havant Borough Council boundaries and the remaining 2,400 in Winchester City Council boundaries) with associated environmental and community infrastructure. The 3000 new homes includes the Reserve Allocation extension, which Winchester City Council is considering allocating as part of their LDF. The MDA is physically connected to Waterlooville Town Centre, which provides an opportunity for major mixed-use redevelopment and will effectively integrate the proposed sustainable urban extension into the heart of the existing town centre. It should be noted however that the development of the MDA is not dependant on bringing forward the wider integration project but should facilitate future integration with the town centre.
Type of development:	The strategic site allocation covers two separate but physically connected proposals: • The Major Development Area (MDA) is being comprehensively planned to create a mixed use new community comprising approximately 3,000 dwellings, employment land and associated physical and community infrastructure • The critical point of the masterplan is to ensure the integration of the MDA with a changing town centre that will bring forward opportunities for creating a place where people can live, work and play sustainably • The Town Centre Integration Project is subject to a masterplan jointly commissioned by developers, Hampshire County Council, Winchester City Council and Havant Borough Council. The masterplan promotes the redevelopment of the existing retail supermarket (Asda) and the provision of a range of new uses including retail and office units, residential, commercial leisure uses and the realignment of pedestrian connections from the town centre through the proposed redevelopment to the MDA • In addition to the Asda site the existing Wellington Retail Park is poorly connected to the town centre and proposals to improve the integration of this area with both the town centre and the MDA are important to the place making challenge for Waterlooville
Key site constraints:	The Major Development Area: • Adequacy of the drainage system in the locality • Adequacy of the electricity supply • Height of the water table • Existing public footpath and bridleway routes • Parts of site in flood zones 2 and 3 • Archaeological interest • Potential land contamination • Impact on St John's Conservation Area • Impact on House at Plant Farm (grade II Listed Building) • Impact on Sites of Importance for Nature Conservation (SINC) • Impact on protected species. • Protection of groundwater sources • The relationship between the town centre and Maurepas Way making integration difficult

	• Important woodland areas, trees and hedgerows The Town Centre Integration Project: • The town centre does not relate well to the MDA due to the dual carriageway, town centre ring road acting as barrier to effective integration • The development opportunity requires the commitment and collaboration of key property interests to ensure satisfactory integration with the MDA • Land assembly of a variety of small sites is necessary to make a comprehensive solution possible • Existing community uses on the site will need to be re-provided • Ground levels across the site pose difficult urban design and architectural problems • Existing town centre parking needs to be provided for during redevelopment
Infrastructure:	The Major Development Area: Transport infrastructure is subject to further ongoing Transport Assessment work and should include: • Main access from the Maurepas Way/Hambledon Road enlarged roundabout • Southern access junction with A3 at Ladybridge Roundabout • Hambledon Road signalised junction north of Sunnymead Drive and Hambledon Road priority junction south of Sunnymead Drive to car parking only • Milk Lane – vehicular access – subject to a suitable detailed junction design coming forward • Highway improvements to Stakes Road/Stakes Hill Road/Purbrook Way extension/Crookhorn Lane Roundabout; College Road/Purbrook Way extension and Hulbert Road /Frendstaple Road/Tempest Avenue Roundabout for adequate access • Contributions to highway improvements at London Road/Hulbert Road roundabout and Hulbert Road/Purbrook Way/Asda roundabout • Highway improvements and/or contributions towards the A3(M) between J3 and J5 • Toucan road crossings where required • New electricity system transformer to provide a circuit for the sustainable future of the development • Cycle route connections to local secondary schools The Town Centre Integration Project: • Radical changes to Maurepas Way, the town centre ring road, to reduce traffic speed and enable safe and easy pedestrian and cycle routes across the road from the town centre to the MDA • Provision of replacement and new car parking to ensure the viability of the town centre, for example using basement levels below the proposed new buildings • Public realm improvements linked to the existing town centre • Provision for existing community uses on site
Development requirements:	The Major Development Area is expected to provide: • Social, environmental economic and physical integration with the existing community • Approximately 3,000 homes potentially including live/work units • A target of 40% affordable housing with a 50/50 split on rent and intermediate tenures • A mix of dwelling types and sizes that will create a mixed and balanced

	sustainable community • Housing and non-residential buildings to be constructed to the appropriate levels of Code for Sustainable Homes and BREAAM standards, with aspirations to include exemplar zero carbon schemes • New employment floorspace that aims to create jobs for new and existing residents so that 25% to 40% of people who live within the MDA or within 1.5km of its boundary can work within this area and not commute out to work • A range of business premises to serve the local or neighbourhood market including affordable employment premises • A local centre, including convenience store, community building, public house • Up to two new primary schools • A nursery • A health centre/GP facilities • Sports facilities and play areas within a large informal open space • Changing facilities and maintenance store • A cemetery • Allotments • Youth facilities including skateboarding facilities • The incorporation of exemplar quality design in relation to internal and external appearance of buildings and sustainable construction methods • Maximum integration with the existing town centre and community • Integration of the site with the A3 ZIP Bus Priority Corridor • Mitigation considerations in relation to protected species and habitats • A3(M) junction improvements triggered at the level agreed with the Highways Agency • Drainage systems that provide a strategy for off-site improvements, provision of land for the realignment of watercourses and minimisation of any risk of flooding; this should include sustainable urban drainage systems where appropriate • Development that must protect and where possible enhance the quality of the River Wallington to ensure no deterioration in status, as required by the Water Framework Directive. Further opportunities for enhancement and improvement of the water body should be sought • Sewerage capacity required to serve the development by requisitioning a connection to the sewerage system at the nearest point of adequate capacity • Household waste recycling centre • Pedestrian and cycle links within the development and with the existing community and the surrounding countryside • Contributions to the passenger transport network • Commitment to sustainability and detailed travel plan to encourage greener measures of travel • Safe routes to school on and off site • Percentage for art/public realm works • Employment skills contribution • Leisure/open space contributions for on site provision • Off-site public realm improvements • The retention of important woodlands, tree belts and hedgerows • Mitigation measures to protect important species and habitats The Town Centre Integration Project: • Provision for existing community uses on site

	• High quality routes for pedestrians and cyclists to be provided linking the town centre to the MDA and Wellington Retail Park • Replacement supermarket • Mixture of complementary retail, office, leisure and residential uses Floorspace requirements to be agreed as part of current masterplan work • Traffic impact assessment
Delivery and phasing:	Outline planning permissions were granted for the proposals in January 2008, together with a reserved matter approval for part of the northern area where development has commenced. For the southern area resubmissions are expected in July 2010, which will take into account the reserve site within the Winchester City Council area. Delivery plans are in the process of being prepared in collaboration with the developers and Winchester City Council. There are two primary developers involved in the MDA. One Town centre integration option has been the subject of work on scoping and options that could form part of an urban design framework for Waterlooville Town Centre. A number of development opportunities in the town centre could provide the catalyst for the integration project to align with the MDA development. Current indicators from masterplanning work suggest that although Asda accept the principles of relocation of their store and redevelopment of their site, the scheme is not considered to be financially viable at present (Feb 2010). Concerns about viability are shared by all the major players in the project but it is expected that these will be overcome in due course. The masterplan therefore represents a longer term aspiration and interim arrangements may well be needed to enable pedestrian and cycles routes across the site to facilitate improved integration with the MDA in the short term. Asda have indicated that they are willing to consider such a scheme.
Signposting:	The following website links through to various documents, other websites and committee reports associated with the MDA: www.havant.gov.uk/havant-6578

STRATEGIC SITE PROFILE	
Site Location: Site 5	Woodcroft Farm



Why is this site critical to achieving the Core Strategy vision?	This site is important in order to maximise regeneration opportunities in the Wecock Farm area of Waterlooville. In addition to this, the size of the site and the likely number of homes delivered is significant when considered against the overall housing target for the borough.
Type of development:	• Residential development (approximately 340 homes) • A larger site has been promoted to the neighbouring authorities of Winchester City Council and East Hampshire District Council. It is therefore possible that the overall site could be larger than just the component within Havant Borough Council's administrative area. This will be considered as part of the individual authorities' Local Development Frameworks. In total the entire site could deliver approximately 700 homes.
Key site constraints:	• James Copse woodland adjacent to the site is a SINC • There are some trees on the site covered by tree preservation orders • The most appropriate access point will be through a school site and the principle for this has been established through negotiations with Hampshire County Council in relation to their partial disposal of the Meadowlands School site.
Infrastructure:	• A bus route is adjacent to the site

	• Improvements may be required to the nearby highway network.
Development requirements:	• An Environmental Impact Assessment (EIA) leading to the production of an environmental statement is required in accordance with Schedule 2 of the Town and Country Planning Act (Environmental Impact Assessment) (England and Wales) Regulation 1999 • Development will have regard to the adjacent SINC designation and include measures to prevent unnecessary or inappropriate disturbance that may result from residential development in this location • Wider regeneration benefits should be identified and delivered • Development will have regard to highway impacts beyond the immediate site • Suitable provision of sports facilities/play space will be provided to offset access arrangements through Meadowlands school site • Diversion of existing bridleway in order to aid management, child supervision and security of amended school site • A flood risk assessment will be required as the site is over one hectare in size • Meet relevant Code for Sustainable Home requirements and provide on site renewable energy provision • Provision of a mixed community to include private market housing • Tree loss as part of development (including to provide access) will be minimised and replacement compensatory planting will be provided on the site.
Delivery and phasing:	The owners of the site are keen to develop the site for housing purposes. Should the only viable access be that through the school site then the delivery of this site will be dependent on the project being progressed by Hampshire County Council in relation to releasing some of the adjacent Meadowlands School site. Positive discussions have been made to ensure access is possible and therefore the delivery of the site is considered to be achievable. The delivery of the section of land in the borough is not dependent on the delivery of further housing allocations on the potential extensions to the site identified in neighbouring authorities.

9. Infrastructure, Implementation and Monitoring

Objectives

- Deliver the full range of infrastructure that is necessary to support the housing, retail and employment development identified in the Core Strategy
- Establish processes to monitor and review the effectiveness of the plan policies up to 2026 to ensure the objectives are achieved

Delivery Strategy

9.01 The provision of adequate infrastructure is a fundamental aim of the government to support our communities. Having the right infrastructure is critical to making a place somewhere that people want to be. The government strategy is based on the principle of manage and invest. This means delivering efficiency through better use of existing infrastructure; reducing demand by promoting behavioural change and providing additional capacity by extending or providing new infrastructure. At the sub-regional level these same principles are the basis for the PUSH/Transport for South Hampshire (TfSH) transport strategy of 'Reduce, Manage, Invest'.

9.02 The council must first understand what infrastructure it has and what scope there is for reducing the use of it and using it better. Significant research has taken place and there is some clarity on the choices that face the borough. It is clear that the borough does not work alone in delivering any type of infrastructure. All types of infrastructure cross borough boundaries. Many types of infrastructure are so large that central government will have to deliver them. As part of PUSH, the council must take advantage of the economies of scale to work in partnership effectively focusing resources towards common objectives, utilising developer contributions, growth point funding and the many other resource streams that are available in partnership working. The Core Strategy strategic allocations and policies require specific provision of infrastructure that is required for the wider sub-region, the borough and specific areas. The requirement on the developer to provide the infrastructure will necessitate that they engage with the range of delivery agencies to ensure compliance with the policy. The council will work with the local community to identify local needs and with developers and other partners to co-deliver those requirements. The principle of infrastructure delivery is set out in the South East Plan, Policy CC7, 'that where new development creates a need for additional infrastructure a programme of delivery should be agreed before development begins'.

9.03 Table 9.1 sets out the different types of infrastructure and by whom it is delivered. PUSH can bring together a wide range of these delivery bodies; the Local Strategic Partnership will be an important focus for coordinating the constituent organisations plans fundamental to the spatial planning of the borough. The existing delivery structures at national, regional and local levels must be improved to ensure that existing infrastructure is used effectively and that new or improved provision is delivered when and where it is required. New methods of delivery will be required, for example PUSH is considering setting up an Energy Service Company (ESCO) to deliver renewable power and heat. The delivery of green infrastructure will need a new way of working and the council's priority to improve the connectivity between the west and east of the borough by non-car means will be delivered through Hampshire County Council, Transport for South Hampshire, Havant Borough Council, private bus companies and developers.

9.04 The funding of the infrastructure is a major issue. The South East Plan Implementation Plan, October 2006 estimates the overall regional infrastructure costs to be £47 billion, at least £2.224 billion of which is required in South Hampshire. The county council's Community Infrastructure Study, November 2009 estimates all the non transport infrastructure costs for South Hampshire at £3.65 billion. The Transport for South Hampshire strategy, Towards Delivery, April 2008 estimates that £2.5 billion is required for the necessary transport infrastructure. The overall picture for South Hampshire is an overall infrastructure cost of £6.15 billion.

9.05 Monitoring the performance of the LDF policies and the effectiveness of the partnerships delivering infrastructure will be undertaken through the Annual Monitoring Report and the national performance management system of the Comprehensive Area Assessments (CAAs), Local Area Agreements (LAAs) and Multi-Area Agreements (MAAs). This performance management system will show how well the infrastructure delivery bodies are joined up and be used to allocate government funding. The council will therefore prioritise its resources to achieving the performance management system targets to ensure that the available funding streams are maximised and that the borough is a place where people want to live, work and play.

Table 9.1 – Core Strategy Definition of Infrastructure (from the South East Plan)

Infrastructure Category	Infrastructure types	Delivered by
1. Transport	Airports, ports, road network, cycling and walking infrastructure, rail network	BAA, Port Authorities, Department for Transport, Highways Agency, Hampshire County Council, Transport for South Hampshire, SUSTRANS, Network Rail, rail companies, Havant Borough Council
2. Housing	Affordable housing	Homes and Communities Agency, Portsmouth City Council, affordable housing providers, Havant Borough Council, private developers
3. Education	Further and higher education, secondary and primary education, nursery schools, skills training	Department for Children, Schools and Families, Hampshire County Council, private sector, third sector
4. Health	Acute care and general hospitals, mental hospitals, health centres/primary care trusts, ambulance services	NHS, Primary Care trusts, Hampshire County Council, third sector, private sector
5. Social Infrastructure	Supported accommodation, social and community facilities, sports centres, open spaces, parks and play space	Affordable housing providers, Hampshire County Council, Havant Borough Council, private sector
6. Green Infrastructure	See definition in box following Policy CS13 note that this may encompass the management of access on new or existing Green Infrastructure.	Natural England, Environment Agency, Chichester Harbour Conservancy, SUSTRANS, Hampshire County Council, PUSH, Havant Borough Council, third sector, utility companies, private sector
7. Public Services	Waste management and disposal, libraries, cemeteries, emergency services (police, fire, ambulance), places of worship, prisons, drug treatment centres, public toilets	Prison Service, Hampshire County Council, faith groups, Havant Borough Council, private sector
8. Utility Services	Gas supply, electricity supply, heat supply, water supply, waste water treatment, telecommunications infrastructure (particularly high speed Broadband)	Utility companies, Hampshire County Council
9. Flood Defences	Flood and erosion protection, resistance and resilience	Department for Environment, Food and Rural Affairs, Environment Agency, Hampshire County Council, Havant Borough Council, private sector and individuals
10. Public Realm	Public spaces between buildings – includes transport and green infrastructure features plus hard and soft landscape, street furniture (including lighting)	Hampshire County Council, Havant Borough Council, private sector

9.06 The Core Strategy has distinct policies on transport and non-transport infrastructure. This is because the evidence has been collected separately although they are inextricably linked and must be delivered together.

Policy CS19 Effective Provision of Infrastructure

Development will be permitted where:

1. **It ensures that it makes the most effective use of existing infrastructure, including opportunities for co-location of facilities.**
2. **It ensures that if there is a proven need for additional infrastructure, a programme of delivery has been agreed with the relevant infrastructure provider that coordinates contributions from the development with other investment streams before development begins.**
3. **A programme of delivery of improved or new infrastructure needs to be agreed; the nature, scale and phasing of any infrastructure will be commensurate with the form of the development and its potential impact upon the surrounding area.**
4. **A programme of delivery of improved or new infrastructure is agreed so that the facilities being provided are accessible by a range of transport modes and meet the needs of the borough's community.**
5. **It promotes the creative multifunctional use of existing and proposed facilities.**
6. **It ensures that new infrastructure supports the local economy.**
7. **It ensures that decisions on the provision of infrastructure are taken on the basis of whole-life costing.**
8. **It safeguards the requirements of infrastructure providers, in particular relating to bus corridor enhancements, telecommunications equipment (particularly high speed broadband), electricity power lines, high pressure gas mains, educational facilities, particularly those due for improvement under Building Schools for the Future, health facilities at Oak Park*, flood protection measures, aquifer protection areas, a winter storage reservoir at Havant Thicket*, additional water treatment infrastructure at Kingscroft Farm* and Bedhampton Springs* in Bedhampton and waste water treatment works at Budds Farm*.**
9. **It does not result in the loss of flood protection, education, health, social and other publicly-provided community buildings, structures or services, except where it is part of a service provider's plans to provide improved local services in equally accessible locations.**

*** as shown on the Proposals Map**

Where else to look:

The South East Plan Implementation Plan (October 2006) and the annexes: Provide an overview of what is required in terms of strategic infrastructure and how it might be delivered.

In promoting the levels of growth in the PUSH area a sub-regional background document on infrastructure was undertaken to show the existing capacity.

Havant Borough Council's Infrastructure Background Paper (July 2007): Details where there is existing capacity and specific areas where investment may be required.

Hampshire County Council has produced a Community Infrastructure Study: That

assesses the non-transport infrastructure requirements to support the proposed new development.

The South East Regional Partnership Board has produced a number of guides, including one on transport infrastructure.

9.07 In South Hampshire and in the borough in particular we have good existing infrastructure networks. The new development proposed in the Core Strategy will put increased pressure on those infrastructure networks, especially when combined with all the other proposals in the sub-region. Research has shown that in general there is existing capacity in most infrastructures. The main areas of concern are water supply, waste water treatment, strategic road network capacity, telecommunications, cultural and community facilities and the provision of green infrastructure to mitigate the impact of the growth on designated habitats.

9.08 The Core Strategy addresses the infrastructure concerns most directly through the strategic site allocations at Havant Thicket reservoir to provide water and green infrastructure and the Public Service Village providing cultural and community facilities. The strategic sites at Dunsbury Hill Farm and Waterlooville will provide public transport improvements to reduce vehicular traffic on the strategic road network, as well as jobs and green infrastructure. Waste water is mainly processed at Budds Farm, which has capacity for some new development; however some development in Emsworth is processed at Thornham sewage treatment works where there is limited capacity.

9.09 All the policies of the Core Strategy contribute to the provision of infrastructure, for example requiring all types of development to be sustainably constructed so reducing the need for energy, water use and waste, supporting healthy lifestyles that will reduce the need for health infrastructure; reducing the need to travel by car by locating development close to existing facilities and caring for our borough so that there is green infrastructure and a sense of place and safeguarding infrastructure (as shown on the Proposals Map).

Bosmere Health Centre

9.10 Details of the infrastructure that will be delivered over the plan period in terms of when and how it will be provided is set out in the Strategic Infrastructure Implementation Table (Table 9.2 at the end of this chapter).

Policy CS20 Transport and Access Strategy

Development will be permitted that:

1. **Is consistent with and contributes to the implementation of the 'Reduce, Manage and Invest' strategy.**
2. **Does not increase congestion and promotes better use of existing transport networks.**
3. **Improves accessibility to goods, services and employment and promotes equality in the transport system.**
4. **Provides transport management measures to ensure the safe and efficient operation of the strategic and local road network.**
5. **Ensures that highway design responds positively to the characteristics of the area and delivers a high quality public realm for all users.**
6. **Maintains or improves the range of transport modes accessible to the users of the development site with specific emphasis on public transport, especially high quality/frequency buses and includes walking and cycling where appropriate.**

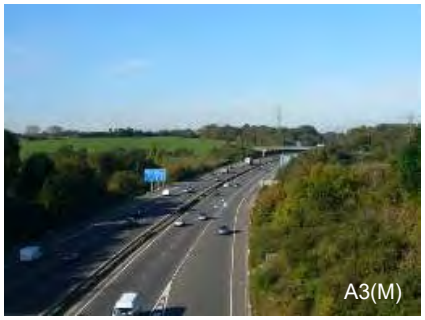
7. **Improves highway, cycling and pedestrian links between the western built up area of the borough (Waterlooville) and the eastern area of the borough (centred on Havant) to create a strong east/west communication axis that passes through Dunsbury Hill Farm/Leigh Park.**

9.11 The growth planned for the PUSH sub-region means demand for travel in South Hampshire will increase, adding pressures to the existing transport networks. The new housing and employment planned for the borough means that the economic vitality and growth will be accompanied by more travel, much of it likely to be by car, with the consequent impacts on the environment. At the same time, growth in levels of activity at the international gateways at Southampton International Airport and the ports of Portsmouth and Southampton, will increase. The Hindhead Tunnel could also increase traffic. It is clear that transport issues will be a major consideration for the future and must be addressed now.

9.12 Transport for South Hampshire (TfSH) undertake strategic transport planning across the sub-region in close cooperation with the respective highways and transport authorities, notably Hampshire County Council through the Local Transport Plan. TfSH is a sister partnership to PUSH and works closely with PUSH to deliver the sub-regional transport infrastructure. The TfSH Strategy (Towards Delivery) sets out issues and priorities for the area in the context of planned growth. This is a significant challenge for transport. The TfSH strategy is based on the concept of **Reduce** (the need to travel, particularly by car), **Manage** (how and when we travel) and **Invest** (in new ways to help us travel).

9.13 The borough plays an important role in the regional/sub-regional transport network, having high transport connectivity with adjoining areas. In the PUSH sub-region Portsmouth and Southampton are major transport hubs and Havant is a significant transport interchange. Vehicular transport has a major impact on climate change because it produces significant amounts of greenhouse gases. The importance of the car to our society will remain strong for the foreseeable future and therefore measures will be put in place to enable people to have more transport choice, with the aim of reducing car use.

9.14 The improved choices and mitigation measures needed to offset the impacts of increased car use will largely be delivered at a sub-regional/county level, although developer contributions has a major local role, particularly in improving local walking and cycling facilities.


A3(M)

9.15 The borough is in some ways dominated by the A27 and A3(M) (the strategic road network), supplemented by adjacent key routes, principally the A3, A259 and A3023; the A3(M) bisecting Waterlooville from the rest of the borough and the A27 (T) cutting through the coastal fringe. Together with the railway lines and stations in the borough the transport networks play a part in defining the urban areas. Good communications are also a feature of the borough's relatively high levels of in-commuting of higher skilled workers and out-commuting of lower skilled workers.

Havant rail station

9.16 The borough is well served with regular high-speed train services to London Waterloo and Portsmouth and there are east-west connections on the Southampton-Brighton line, calling at Gatwick. A new bus station has been completed in Havant Town Centre and is one of the busiest in Hampshire. The A3 ZIP Bus Priority Corridor Scheme from Horndean to Portsmouth was recently completed and has enhanced links to Portsmouth for residents and employers west of the A3(M). The A3 ZIP bus provides excellent

north and south bus links with Portsmouth, however, east-west links between Havant and Waterlooville need improving. A priority has therefore been identified to deliver a cross-borough public transport route to address this.

Where else to look:

National Policy on sustainable transport is found in a range of documents including 'Delivering A Sustainable Transport System' – Department for Transport (Nov 2008), PPG13 Transport and PPS1: Delivering Sustainable Development

Transport for South Hampshire (TfSH) has published its strategy 'Towards Delivery' on how the transport infrastructure networks will change to meet our future travel demands, the levels of investment that will be required and how this could be funded

Harbour Authorities Transport Impact Evaluation Peter Brett Associates August 2009: Sets out the levels of traffic growth that are predicted for the Strategic road Network in Havant, Gosport, Fareham and Portsmouth up to 2026. A Stage 2 report into the potential mitigation measures that could be put in place to address the predicted transport growth

9.17 The borough's dominant roads can also be a source of noise, pollution and congestion. One example of this is travelling to and from South Hayling. Hayling Island is home to more than 17,000 people, but has a limited range of facilities. This results in congestion and pollution along the only road onto and off the island (A3023). There is a small passenger/cycle ferry to Portsmouth which could be enhanced to reduce reliance on the A3023. Other transport issues are the congestion caused by the level crossings at Havant, Bedhampton and Warblington; the low bridges between north and south Emsworth and the links between Havant and Waterlooville and beyond to Queen Alexandra Hospital in Cosham.

9.18 The council has a responsibility to ensure that the new development proposed in the Core Strategy does not undermine the safety of the strategic road network. The council (in partnership with Fareham, Gosport, Hampshire County and Portsmouth Councils, Peter Brett Associates (PBA) and the Highways Agency) has produced a study that assesses the impact of the new development on the strategic road network up to 2026. The study shows the traffic increase in the borough to be lower than those in Portsmouth and Fareham and to be within the capacity of the junctions. The PBA study results include programmed junction improvements and the likely benefits that will come from increased investment in buses in the borough, such as the premium bus network for the cross borough public transport route identified by TfSH as part of the sub-regional public transport improvements. Whilst the impact of the new development on the strategic road network is considered to be within capacity it is essential that the increases in traffic that are forecast are mitigated. The state of the strategic road network is indicative of the state of the local network that feeds into and from the strategic road network; therefore the mitigation measures being proposed will benefit the whole road network.

9.19 In accordance with the 'Reduce, Manage, Invest' strategy the HBLDF seeks to reduce the need to travel by car by locating new developments where they complement existing uses, for example, homes are close to jobs, recreation and bus routes. The strategy for the borough focuses on improving accessibility, addressing the specific severance issues caused by the main roads and rail lines; and ensuring integration of all transport modes and locating new development where it can make most effective use of the transport infrastructure in a manner that supports and complements the urban form.

9.20 Following on from the PBA study a Stage 2 Mitigation Study sets out the range of 'Reduce, Manage, Invest' options that are being considered in South Hampshire and are considered most appropriate for the borough. PUSH is developing the 'Reduce' and 'Manage' options including the potential for workplace parking levy, hard shoulder bus lanes on the M27 and sub-region-wide smart traffic light systems in order to address the impact of growth on the sub-regional road network. The Stage 2 Mitigation Study identifies the use of the HBLDF policies to ensure careful design of development sites, better ways of providing car parking, requiring travel plans in new development and discouraging the use of cars by significant public transport improvements and supporting walking and cycling. The options that are currently progressing are set out in the Strategic Infrastructure Implementation (Table 9.2 at the end of this chapter).

9.21 The Stage 2 Mitigation Study provides a starting point from which the council will produce a Sustainable Transport Strategy to identify the specific mitigation opportunities to link new, cumulative and existing development to a range of facilities by means other than the car. The work will identify specific projects that will manage the way we travel and the range of partners needed to implement the schemes and what funds can be invested in accordance with PPS12 paragraphs 4.8 - 4.12. The Sustainable Transport Strategy will be developed as part of the Development Delivery (Allocations) Plan. Where mitigation is necessary it must be agreed with the Highways Agency and the local highway authority.

9.22 The council will work with PUSH, Hampshire County Council, the Havant Local Strategic Partnership, developers, infrastructure providers and the local community to strengthen their involvement in the planning process and work to deliver the infrastructure that the borough needs. The involvement of all the stakeholders must ensure that the:

- Impact of development is monitored and any investment requirements are taken into account in future reviews of the Core Strategy
- Available infrastructure does not remain underused or becomes overloaded as a result of major or incremental developments
- Plans, development proposals and investment in new or improved infrastructure are coordinated with development
- Appropriate new sites for operational development identified by the infrastructure providers that fall outside the current planning system are safeguarded and where necessary allocated in the Development Delivery (Allocations) Plan
- Contingency plans are put in place where there is a risk of essential infrastructure not being provided.

Implementation

9.23 Throughout the Core Strategy there is an emphasis on partnership working. This is because spatial planning is about working with other organisations, companies, developers and the community to deliver a joined up approach to achieve the vision of making the borough a place where people want to live, work and play in 2026. There is a range of organisations with which the council will work in partnership. Two of the key partners are Hampshire County Council and Portsmouth City Council. The city council is of particular significance to the borough owing to the city's local economic impacts and the city council's major land owning links. Formal partnerships are already in place with Hampshire and Portsmouth Councils through PUSH, Transport for South Hampshire, Hampshire Action Teams, Havant Local Strategic Partnership and others will need to be developed with these organisations and a range of other infrastructure providers and stakeholders.

9.24 The council will take a proactive role in building partnerships to bring about joined up working. In some circumstances partnerships are not enough – there needs to be a clear policy position that will be implemented. The council will, where necessary, consider the use of compulsory purchase powers to implement critical developments. This will usually be a last resort and all other methods of implementation will be explored first.

9.25 An important implementation policy within the Core Strategy is CS21 as this policy confirms the principle that infrastructure serving the new development must either be provided on site or that a financial contribution will be sought to provide it nearby. It is an established principle that councils seek contributions from developers for infrastructure directly associated with a development. Some financial contributions are made directly to utility companies who provide connections into their systems, e.g. requisitioning of a sewer connection. Developer contributions will not be taken to enable developments that would be inappropriate in the first instance. A negotiation system, often referred to as a Section 106 (S106) agreement, is currently used to fund infrastructure improvements. Governments have tried a variety of different methods to make the system more consistent and certain for all concerned. The latest proposals are for a tariff-based system and for a Community Infrastructure Levy (CIL) which would be used alongside S106 agreements. The benefit of the CIL is that it will pool funds at a regional level that will fund larger schemes that individual authorities could not afford. The council will explore the alternative means of dealing with developer contributions as the legislation becomes clearer.

Policy CS21 Developer Requirements

Development will be permitted if on-site and/or off-site infrastructure requirements are met.

Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.

Where appropriate the council will seek on-site provision or financial contributions to ensure the timely off-site or on-site delivery of all types of infrastructure as detailed in Table 9.1 under the following headings:

1. **Transport**
2. **Housing**
3. **Education**
4. **Health**
5. **Social Infrastructure**
6. **Green Infrastructure**
7. **Public Services**
8. **Utility Services**
9. **Flood Defences**
10. **Public Realm**

Where on-site provision or financial contributions are made, arrangements for the ongoing maintenance of facilities will be required.

Where the necessary contributions are not agreed by the developer, planning permission will be refused.

A Supplementary Planning Document will be prepared setting out the mechanisms that will be used for taking development contributions together with details of the types and priorities of infrastructure provision.

9.26 The council will prepare a Supplementary Planning Document (SPD) setting out a framework of mechanisms that will be used to ensure that the timing of the contributions effectively provides

the necessary infrastructure when it is needed. The infrastructure types and their general descriptions in Table 9.1 and Policy CS21 will be expanded upon in the SPD. The necessary developer contributions may include a wide interpretation of the types of infrastructure in order to respond to the emerging evidence from the Solent Disturbance and Mitigation Project, the published recommendations, and future related research. The opportunities for multi-functional use of existing and proposed infrastructure must always be considered at the start of any development. The council will take a leading role in working with developers and infrastructure providers to deliver what is needed. The use of independent third party valuation expertise, at the developer's cost, may be required to find a negotiated solution to developer requirements.

Where else to look:

Government policy and regulations on developer contributions are available in terms of the proposed Community Infrastructure Levy (CIL) at the government communities website

Information on Planning Obligations and Circular 05/2005 which sets out the tests for seeking developer contributions under S106 of the Planning Act is available at the government communities' website

Monitoring

9.27 An important part of the Core Strategy is putting in place adequate processes to monitor implementation. It is essential to check that the Core Strategy is being implemented satisfactorily and to monitor whether the outcomes from its implementation are as intended. The main way to check and report on the implementation of the Core Strategy is through the production of an Annual Monitoring Report (AMR).

9.28 The council has produced an AMR since 2001 relating to its Local Plans. Recent AMRs have included information relating to the Havant Borough Local Development Framework (HBLDF) process including reporting progress in producing Development Plan Documents (DPDs) set against the programme in the Local Development Scheme (LDS). As the various DPDs are adopted the AMR will monitor the objectives, policies and proposals contained within them.

9.29 AMRs have to include a housing trajectory which is a forecast of housing delivery set against requirements. Housing delivery is afforded a high priority by the government and will be a key component of monitoring the implementation of the HBLDF. A housing trajectory based on the data in the 2009 AMR is contained in Appendix 2 to this Core Strategy. The trajectory will be updated annually in accordance with the updates of the Strategic Housing Land Availability Assessments (SHLAA) and published in the AMR. The council produced its initial SHLAA in March 2008. The SHLAA will inform the choices of sites that are available to meet the housing target.

9.30 In accordance with national guidance, monitoring will continue to assess progress in achieving the plan objectives. The contributions of the policies of the Core Strategy and subsequent DPDs in achieving these objectives will also be monitored. Where practicable, targets relating to the implementation of policies will be established and progress towards achieving these targets will be measured using local and core indicators in the AMR. Where it is shown that the HBLDF policies are not delivering the vision for the borough then they will be reviewed.

9.31 Whilst the AMR monitors the HBLDF, there is a comprehensive system for monitoring the overall impacts of the HBLDF on the wider community objectives and ultimately the vision for the borough. The Comprehensive Area Assessment (CAA), Local Area Agreement (LAA) and

the Multi-Area Agreement (MAA) are mechanisms that all link together to help partnerships to be focused on common area based objectives. The processes are also used by government to measure the improvements in place making of each area and as a mechanism to allocate funding.

9.32 The new performance framework for local government has introduced the LAA as a three-year statutory agreement between local authorities and central government, setting out priorities for action to deliver the Sustainable Community Strategy Forward Together. Havant Borough Council is a partner in the Hampshire LAA (2008-2011). The themes of Forward Together and this Core Strategy are linked to the eight themes of the Hampshire LAA. Within the themes, 33 national indicators plus 16 statutory education targets have been selected that will be the focus for action. This Core Strategy will need to focus on addressing the relevant targets and progress monitored through the AMR.

Table 9.2 - Strategic Infrastructure Implementation

Infrastructure Type	Project	Lead Provider	Cost / Funding Source	Timing	Progress
Health - (Hampshire PCT Operational Plan 2008/09 – approved 27/03/08)	Bosmere GP Surgery – new	Hampshire PCT		2008	Complete
	Cowplain GP Surgery improvements	Hampshire PCT	£525,000	2008/09	Planning permission granted
	Havant Health Centre – refurbishment, eventually replaced in 5 -10 years	Hampshire PCT	£1.5m	2010/11	
	Oak Park Community Hospital	Hampshire PCT	£800,000 allocated for equity and equipment. £3.075m allocated for initial capital programme	2011 onwards?	Planning permission granted
	Havant War Memorial Hospital – closure	Hampshire PCT	Capital receipt from closure and redevelopment will be used to improve facilities on another site	2011/12	
	Emsworth Cottage Hospital – closure	Hampshire PCT	Capital receipt from closure and redevelopment will be used to improve facilities on another site	2011/12	
Education	Havant College redevelopment – upgrading – 17,200 m^2 new area	Learning and Skills Council	£43m (funding frozen by government)	2011 onwards	
	Plant Farm - Waterlooville new primary school (1)	HCC and S106	£6.7m	Earliest 2010- 2014	
HCC 2009, p.21	Rebuilding, remodelling and refurbishment.	HCC (Building Schools for the	Up to £80m (for Havant and Horndean)	Within 5 years	

Infrastructure Type	Project	Lead Provider	Cost / Funding Source	Timing	Progress
HCC 2009, p.39		Future programme – funding frozen)			
	Recreational and learning facilities associated with the proposed Havant Thicket Reservoir	HCC, HBC and Portsmouth Water Company	£2m		Planning application expected during 2010
Community HCC 2009, p.32	Community Centre, Plant Farm, Waterlooville	Developer	£560,000 (est. construction cost) S106 agreement with developer £1.2m		
	Improvement of libraries Waterlooville, Havant, Hayling Island and Leigh Park (funding programme also includes Aldershot)	Lottery funding and HCC	The lottery grant funding this work across the 5 sites is £1,245,804 The County Council is providing £238,668		Work began in March 2009
Water HCC 2009	Havant Thicket Reservoir combined with green infrastructure	Portsmouth Water Company	£53m		Planning application expected prior to 2026
	Additional water treatment infrastructure at Kingscroft Farm and Bedhampton Springs Bedhampton	Portsmouth Water Company			
Waste Water	Budds Farm Sewage Treatment Works upgrade to meet the Urban Waste Water Treatment Directive in respect of nitrogen and nitrate levels in the effluent	Southern Water	Southern Water prices subject to OFWAT approval	By 2015	Subject to OFWAT approval of Southern Water Business Plan 2010 - 2015
Transport	A3 ZIP Bus Priority Corridor – Cosham – Waterlooville – Horndean	HCC		2009	Completed – information enhancements to be provided

Infrastructure Type	Project	Lead Provider	Cost / Funding Source	Timing	Progress
	Cross-borough Premium Bus Network	HBC, HCC, TfSH, Bus Operators	TfSH undertaking Feasibility study with consultants Mott Gifford		Ongoing
	Improved travel/personalised travel information – Xephos powered dedicated HBC web portal	HBC, HCC, TfSH	Funding ongoing	Ongoing	
	Havant railway station – replacement pedestrian bridge	HCC	£800,000	May 2013	In design stage
	Warblington railway station – pedestrian footbridge	Network Rail - HCC	Sustainable Travel contributions – HCC – Network Rail	2012/13	GRIP Stage 3 – agreed in principle – awaiting funding decision
	Encouraging walking	HBC, HCC, TfSH	LTP3, S106	2010 ongoing	Ongoing lighting, surface, signage and educational improvements – HBC developing walking and cycling strategy
	Improvements to cycle network	HBC/HCC	HBC/HCC/HBC S106/HCC S106/Sustrans	2009 – 2012 ongoing	Ongoing HBC priority – specific schemes identified and being developed in walking and cycling strategy
	A3(M) Junction 3 – part Signalisation	HCC	Developer funded from West of Waterlooville MDA	2010 -2012	In design
	Workplace travel planning – Requirement of major planning proposals	HBC	Government grant, HCC, HBC	2009 - 2011	HBC co-location project at the Public Service Village leading project with 25% more staff and less parking –

Infrastructure Type	Project	Lead Provider	Cost / Funding Source	Timing	Progress
					smarter working initiative
	A3(M) – A2030 junction improvement (Rusty Cutter junction)	HCC, SEEDA	SEEDA /developer funded	2009 - 2012	
Flood and Erosion Risk Management	Coastal defences will be identified through the ongoing development of the North Solent Shoreline Management Plan (SMP) and delivered through the Coastal Flood and Erosion Risk Management Strategy (CFERMS). Catchment Flood Management Plans (CFMP) address other forms of flooding, in particular fluvial and groundwater	Environment Agency in partnership with the local authorities	Cost and indications of public funding will be set out in the SMP, CFERMS and CFMP	SMP by 2010 CFMP – final draft awaiting public release by the EA	
	South West Hayling Island Beach Management Plan	Havant Borough Council	Havant Revenue Budget with SCOPAC contribution	Estimated completion date: April 2012	Topographic surveys collated, 500 tracer pebble trial released
	Eastoke Point Coastal Defences	Havant Borough Council	Capital Grant, Flood Defence Grant in Aid	Estimated design completion date: March 2012, estimated construction start date: Summer 2012	Preliminary work, surveys and investigations completed preferred option to be designed during summer 2011

Infrastructure Type	Project	Lead Provider	Cost / Funding Source	Timing	Progress
Telecommunications	21st Century Network	BT	BT	Spring 2010	Waterlooville and Havant telephone exchanges have been upgraded for high speed broadband. Hayling Island requires updating
Gas utility Company (Southern Gas Networks)	Mains replacements	Southern Gas Networks	Southern Gas Networks	ongoing	
Green Infrastructure	Marine Bill Coastal Access Initiative - Access to the borough's 48km of coast is acknowledged in the PUSH GI Strategy under both projects C2 and U9 in relation to the foot/cycle network to serve Portsmouth and the borough.	PUSH/HCC/HBC	TBC	During the Plan period	Identified in the PUSH Green Infrastructure Strategy
	Hayling Island, Habitat Creation - Areas on the north of the island have potential for intertidal habitat creation to offset coastal squeeze. Acknowledged in the PUSH GI Strategy under both projects C2 and U9	PUSH/HCC/HBC	TBC	During the Plan period	Identified in the PUSH Green Infrastructure Strategy
	The Forest of Bere (Creech Wood) and Links to South Downs is acknowledged in the PUSH GI Strategy (F1)	PUSH/HCC/HBC	TBC	During the Plan period	Identified in the PUSH Green Infrastructure Strategy
	Portsdown Hill - acknowledged in the PUSH GI Strategy (F3)	PUSH/HCC/HBC	TBC	During the Plan period	Identified in the PUSH Green

Infrastructure Type	Project	Lead Provider	Cost / Funding Source	Timing	Progress
					Infrastructure Strategy
	Havant Thicket Reservoir – Sub-regionally critical site for water and GI with Multiple benefits. The importance of the project is acknowledged in the PUSH GI Strategy (F10)	PUSH/HCC/HBC/PWC	TBC	During the Plan period	Identified in the PUSH Green Infrastructure Strategy
	A3(M) Corridor - acknowledged in the PUSH GI Strategy (U13)	HA/PUSH/HCC/HBC	TBC	During the Plan period	Identified in the PUSH Green Infrastructure Strategy
	Multi function stream enhancements - The importance of the project in terms of greening the urban area, as an important habitat and a foot/cycle route is acknowledged in the PUSH GI Strategy (U14)	EA/PUSH/HCC/HBC/PWC	TBC	During the Plan period	Identified in the PUSH Green Infrastructure Strategy

(1) Site adjacent to borough boundary in Winchester City Council area

Reference: Hampshire County Council (2009): Hampshire Non-transport Infrastructure Study

10. Development Management Policies

10.01 The development management policies must be used in conjunction with the strategic policies CS1 to CS21 when determining planning applications. The development management policies complement the strategic policies with locally relevant detail that is not found in national planning policy and regional planning policy. Where else to look boxes are used extensively throughout the chapter to signpost users to the relevant national level policy and other background relevant to the particular topic. The development management policies follow the seven themes of the Core Strategy wherever possible.

Health and Wellbeing - Community Facilities, Recreation and Open Space

DM1 Recreation and Open Space

Development of existing open space, including play spaces, playing fields, pitches, courts and allotments, for alternative uses will only be permitted where the following criteria can be met:

1. **It has been demonstrated that there is a surplus of provision according to the local standards set out in the council's Open Spaces Plan or any subsequent review of the plan; and**
2. **It has been demonstrated that the land cannot reasonably be converted to another type of open space for example green infrastructure for which the council's Open Spaces Plan has identified a deficit.**
3. **If the land has been identified within the South East Hampshire Coast Brent Goose Strategy (2002) as providing habitat for Brent Geese then it must be demonstrated that any impact on this habitat can be fully mitigated.**

or

Where there is no identified surplus of the original type of open space, contributions to new provision of an equivalent or improved standard, both in terms of quality and quantity, will be required in line with the council's Open Spaces Plan and developer contributions policy.

10.02 Where it is proposed that compensatory provision will be provided locally, it should be of the same type that has been lost to development or be of the same or improved quality and quantity and address an identified need. This provision should take account of local requirements identified in the Open Spaces Plan. When considering proposals to develop open spaces it is advisable that the council's open spaces team is consulted at the outset regarding the re-provision of open space. Before considering development of open spaces of any type, reference should be made to the Open Spaces Plan to assess the local community's requirements in relation to the specific type of open space. A review of the Open Spaces Plan is currently underway.

10.03 Regarding the development proposals affecting children's play space, assessments of surplus play space should be based on the catchment area of the play space proposed. Factors such as heavy traffic, absence of bridges and subways across roads and railways, watercourses and groups of large buildings will need to be taken into consideration as these barriers will restrict the extent of the catchment area.

10.04 Golf courses are not included as they are single-use recreational spaces and are all private except for the municipal course at Crookhorn, which is owned by Portsmouth City Council.

Where else to look:

PPG17: Planning for Open Space, Sport and Recreation: Government Guidance PPG17 provides the basis for planning policy and the protection of open space. One of its main requirements is for each council to produce an audit of the open spaces within its area to assess where there are deficiencies so that additional provision can be focused. The overriding principle is to retain open space unless an assessment has been undertaken which clearly shows that the open space is surplus to requirements.

Havant Open Spaces Plan and PPG17 Assessment: The Havant Open Spaces Plan 2006 audits and assesses the existing open space within the borough.

School Standards and Frameworks Act 1998 (Section 77): School and college open spaces and private sports grounds are included in the Open Spaces Plan even though they may not be currently available for public use. However, public use could be allowed via a Community Management Strategy. In accordance with the requirements of S77 of the School Standards and Framework Act 1998, Hampshire County Council may seek the development of playing fields to rationalise its land holdings as a means of financing recreational and educational improvements. Where such compensatory proposals come forward to offset the loss, the council expects the new or enhanced sports or recreational facilities to be made available for public use provided this does not prejudice the educational efficiency of the school.

National Playing Fields Association: An organisation dedicated to protecting and improving outdoor sports and play spaces.

Small Holdings and Allotments Act 1908: Under the requirements of the Smallholdings and Allotments Act 1908 and the Allotments Acts 1922–1950, when considering proposals to develop land currently or last used for allotments, applicants should be aware that allotments carry their own statutory protection and therefore any application to dispose of allotments will need to demonstrate due consideration of this matter in addition to any policy requirements. The council will require matters relating to the disposal of allotments to be resolved prior to the submission of a planning application.

The Hampshire and Isle of Wight Brent Goose Strategy: Identifies sites within the borough which provide habitats for Brent geese. These sites often comprise large areas of open space and the presence of Brent geese is likely to affect their potential for development. This is available to from the Solent Forum website.

DM2 Protection of Existing Community Facilities and Shops

Development proposing the change of use or loss of any premises or land currently or last used as community services and facilities, including local shops, will only be permitted where both the following criteria can be met:

1. **It has been demonstrated, through an active marketing process that the premises or land are no longer viable for their authorised use or any other use which would provide a beneficial facility to the local community.**
2. **The facility is no longer required for a community use or that there is an easily accessible existing or new facility for the community it is intended to serve.**

10.05 Where a marketing exercise is required, planning permission will be granted where the applicant demonstrates that they have robustly marketed the land or building. In the case of local shops within identified local centres and small local shops meeting everyday shopping needs outside all identified centres, the premises must be marketed for at least six months. A marketing period of at least 12 months is required in the case of any other community facility or shop in a primary or secondary retail frontage.

10.06 It is important that the marketing of the existing land or buildings explores all alternative community uses; that the marketing price is realistic; the marketing has been appropriate and genuine; and that a record of all the marketing is presented with the application proposal. The type and scale of marketing should be commensurate with the scale of the facility proposed to be lost. The council will expect that, for proposals on sites involving community services and facilities and shops in primary and secondary retail frontages, the marketing exercise should be completed for a minimum of 12 months. Local shops require a lesser period of six months. In all cases the marketing process requires as a minimum:

i) Confirmation by the marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time as set out by the council.
ii) Dated photographs of marketing board/s on the premises of an appropriate quality, size, scale, location and number during this time.
iii) An enquiry log, how it was followed up and why it was unsuccessful.
iv) A copy of all advertisements in the local press and trade journals (should be at least four weeks' worth of advertisements, spread across a six month period).
vi) Evidence of marketing via the internet.

10.07 The period of marketing must have ended on a date within the six months prior to the date the planning application was submitted. In some instances where the proposal includes the loss of a significant facility, the marketing process may need to be extended; the advice of the council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that should be explored.

10.08 Policy DM2 refers to shops located within the primary and secondary frontages of centres identified in policy CS4 as well as small local shops located outside these centres that meet everyday shopping needs. Policy DM2 also relates to community facilities including health and education facilities, places of worship, community halls and public houses. These uses typically fall within D1 of the Use Classes Order. It is recognised that there can be potential social, environmental and economic benefits from changing the use of land and buildings. The dynamic nature of our society will change how, when and where it accesses different uses. It is therefore important that existing uses are controlled so that community and leisure uses are not lost in locations that the community can easily access, just because another use is more profitable in the short term. Such changes can be damaging to the community and the environment in the longer term and therefore need to be considered in detail. When proposing the change of use or loss of any premises or land currently or last used as community services and facilities, applicants will need to demonstrate that the premises are no longer required for the current or previous use and that it is not suitable for any alternative community use. In determining whether a community facility is required by the local community, applicants will be required to carry out a consultation exercise, the extent of which should be determined in consultation with the council's community or development management teams.

10.09 In the case of the loss of shops located outside the primary and secondary frontages it is recognised that a series of vacant units can be damaging to the vitality and viability of an area. The intention is to maintain an active frontage that contributes to the surrounding local community. A reduced marketing period of six months is therefore required. It is considered that

in the case of a retail unit, this will be sufficient to ascertain whether an alternative retail use is viable. If the premises are no longer required for retail purposes, priority will be given to alternative uses which contribute to the general vitality and viability of the area. In the case of all other community uses, a longer marketing period is required. There are fewer buildings in general community use, for example public houses and village halls and once lost, will be harder to replace in the future.

10.10 It is recognised that some community facilities are located in areas proposed for redevelopment which can bring about wider community benefits. Where the loss of a facility is proposed as part of a wider redevelopment for which there is a recognised need, justification for the loss of the facility will still be required.

Where else to look:

PPS1: Delivering Sustainable Development: The provision of good quality and easily accessible community facilities is important in creating sustainable communities.

Policy CS1 encourages the effective use and enhancement of community centres.

Town and Country Planning Use Classes Order 1987;
Town and Country Planning (Use Classes) (Amendment) (England) Order 2005;
The Town and Country Planning (Use Classes) (Amendment) (England) Order 2006

Promoting Havant Borough's Economy

DM3 Protection of Existing Employment and Tourism Sites

1. The change of use or development of land or premises currently or last used for B use class employment purposes to non-B use class employment will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for B use class purposes. Where it is clearly demonstrated that the site is no longer suitable for B use class employment, other types of economic development should be considered in the first instance. These uses will be expected to provide employment opportunities of similar quality and quantity as those which previously existed. Only if another type of economic development cannot be found which provides similar quality and quantity of employment opportunity, will other uses then be considered.

2. The change of use or development of land or premises currently or last used for tourism purposes to non-tourism uses will only be permitted where it has been demonstrated that the land or premises are not fit for purpose and financially unviable for any tourism use.

For both employment and tourism sites this shall be demonstrated through an active and exhaustive marketing process covering at least 18 months for a major site and 12 months for all other sites.
In all cases the marketing process requires as a minimum:

i) Confirmation by the marketing agent on headed company paper that the premises were appropriately and extensively marketed for the required length of time as set out by the council.

ii) Dated photographs of marketing board/s of an appropriate quality, size, scale, location and number, during this time, on the premises.
iii) An enquiry log, how it was followed up and why it was unsuccessful.
iv) A copy of all advertisements in the local press and trade journals (should be at least four weeks' worth of advertisements spread across a six month period).
v) Evidence of marketing via the internet.

10.11 It is important for the economy of the borough to protect existing employment sites that are fit for purpose. Policy criteria CS2.5 and DM3.1 only safeguard B use classes namely offices, manufacturing and warehousing. However, the council does recognise that significant employment opportunities are provided by other forms of economic development. Economic development must provide jobs, generate wealth or produce an economic output. Therefore redevelopment of existing employment sites for other types of economic development will be considered once it has been demonstrated through a vigorous and exhaustive marketing exercise that the site is not fit for purpose for B use employment purposes. This flexible approach will prioritise uses which enhance the borough's business offer or reduce barriers to employability such as childcare facilities. The proposed redevelopment should provide new full time equivalent jobs of a similar number and quality as those existing or previously existing on site.

10.12 Other uses that are not a type of economic development, such as housing, will only be considered once all forms of economic development have been duly considered.

10.13 A flexible approach to complementary uses should be taken. The type and scale of marketing should be commensurate with the scale of the employment floorspace proposed to be lost. Therefore the council will require evidence that a marketing exercise has been carried out for at least 18 months for a major site and at least 12 months for other sites. A major site is defined as being over one hectare in area or containing over 1000 square metres of commercial floorspace. Evidence is required that the marketing price is realistic and that the marketing has been appropriate and genuine. A record of all the required marketing will need to be presented with the application proposal. Where an existing firm is relocating elsewhere within the borough, maintaining or increasing employment numbers will be acceptable.

10.14 The period of marketing must have ended on a date within the six months prior to the date the planning application was submitted. In some instances, where the proposal includes the loss of significant employment or tourism floorspace, the marketing process may need to be extended. The advice of the council should be sought prior to the commencement of any marketing campaign to ascertain the period and extent of marketing required and to discuss the extent of alternative uses that should be explored.

Where else to look:

Property Market Review 2007: Assesses the overall quality of existing business sites and industrial estates across the borough and finds out from companies based in the borough what their future accommodation needs are likely to be.

Havant Borough Employment Land Review 2010:
Employment Land Reviews provide a key part of the evidence base for Local Development Frameworks. The ODPM Guidance Note on Employment Land Reviews (2004) confirms their centrality as one amongst a range of tools in the attainment of sustainable communities.

PPS4: Planning for Sustainable Economic Development: Recognises changes in working

patterns, including home working. Changes in working practices mean that it has become easier to set up businesses based at home. The council will encourage such uses where they can be accommodated without impacting upon the amenity of nearby occupants or the character of the locality through, for example, increased traffic, parking, deliveries and noise. Each proposal should be assessed against Policy CS16 to ensure that there is no detrimental loss of amenity. The sustainability benefits of home-based working are recognised with reductions in work-related travel supporting other policies which seek to reduce the need for travel. Policy CS2, which seeks to protect existing employment sites that are fit for purpose, is a key aspect to promoting the borough's economy.

The Good Practice Guide on Planning for Tourism: Details the relationship between planning and tourism.

Policy CS5 sets out the criteria for new tourism development in the borough. Tourist facilities make an important contribution towards the borough's economy and are promoted by policy CS5, which seeks to extend and enhance the range and quality of facilities. This should not be off-set by the loss of accommodation, attractions and facilities elsewhere and the council seeks to control the loss of premises by requiring a thorough marketing process to demonstrate that the use is no longer viable. It is important that the marketing of the existing land or buildings explores all alternative tourism uses, that the marketing price is realistic, that the marketing has been appropriate and genuine and that a record of all the marketing is presented with the application proposal. The type and scale of marketing should be commensurate with the scale of the facility proposed to be lost.

DM4 Static Holiday Caravan Development

Development involving the provision, continued location or improvement of static holiday caravan sites will only be permitted where both of the following criteria are met:

1. **The development would have a close physical relationship to existing caravan sites.**
2. **The caravan is to be used for holiday purposes only and has a limited period of occupancy for a maximum of ten months per calendar year.**

10.15 For the purpose of this policy, it is expected that a close physical relationship will be defined as a visually continuous extension of an existing site.

10.16 It is recognised that static holiday caravans are not always suitable for permanent occupation owing to their location away from local services or owing to their form and setting. The council wishes to maintain a distinction between holiday caravans which contribute to the provision of visitor accommodation within the borough and are often located outside the urban area, and residential dwellings which should be located within existing settlements. Applicants will be expected to enter into an agreement under S106 of the Town and County Planning Act 1990 to ensure the period of occupancy is limited to a maximum of ten months of the year and applicants will be required to maintain and keep available a log of all occupiers during this period. Limited occupancy conditions will also be placed on new holiday accommodation to ensure the correct balance between encouraging tourism and other policy aims of controlling development outside the built up area and achieving high quality living accommodation. Many of the borough's static caravans are located at Eastoke and are adjacent to Chichester Harbour. This area is recognised for its wildlife interests and its susceptibility to flood risk, particularly during the winter months. Where a limited occupancy condition or agreement is entered into, it is expected that the vacant months will be during the winter (between November and February) when protected birds and wildlife are most susceptible to noise and activity. The potential impacts on the landscape and nature conservation designations and the flood risk areas around the coastal zone will be particularly important in determining proposals related to this policy.

Where else to look:

The Good Practice Guide on Planning for Tourism details the relationship between planning and tourism.

Policy CS5 Tourism: A large proportion of the borough's tourist facilities are located on Hayling Island in the form of static caravans. Hayling Island accommodates all licensed static holiday caravan sites in the borough. These range from small back gardens of houses to large, well equipped sites with over 100 caravans. About half such caravans are on sites between Creek Road and Itchenor Road at Eastoke.

PPS25: Development and Flood Risk considers the flood risk associated with development in the coastal zone and ensures that flood risk is taken into account at all stages of the planning process.

PPG20: Coastal Planning: Considers development in the coastal zone. The document refers briefly to tourism.

DM5 Control of Class A3, A4 and A5 Food, Drink and Entertainment Uses

Planning Permission will only be granted for the construction of new entertainment and hot food uses falling within Use Classes A3, A4, A5 and D2 of the Use Classes Order 1987 (as amended) or the change of use of existing premises to a Class A3, A4, A5 or D2 use where it can be demonstrated that all the following criteria are met:

1. **Measures are incorporated, where a proposal includes the preparation of hot food, to mitigate the effect on nearby properties.**
2. **The measures proposed in respect of criterion 1 are such that the installation does not materially detract from the appearance of the building itself and the wider locality.**
3. **The measures proposed in respect of criterion 1 are suitable for the range and nature of hot food to be prepared on the premises.**
4. **The development includes adequate provision for the disposal, storage and collection of refuse, including litter bins for use by customers.**
5. **The development would not result in indiscriminate customer parking and/or traffic movement that would be likely to create hazards for traffic or pedestrians.**
6. **The development would not cause unacceptable disturbance to the occupiers of nearby residential property at times when activity in the immediate vicinity would otherwise be at a relatively quiet level.**
7. **In the case of changes of use, any marketing requirements are met.**

10.17 It is recognised that food, drink and entertainment uses can be important in adding to the vitality and viability of an area for residents and visitors. However, proposals for such outlets can create environmental problems such as noise, fumes and odour, litter, traffic generation and indiscriminate parking. Of particular concern is the effect this can have on residential amenity, particularly when there is a concentration of residential accommodation nearby. The existing mix of uses (including other Class A3, A4, A5 and D2 uses), the provision of public car parking and the existing level of late night activity means that an application for a Class A3, A4, A5 and D2 use may be more acceptable in a town or district centre where there is an increased level of activity. It is acknowledged, however, that even in town and district centres, residents can still expect a certain level of amenity and this will become increasingly important as other policies seek to increase the amount of housing in built-up areas. Applications for Class A3, A4 and A5

uses that would be detrimental to the existing level of amenity by means of increased odour levels, noise, activity and parking will normally be resisted.

10.18 In considering applications for food, drink and entertainment uses, the council will take into account the need for conditions. Where it is considered that the requirements of all parties can be reconciled through the imposition of conditions, appropriate conditions will be imposed to control the hours of opening, the type of food for sale (a sample menu may be requested) and the arrangements to be made for the protection of amenity. Particular regard will be had to the installation of extraction flues. Where a flue is to be installed, it should be demonstrated that the position and height of the flue is such that the visual impact is minimised and that there is no other suitable location.

10.19 Outside the defined primary and secondary retail frontage zones where the concentration of residential accommodation is higher; it is acknowledged that existing levels of noise and activity can be lower. There is less likely to be a range of public parking facilities. In such locations, applications for a change of use of an existing site or building to Class A3, A4 and A5 use should also be assessed against the stricter criteria marketing requirements of other relevant development management policies. If those requirements can be met, the proposal should then be assessed against Development Management Policy DM5.

Where else to look:

Chartered Institute of Environmental Health, Hampshire and Isle of Wight Branch: Planning Applications for Hot Food Premises – Guidelines for Odour and Environmental Control 1996: Food, drink and entertainment uses, as defined by Class A3, A4, A5 and D2 of the Town and Country Planning (Uses Classes) Order 1987 (as amended by the Town and Country Planning (Use Classes) (Amendment) (England) Order 2005) include all proposals for the sale of food or drink for consumption on the premises or of hot food off the premises, for example, public houses, restaurants, wine bars, cafes, snack bars and hot food takeaways.

Guidance on the control of odour and noise from commercial kitchen exhaust systems Netcen for Defra January 2005.

DM6 Coordination of Development

Proposals will only be permitted where they do not undermine the future development potential of adjacent sites.

10.20 The use of urban land should be maximised and carefully planned to ensure the development potential of future sites is not compromised. Proposals should not prevent future access to potential development sites or prejudice future schemes. It is important that the most effective use is made of urban land and to ensure allocated sites can be delivered. Improvements and regeneration opportunities within urban areas will be accommodated through more efficient use of land.

10.21 Development should not be piecemeal or prejudice the potential for the satisfactory development of a larger area. Piecemeal schemes which avoid the need for developer contributions will be refused.

Where else to look:

PPS1: Delivering Sustainable Development: Promotes the efficient use of land to ensure sustainable development.

PPS4: Planning for Sustainable Economic Development: Promotes more sustainable patterns of development, ensuring that locations are fully exploited through high density, mixed use development and promoting sustainable transport choices.

Havant Town Centre Urban Design Framework: The purpose of the framework is to set out design principles for the development of Havant Town Centre.

Leigh Park Strategic Framework 'From Housing Estate to Sustainable Community.'

Leigh Park Centre Environmental Improvements: Havant Borough Council and Hampshire County Council are working in partnership on the preparation of environmental improvement proposals for Leigh Park Centre, Havant.

Waterlooville Town Centre Urban Design Framework

Public Realm Design Framework (PRDF): The framework looks at our streets and open spaces and shows possible improvements for important areas in the borough. The PRDF establishes the relationship between streets and squares, town centres and parks and proposes common design details for key areas.

Housing

DM7 Elderly and Specialist Housing Provision

Within the defined urban areas development specific to the requirements of the elderly, people with disabilities or other forms of specialised supported housing provision will only be permitted provided that the following relevant criteria are met:

1. **It is demonstrated that appropriate levels of on-site amenity space are accessible for residents' use which provides a satisfactory outlook for all residents.**
2. **A setting for the building is provided which is in keeping with the surrounding area.**
3. **Sufficient space for servicing is provided.**
4. **Services that may generate noise and disturbance (such as laundry rooms, kitchens and refuse storage) are located and designed to avoid undue disturbance to the amenities of neighbouring properties.**
5. **The development would not result in a concentration of such uses in one of the five areas of the borough or an over-concentration within each of these areas.**

Outside the defined urban areas, proposals for sheltered housing, facilities for the active elderly and for people with disabilities will only be permitted where the development involves an extension to existing facilities.

Lifetime Homes and Extra Care Housing that will contribute to the provision of accommodation for the ageing population will be encouraged providing they comply with all other relevant policies.

10.22 In this instance, amenity space is defined as landscaped spaces within the development as opposed to public open spaces which differ in how they are used. Proposals for elderly or specialist forms of accommodation need to enable residents to enjoy amenity space within the grounds of the development. A satisfactory outlook consists of an area of landscaped space consisting of a mix of trees and planting where appropriate. Residents should be able to enjoy the outlook from their individual rooms.

10.23 Different types of facility have varying requirements. Proposals for rest/nursing homes and some facilities for people with disabilities will be expected to provide a central area for bin stores and parking requirements may be lower. The siting of these facilities will also need to take account of the likelihood that residents will be less able to leave the site and therefore well landscaped gardens will be of significant importance in order to ensure residents have access to high quality spaces with a high visual amenity. Access to local services will be of less importance to this type of facility.

10.24 In the case of other types of accommodation for people with disabilities and in sheltered housing which can take the form of flats or individual units such as bungalows, bin stores will need to be provided and the parking standards for this type of facility are higher to take account of more mobile residents.

10.25 In the case of flats, areas of well landscaped gardens will be important to ensure that residents have the opportunity to access amenity space on site. In the case of bungalows, the expectation will be that in-curtilage amenity space will be provided commensurate with the size and scale of the individual unit.

10.26 It is recognised that the occupiers of some specialist housing often require access to local services including shops and health facilities and public transport routes. Development for sheltered housing, facilities for the active elderly and for the disabled will be encouraged towards locations where these services can be accessed by non-motorised modes of transport so that a degree of independence can be maintained.

10.27 Elderly and specialist housing development will be expected to comply with other housing policies, including those which contribute towards the provision of 6,300 new homes in the borough and those which seek to deliver appropriate levels of affordable housing.

Where else to look:

Servicing includes bin stores, parking, cycle stores and mobility vehicle stores where necessary. Bin stores should meet the council's bin store requirements and parking should meet the council's adopted standards which can be found in the Residential Car Parking and Cycle Provision SPD. In some facilities such as nursing homes, parking for visitors and commercial/delivery vehicles will be required.

The population forecasts for the borough show an expected rise in the proportion of elderly up until 2026. The ageing population together with in-migration of retirees results in a specific need that must be addressed. This issue is most pronounced on Hayling Island but remains a borough-wide issue. Lifetime Homes and Extra Care Facilities will be particularly encouraged owing to their flexibility and ability to provide for a variety of needs and individual care requirements. Further detail on Extra Care Housing has been produced by Hampshire County Council in The Partnership for Extra Care Housing in Hampshire.

Affordable Housing

Where else to look:

Policy CS9 states that development should meet a target of 30-40% affordable housing and the reasoned justification to support this policy has been explained in Chapter 6 of the Core Strategy. Chapter 6 explains the viability issues surrounding affordable housing which have informed the policy approach.

PPS1: Delivering Sustainable Development and PPS3: Housing look at the issue of mixed communities. Large developments with a large proportion of affordable housing are unlikely to provide a mixed community as effectively as those developments that incorporate a reasonable proportion of market housing. This is particularly important in areas where there are already high proportions of affordable housing provision. PPS1 and PPS3 support the importance of creating mixed communities and ensuring community cohesion is considered. Mixed tenure communities are important in delivering this.

Similar considerations apply to how affordable housing is distributed and provided within a site. The concentration of the entire affordable housing provision within one or a small number of areas will not make a positive contribution to a mixed community and lead to the actual or perceived segregation between tenure splits. An established approach is known as 'pepper-potting' the affordable housing throughout the development. For ease of management by affordable housing providers this is typically provided in small groups, spread throughout the development.

Loss of Dwellings

Where else to look:

The South East Plan: Policy H1 and Policy CS9 of the Core Strategy sets the target for housing provision over the plan period. The requirement to provide 6,300 new homes between 2006 and 2026 should not be offset by reductions in housing stock. Existing housing stock should be retained to the greatest possible extent since avoiding the waste of built resources is one of the principles of sustainable development. In addition, the individual and cumulative loss of housing stock within the existing urban areas is likely to increase pressure and demand for the use of greenfield sites in order to meet the housing target set in the South East Plan. Conversions of suitable existing buildings make a significant contribution to urban capacity but may not be feasible in some cases owing to the costs of development relative to property values. It is also important to make the best use of housing stock by modernisation, in accordance with the aim of sustainable development, but again this is not always cost effective. In these cases, the council may require the submission of financial details in order to justify the loss.

Policy CS9. The council will resist applications for the conversion of two smaller dwellings into a larger, single household as this will offset the requirement to provide 6,300 new homes. There is an ongoing trend in declining household size and maintaining a stock of small flats and houses is important to meet the needs of smaller households and first time buyers. Unless it can be demonstrated that there is an overriding need which will result in wider community benefits, proposals for the conversion of two dwellings into one will be refused.

The demolition of dwellings could be justified to provide sites for other development to meet local community needs where other suitable locations are unavailable. In such cases, full

written justification should be provided including a justification of the need for an alternative use.

Space Standards, Density and Range of Houses

Where else to look:

PPS3: Housing: Identifies the key characteristics of a mixed community (paragraph 20) and also looks at the effective use of land for housing (paragraph 40). The density and type of housing to be provided is important in ensuring the efficient use of land. Policy CS9 and housing development will be monitored to ensure an appropriate balance between small, medium and large homes is being achieved taking into account identified housing need and the need to develop mixed communities. The type and tenure of housing will also be monitored. Should monitoring reveal an over supply of particular house types or a need for smaller homes then development would be expected to reflect these requirements. Where a proposal is limited in the type of accommodation proposed, developers are encouraged to incorporate flexible and extendable housing design to adapt to changing household requirements.

In more sustainable and accessible areas of the borough higher densities will be expected to ensure compliance with PPS1, which seeks sustainable development and PPS3, which seeks to maximise the use of land in appropriate locations.

Gypsies and Travellers

Where else to look:

Circular 01/2006 (Planning for Gypsy and Traveller Sites): Sets out the policy and legislative background for making provision for Gypsies and Travellers

Policy CS10 identifies the need to provide and protect sites for gypsies and travellers.

Travelling Showpeople

Where else to look:

Circular 04/07 (Planning for Travelling Showpeople): Sets out the policy and legislative background for making provision for Travelling Showpeople.

Policy CS10 identifies the need to provide and protect sites for travelling showpeople. It is recognised that the requirements of travelling showpeople can lead to the need for plots capable of storing large amounts of equipment together with caravans or mobile homes for residential purposes. In addition, occupiers may need to carry out maintenance and repairs on significant amounts of equipment. Where a site is otherwise acceptable, it may be

appropriate to consider the use of further screening to reduce noise levels and the visual impact of stored equipment.

Caring For Our Borough - The Coast and Natural Environment

10.28 The borough has a rich and diverse natural environment with an extensive coastline including two harbours, rivers, streams, open spaces and woodlands. The council recognises the importance of this unique environment and the need to protect and enhance it for both its nature conservation value and its recreation and public access opportunities. At the same time, the current standard of flood protection and water quality needs to be maintained.

DM8 Conservation, Protection and Enhancement of Existing Natural Features

Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness and which addresses all of the relevant criteria as set out below:

1. **Protects natural features of nature conservation and/or amenity importance on the site, for example trees, woodlands, hedgerows, soils, streams, stream corridors, springs, ditches or ponds from damage, destruction and a deterioration in quality.**
2. **Sympathetically incorporates existing features into the overall design of the scheme including measures taken to ensure their continued survival.**
3. **Provides new landscape works that integrate successfully with the local environment and existing natural features, using local materials and plant species and making provision for future maintenance of new landscape works associated with new developments.**
4. **Ensures sequences of greenspaces are maintained and protects the attractiveness and visual amenity of all green open spaces that contribute to the identity of the borough.**

Where else to look:

Havant Borough Townscape, Landscape and Seascape Character Assessment: The council requires all development proposals to include a landscape scheme which should be incorporated into the layout design from the start using the guidance in the Havant Borough Townscape, Landscape and Seascape Character Assessment.

The Havant Borough Council Landscape Checklist for New Development: Explains what is expected of developers submitting proposals to the council to meet the relevant landscaping conditions.

Havant Borough Council Landscape Assessment Sensitivity Report: Is an integrated landscape sensitivity approach used to inform the settlement expansion in Havant Borough.

Tree preservation orders and trees within conservation areas: Trees can define spaces, routes or views, screen out noise or unsightly development, provide shelter on a site and improve local air quality. Existing trees, woodlands and hedgerows are significant to the overall landscape quality of an area, both as landscape features and as individual habitats. Some of these features have protection under the Hedgerow Regulations, Tree Preservation Orders or by being situated in a conservation area. The council will introduce tree preservation orders as necessary to protect existing trees. If the removal of one or more trees is permitted as part of a development a condition may require that replacement trees be planted on or near the site. Developers will be required to protect existing trees to be retained during site clearance and building operations.

DM9 Development in the Coastal Zone

Planning Permission will only be granted for development in the coastal zone which addresses all of the relevant criteria as set out below as shown on the Proposals Map:

1. **Has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINCs and Local Nature Reserves.**
2. **Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast.**
3. **Contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations.**
4. **Upgrades existing footpaths and ensures that public access is retained and provided to connect existing paths along the waterfront where appropriate.**
5. **Would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours.**
6. **Would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.**
7. **Provides recreational opportunities that do not adversely affect the character and appearance of the coast.**

Where else to look:

PPS9 Biodiversity and Geological Conservation: States that planning permission should not be granted where development is likely to have an adverse effect on an SSSI.

PPG17 Planning for Open Space, Sport and Recreation: Provides guidance for planning for recreational facilities, including those which take place in the coastal zone.

PPG20 Coastal Planning: Provides policies for coastal planning and details of relevant legislation affecting development in the coastal zone.

PPS25 Development and Flood Risk: Provides the national policy on avoiding development in areas of flood risk. It also sets out the sequential and exception test that will be applied when considering development proposals in flood risk areas. The accompanying Practice Guide provides a range of more detailed implementation advice.

Good Practice Guide on Planning for Tourism: Does not refer specifically to tourism development in the coastal zone but does consider choosing the right location for tourism development. Given that much of the borough's tourist facilities are located on Hayling Island, it is appropriate to consider this document in conjunction with more specific coastal policies.

Havant Borough Townscape, Landscape and Seascape Character Assessment: This study is part of an initiative to foster a better understanding of the variety of historic, landscape, ecological, social, economic and cultural factors that have created the distinctive character of the borough. When considering proposals for development in the coastal zone, reference should be made to this document to ensure that development is sympathetic to the appropriate character type.

Chichester Harbour Conservancy Design Guidelines for New Dwellings and Extensions: Both Chichester and Langstone Harbours lie partly within the borough and are protected to a large extent by national and local designations. Chichester Harbour was designated as an AONB by the Countryside Commission in 1964 in order to conserve the natural beauty of the area. Any development proposals will therefore be considered against their likely effect on this landscape. Despite this, pressure exists for development within the coastal zone. The coast is one of the borough's most important assets and the council is committed to protecting the remaining areas of undeveloped coast and improving and enhancing the environment of the developed areas. Careful consideration should be given to providing high quality design along the whole coast and for Chichester Harbour; early consultation with the Chichester Harbour Conservancy is encouraged to ensure development accords with best practice design guidance. Within Chichester Harbour AONB major development will only be permitted where there is an overriding national interest and a lack of alternative sites.

Maritime recreation will be encouraged in the Chichester and Langstone Harbours although this should not be at the expense of the visual attributes of the landscape or the natural environment, in line with Policies CS1 and CS11 of the Core Strategy.

The Countryside and Rights of Way Act 2000: Provides the legislative background to AONB designations.

Marine and Coastal Access Act 2009: Seeks to maximise educational opportunities along the coast, including access to the coast for the purpose of recreation. This will often be in

conjunction with water-based recreational activities.

Emsworth Village Design Statement: Design statements are produced by communities to identify local character and set out design guidance to help guide new development.

Northney and Tye Village Design Statement: Design statements are produced by communities to identify local character and set out design guidance to help guide new development.

East Solent Shoreline Management Plan: Like all Shoreline Management Plans, the East Solent SMP is a non-statutory document intended to both inform and be supported by the statutory planning processes. As such it takes account of the diverse interests in the shoreline and establishes a coastal defence strategy that is technically, economically and environmentally sustainable. In due course, the East Solent SMP will be replaced by the North Solent SMP.

DM10 Pollution

Development that may cause pollution of water, air or soil or pollution through noise, smell, smoke, fumes, gases, steam, dust, vibration, light, heat, electromagnetic radiation and other pollutants will only be permitted where all of the following relevant criteria can be met:

1. **The health and safety of existing and future users of the site, or nearby occupiers and residents is not put at risk.**
2. **National air quality standards or objectives would not be breached.**
3. **The water environment would not be detrimentally affected.**
4. **It would not lead to an unacceptable deterioration in the quality or potential yield of coastal, surface and ground water resources.**
5. **External lighting is of the minimum level of illumination and duration required for security and operational purposes.**
6. **External lighting would not interfere with safe navigation in either Chichester or Langstone Harbours and other coastal locations.**

10.29 Some forms of development which can result in pollutants are necessary to the economic and social needs of the borough. This would include some industrial uses which, although necessary, may be detrimental to amenity. Only in instances where the risk is appropriately managed will development be permitted. Consideration will be given to any mitigating measures that could be implemented into development schemes to ensure its effects are sufficiently alleviated. It must be clearly demonstrated that any proposed mitigation measures will be effective and suitably reduce any harm. In some instances this may be through the provision of a buffer zone between conflicting land uses which can minimise harmful effects and can reduce the need for more stringent mitigating measures.

Where else to look:

PPS23: Planning and Pollution Control: is intended to complement the pollution control framework under the Pollution Prevention and Control Act (PPC) 1999 and the PPC Regulations 2000. The council has environmental health responsibilities for pollution together with the Environment Agency.

PPG24 Planning and Noise: Sets out how the planning system can minimise the adverse effects of noise without being unduly restrictive.

PPS25 Development and Flood Risk: Provides the national policy on avoiding development in areas of flood risk. It also sets out the sequential and exception test that will be applied when considering development proposals in flood risk areas. The accompanying Practice Guide provides a range of more detailed implementation advice.

The Environment Agency: Provides a record of pollution incidents in recent years as well as providing advice on land contamination and water quality. Where development proposals pose a threat to the water environment of the borough, full and thorough assessment of this likely risk will need to be demonstrated. Development will not be permitted where it is clear the proposal would have an unacceptable impact on the local water environment. Where the development has the potential to affect a watercourse the Environment Agency will be consulted.

Havant Borough Council Environmental Health: Provides specific advice and guidance on water quality, air quality, noise and pollution.

Circular 04/00: Planning Control for Hazardous Substances: Provides information on the SEVESO II directive which requires member states to introduce controls on establishments where dangerous substances are present above certain quantities.

Sport England: Provides specific information on the planning and development of sports facilities. External flood lighting is often necessary to facilitate the playing of sports outside of the hours of daylight. However, flood lighting can impact adversely on neighbouring residential properties or the surrounding landscape. Careful consideration will need to be given to measures which mitigate these impacts. Where appropriate mitigation is not possible development which results in harmful light pollution will not be permitted. The standard of lighting is dependent on the standard of play and particular sports. It is, therefore, essential to determine the sports to be played at an early stage in the planning process in order that sufficient mitigating measures can be worked into the development proposal. It is advisable to contact the governing body for the relevant sport to determine what type of lighting is required.

See also British Standards:
BS 4142: Method for rating industrial noise affecting mixed residential and industrial areas
BS 5228-1: 2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites: Noise
BS 5228-2: 2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites: Vibration

Chartered Institute of Environmental Health, Environmental Protection: Provides information on environmental protection, including contaminated land, water, industrial pollution and noise.

Flood Defence and Coast Protection Works

Where else to look:

PPG20: Coastal Planning: Provides policies for coastal planning and details of relevant legislation affecting development in the coastal zone, including flood defence and coast protection works.

Havant Borough Council Policy Statement on Flood and Coastal Defence: The government has directed that each operating authority publishes a policy statement setting out how government policy aims and objectives on flood and coastal defence (sea defence and coast protection), are to be implemented in their area. The council has published a policy statement that fulfils this aim.

East Solent Shoreline Management Plan: Flood defences and coast protection works, by their nature, alter the natural river and coastal processes. This disruption is not considered appropriate unless people or properties are at risk from flooding or erosion. Adverse effects may be felt at some considerable distance from the works undertaken and may impact on the natural or the built environment or both. These impacts should be taken into account when considering proposals for flood defence and coast protection schemes. The East Solent Shoreline Management Plan (1997) will be superseded by the North Solent Shoreline Management Plan in 2010. The Shoreline Management Plans are produced by the Environment Agency and set out the policy for managing the shoreline including that for borough. The Environment Agency also produces more detailed strategy plans to indicate how these policies will be implemented. The council will not permit flood and coast protection works that conflict with these policies or reduce the future options of operating authorities managing the shoreline.

Havant Borough Townscape, Landscape and Seascape Character Assessment: Chichester Harbour is an Area of Outstanding Natural Beauty (AONB) and other areas of the borough have been identified as having particular landscape character as identified in the assessment. For these reasons, flood defences and coast protection works should not be alien to their surroundings and the siting, design and materials should be appropriate to the locality, in accordance with Policy CS16 of the Core Strategy.

Policies CS11 and CS12: Both Chichester and Langstone Harbours are protected owing to their international nature conservation importance. Nature Conservation Protection Policies and the Habitat Regulations apply to flood and coast protection works and therefore works should not impact detrimentally on nature conservation interests in these areas.

New flood defence and coastal protection works may require an Environmental Impact Assessment. The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 provide the legislation for assessments.

Historic Environment

10.30 The borough has a rich and diverse historic environment, comprising over 280 listed buildings, 14 conservation areas, almost 40 historic parks and gardens, over 80 buildings of local interest and archaeological sites of national and local importance. The council has certain statutory duties in respect of the historic environment and even where no additional statutory controls exist, for example in the case of historic parks and gardens, the council should consider this as a material consideration in the determining of planning applications.

10.31 Much of the policy background relating to the historic environment is contained within PPS5 and Core Strategy Policies CS11 and CS16. It is not considered necessary to repeat this information in the form of development management policies. Instead this chapter contains a series of links to the relevant legislation, policies and supporting information.

Listed Buildings

Where else to look:

The Planning (Listed Buildings and Conservation Areas) Act 1990 provides the legislative background for listed buildings.

English Heritage: Listed Buildings provides extensive information on listed buildings, their designations and their policy background.

PPS5: Planning for the Historic Environment provides the legislative background to the listed building process. Once a building has been listed or is the subject of a Building Preservation Notice, consent is normally required for works including demolition, alteration or extension. The advice of the council should be sought prior to any works being undertaken.

The Association of Local Government Archaeological Officers UK provides information for the analysis and recording for the conservation and control of works to historic buildings.

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough states that statutory and non statutory designations should be used to manage development in or adjacent to listed buildings.

Policy CS16 High Quality Design provides design criteria for new development, including that which affects a listed building.

The Listed Buildings Statutory Register provides information on the council's listed buildings. There are more than 280 listed buildings in the borough which all contribute significantly to the character of the area. Details of each building can be obtained from the council's development management team.

The Planning Application Checklist provides guidance on what is required when submitting a planning application. In addition to these requirements, where the loss of features has been agreed, the council will require a scheme of recording to be agreed prior to any works being carried out. The recording should then be carried out in accordance with the agreed schedule. Applications for changes of use must be accompanied by full drawings in order that the impact of the proposed use on the fabric of the building can be fully assessed. Applications for planning permission and listed building consent must include drawings and plans which show the impact of the proposals on features of special interest. The council will normally expect an applicant to submit concurrent and related applications for planning permission, listed building consent and building regulations consent. The proposed ways of achieving building and fire regulation requirements will also need to be made clear before an application can be determined.

Conservation Areas

Where else to look:

Section 69 Planning (Listed Building and Conservation Area) Act (1990) provides the legislative background which states that local authorities have a duty to designate as conservation areas, any areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance

PPS5: Planning for the Historic Environment states that the council has a statutory duty to preserve the character and appearance of conservation areas

English Heritage: Conservation Areas identifies key aspects of good practice that need to be taken into account by local planning authorities. It also provides advice on how to manage change in conservation areas and notes that the designation of conservation areas does not prevent change. In some instances development may be beneficial, particularly in gap sites. The potential for development should be a stimulus for high quality design and be seen as an opportunity for enhancement.

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough states that statutory and non-statutory designations must be used to manage development close to conservation areas.

Policy CS16 High Quality Design provides design criteria for new development, including development in conservation areas.

Conservation Areas in Havant lists each of the conservation areas in the borough. The special architectural character and historic interest of each of the borough's conservation areas is described in individual conservation area appraisals. Each proposal will need to be judged on its own merits and assessed against a conservation area appraisal, whilst having regard to the special character of that area.

The Planning Application Checklist provides a checklist for applicants submitting planning applications in conservation areas. All applications for demolition should be accompanied by a planning application for redevelopment and only applications for full planning permission are considered appropriate in conservation areas.

Historic Parks and Gardens

Where else to look:

English Heritage: The national body dealing with heritage provides information on designations, management and policies.

PPS5: Planning for the Historic Environment sets out the principle of protecting historic parks and gardens and provides information on grading

Hampshire Gardens Trust.

Hampshire Historic Parks and Gardens provides information and links to the historic parks database. Almost 40 historic parks and gardens have been recorded in the borough, contributing to the attractiveness and character of the urban landscape and the countryside while also being of value for wildlife. Some parks have been largely developed such as Purbrook Park School and Stakes Hill Lodge. However, where open spaces still remain they provide the settings for historic buildings such as The Manor House, South Hayling, the park at Hollybank House and the park at Wade Court which takes advantage of views over Chichester Harbour. Leigh Park Gardens, which form part of the Staunton Country Park, is the most significant designed landscape in the borough and is classified as Grade II* in the Register of Parks and Gardens of Special Historic Interest in England which has been compiled by English Heritage. Where relic features remain in either developed or undeveloped settings, the features and their setting should not be lost or replaced since they add to local distinctiveness. Where development is proposed that will affect the setting of a registered historic park or garden, consultation with English Heritage is required.

Policy CS16 High Quality Design provides design criteria for new development, including that which affects historic parks and gardens.

Buildings of Local Interest

Where else to look:

List of Buildings of Local Interest: Buildings on the local list are those which are not statutorily listed because they do not meet the criteria set out in the Planning (Listed Buildings and Conservation Areas) Act 1990 but which have historic or architectural merit and can contribute significantly to local distinctiveness.

PPS5: Planning for the Historic Environment

Havant Borough Register of Buildings of Local Interest: The borough has over 80 buildings which have been identified as being of local interest. These are noted as being landmarks and buildings with architectural merit, historical or cultural associations, townscape quality and relevance to the historic development of the borough. When considering development proposals the council will discourage the demolition of these buildings, have regard to the preservation of their character and expect their settings to be safeguarded to help maintain the sense of place to which they contribute. Repair and

restoration of the existing building will be encouraged. Details of those buildings currently on the list can be obtained from the council's development management team.

Archaeological Sites and Monuments of National and Local Importance

Where else to look:

The Ancient Monuments and Archaeological Areas Act 1979 provides the legislative background for ancient monuments and archaeological sites.

PPS5: Planning for the Historic Environment

English Heritage: Archaeology and Buildings provides information on archaeological sites and their relationship with buildings.

Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough states that statutory and non-statutory designations should be used to manage development affecting scheduled ancient monuments and archaeological sites. Within the borough there are a number of sites of archaeological importance including scheduled ancient monuments at Fort Purbrook and Warblington Church. Important sites which are not scheduled ancient monuments include the Wadeway which connects Langstone to Hayling Island and the Roman villa at Warblington. Where damage to the archaeology can be avoided by modifications to the layout of development, preservation of the remains in situ is preferred. The council will seek to ensure satisfactory preservation, protection and, where appropriate, interpretation of the remains. Where the loss of archaeological remains is justified and agreed, detailed information is required before the remains are lost. Although every effort should be taken to preserve features of archaeological interest it will not always be practical, necessary or desirable to retain all of these in situ on development sites. Thorough recording is therefore essential and this should be based on advice from professional archaeologists. Developers are expected to take the initiative in obtaining advice at an early stage once it is clear that preservation is not justified for archaeological reasons.

Enabling Development and the Conservation of Heritage

Where else to look:

English Heritage provides guidance on development which is proposed contrary to established planning policy in Enabling Development and the Conservation of Heritage Assets. This policy statement clearly advocates a presumption against enabling development unless it meets specified criteria, the most important of which is that the sum of the benefits clearly outweighs the disbenefits. The council recognises that the flexible application of planning and transport policies may assist the retention and upkeep of the historic heritage. However, proposals should not be viewed by applicants as a means of circumventing policies which should otherwise be enforced. English Heritage has become increasingly concerned by the adverse effects of some developments which have been proposed as a means of benefiting heritage assets. Enabling development should only be considered as a last resort. Since the proposal may result in wider disadvantages, it needs to be scrutinised to ensure that these are reduced to a minimum while maximising the conservation benefits. This means evaluating options in relation to the guidance provided by English Heritage. The uses being proposed and the design of the development require careful consideration and guidance should be sought from the development management team at the earliest opportunity.

PPS5: Planning for the Historic Environment. See in particular Policy HE11: Enabling Development

Design

Where else to look:

CABE: The Value of Public Space: Public spaces consist of streets, squares, parks, gardens and other public spaces between and within development. It is important to ensure that adequate provision of public open space is provided. In accordance with Policy CS21 Developer Requirements, new residential development will be required to provide an appropriate scale of public open space and/or formal play space. These could include areas of landscaping, footpaths and cycle ways. These spaces will need to be safe places and considered at the outset of the development process to also ensure they comply with the design principles of Policy CS16 High Quality Design.

Havant Borough Council Public Realm Design Framework: Looks at streets and open spaces and shows possible improvements for important areas in the borough.

Havant Borough Townscape, Landscape and Seascape Character Assessment: Integrated landscape character assessment of the borough.

Havant Town Centre Urban Design Framework: Sets out design principles for guidance of development in Havant Town Centre.

Landscape Checklist for New Development: This document is produced by the Hampshire Local Government Landscape Group to guide submission requirements for external development works in Hampshire.

Waterlooville Urban Design Framework: Provides supplementary planning guidance for new development in Waterlooville.

Safer Places: The Planning System and Crime Prevention (2004): Considers crime prevention and prompting community safety through the planning system.

Infrastructure - Transport

DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

1. **Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.**
2. **Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.**
3. **Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.**
4. **Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.**
5. **Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.**

DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. **Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.**
2. **The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.**
3. **The submission of a transport statement must accompany planning applications to explain changes to travel demand.**
4. **A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.**
5. **In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.**

DM13 Car and Cycle Parking on Residential Development

Residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

DM14 Car and Cycle Parking on Development (excluding residential)

Development will only be permitted where it provides parking for cars, motor cycles and cycles in accordance with the relevant standards. Such parking provision must be appropriately located in relation to the development and be practical for its intended use.

10.32 The non residential car and cycle standards are currently identified in Appendix 5 of this Core Strategy. These requirements are taken from work produced by Hampshire County Council and they comply with PPG13 Annexe D. Planning Policy Statement 4 has replaced parts of PPG13 and will be taken into account. In due course these standards may be replaced by a supplementary planning document.

10.33 For developments which would generate significant amounts of travel, a transport assessment and a company or site travel plan will be required (detailing the approach to minimise the expected traffic impact of new development).

DM15 Safeguarding Transport Infrastructure

Development will not be permitted where it is prejudicial to the future provision of strategic transport infrastructure. Land to be safeguarded will be identified in the Development Delivery (Allocations) Plan or other local development document as appropriate and agreed with the appropriate delivery body.

DM16 Freight Transport

Freight movements resulting from a development should not impact negatively on the environment or the quality of life of those who live and work nearby. Where such developments will have a negative impact on the capacity, operation and safety of transport networks, appropriate mitigation measures should form part of the application for consideration by the council.

1. **Proposals generating significant freight or goods movements should have good access to transport networks. Preferred sites for such development will be those which have the potential for rail access. The provision of rail freight will be encouraged wherever possible. Otherwise, such development should be located where there is ready access to roads which are higher in the road hierarchy and where sensitive areas are less likely to be affected by heavy goods vehicles.**
2. **Proposals should make reference to and be in accordance with, the Hampshire Freight Strategy.**

Transport

Where else to look:

PPG13 Transport: Contains information relating to car parking and promoting sustainable travel choices. The location, design and layout of development can have a major impact on how people travel. Where the need to travel cannot be avoided, the promotion of sustainable modes will be encouraged with most importance placed on non-motorised methods such as walking and cycling. New development will be expected to integrate into the existing public and community transport network and roads should be designed to encourage the use of non-motorised forms of transport. The design and layout should also provide an opportunity to reduce informal, overspill parking from a development which can impact both on highway safety and visual amenity.

Both on and off-site infrastructure improvements can help mitigate any negative impacts of a development on the capacity, operation and safety of transport networks and it is expected that developers will bear the cost of these mitigation measures. Contributions may be used to fund interventions that are linked to the development, although these will not always be local to the development.

PPG13 provides specific guidance on:
Developer contributions at paragraph 83 – 86
Transport assessments at paragraph 23
Travel plans at paragraph 87 – 91
Freight transport at paragraph 45 (2)

PPS3: Housing: National Planning Policy on car parking in residential development is contained in PPS3, particularly paragraphs 16 and 51.

Residential Parking and Cycle Provision SPD: The standards formulated in the Residential Parking and Cycle Provision SPD have involved public consultation and have taken into account the importance of promoting good design, the efficient use of land and actual and expected levels of car ownership, as advocated in PPS3. The standards also take account of locations where cycling and walking should and can be encouraged and in these areas, a lesser provision of car parking is required.

Providing a realistic car parking standard allows parking to be 'designed-in' to development and reduces the potential for future indiscriminate or inappropriate parking both on and close to the development site.

For developments which would generate significant amounts of travel, a transport assessment and a company or site travel plan will be required (detailing the approach to minimise the expected traffic impact of new development).

The Hampshire Local Transport Plan: Sets out the county council's transport strategy for 2006 – 2011.

Policy T11 of the South East Plan: States that the railway system should be developed to carry an increasing share of freight movements. The movement of freight will be considered as part of the planning process and any proposal which will result in the movement of freight should be supported by a statement identifying the type of freight movements and the routes proposed. In the case of a negative impact being identified, mitigation measures should be identified.

Developments that result in significant freight movements should be located in suitable locations close to railways or roads capable of accommodating heavy goods vehicles without having an adverse impact on the character of the area, therefore minimising the potential for these movements to impact negatively on quality of life.

Policy T12 of the South East Plan: Land which has been identified for strategic transport infrastructure will be safeguarded from development which could prevent the future delivery of these schemes.

The Planning Application Checklist: Lists the documents which must be submitted to support a planning application. Developments will promote inclusive access and this shall be demonstrated through the design and access statement. The Non Residential Parking Standards are currently identified in Appendix 5 of this Core Strategy. These requirements are taken from work produced by Hampshire County Council and they comply with PPG13 (Annexe D). In due course these standards may be replaced by a supplementary planning document.

PPS4: Planning for Sustainable Economic Growth: Policy EC8 and EC18 both address non residential car parking and will be used in determining applications and if a supplementary planning document is produced.

Appendix 1: Evidence Based Studies

Evidence Study	Responsibility	Progress
1. Strategic Flood Risk Assessment	Atkins – for PUSH	Completed – March 2008
2. Employment Land Review	Vail Williams – Property Review – PP team for ELR	Completed – March 2008
3. Employment Land Review	DTZ	Completed – February 2010
4. Landscape, townscape and Seascape Character Assessment	Kirkham Landscape Associates	Completed – February 2007
5. Open Spaces Plan	Kit Campbell Associates	Completed – February 2006
6. Landscape Sensitivity Study	Kirkham Landscape Associates	Completed – February 2007
7. Strategic Gap Study	Kirkham Landscape Associates	Completed – March 2008
8. Tourism Study	In house	Completed – August 2007
9. Infrastructure - Stage 1	In house	Completed – July 2007
10. Infrastructure – Infrastructure Delivery Plan	LSP/HCC/HBC	HCC baseline study published November 2009. Delivery Plan ongoing
11. Strategic Housing Land Availability Assessment	In house	1st Edition March 08, 2nd Edition December 08, 3rd Edition December 09
12. Housing Market Assessment	DTZ - PUSH	Completed 2006. Updated December 2008. Annual Review Completed 2009.
13. Habitats Regulations Assessment	UEA	Screening Report completed – June 2009. Appropriate Assessment ongoing
14. Transport Impact Evaluation	Peter Brett Associates for Harbour authorities (PCC, HBC, GBC & FBC)	Stage 1 Report Completed June 2009. Stage 2 Havant Transport Mitigation Study January 2010
15. Town Centres Retail & Leisure Study	Nathaniel Litchfield Partners (NLP)	Final Report completed April 2009
16. Gypsy & Travellers	David Couttie Associates – HCC – Gypsy & Traveller Accommodation	South East Plan Partial Review Examination started February 2010

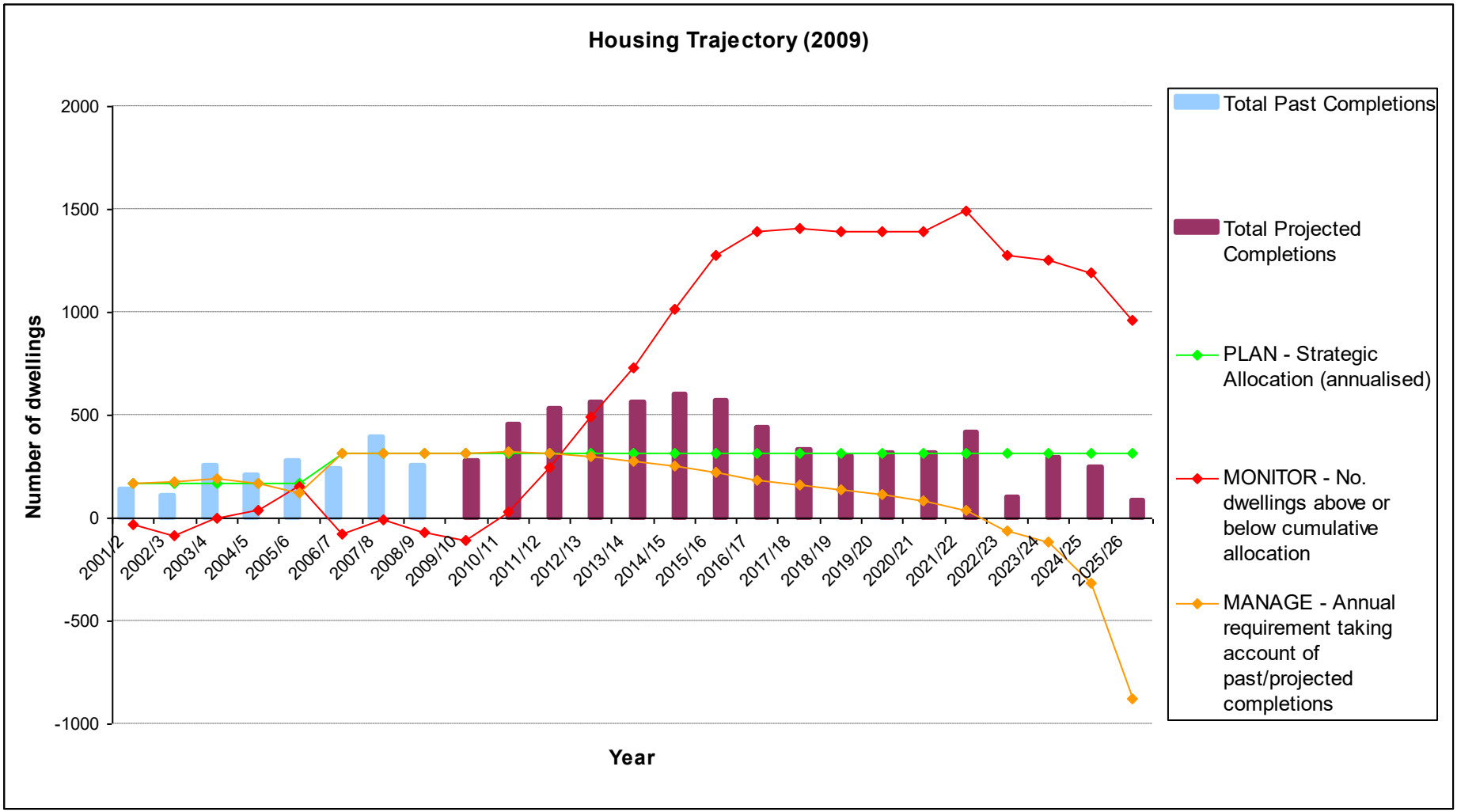
	Assessment (GTAA)	
17. Travelling Showpeople	HCC – Travelling Show people Accommodation Assessment (TSAA)	South East Plan Partial Review Examination started February 2010
18. Housing Viability	DTZ	February 2009
19. Housing Viability Assessment	DTZ	August 2010
20. Hotel Study - Borough	Hotel Solutions	Completed 20/08/08
21. Sustainability Appraisal	ENTEC (early core strategy) & in house since then. UEA now providing critical friend review.	Completed to required stages
22. Green Infrastructure Study	TEP & UEA on behalf of PUSH	Background (TEP) Study completed July 08. Phase 2 UEA final report June 2010
23. North Solent Shoreline Management Plan	New Forest DC is the project lead.	Consultation – 9 February - end May 2010. Further information at the New Forest NSSMP website
24. Equalities Impact Assessment	In House	To be produced alongside each DPD.
25. School Places Plan 2009	HCC	Further information at the Hampshire County Education website
26. Identifying Business Clusters of Potential in South Hampshire	University of Portsmouth	2006

Where else to look:

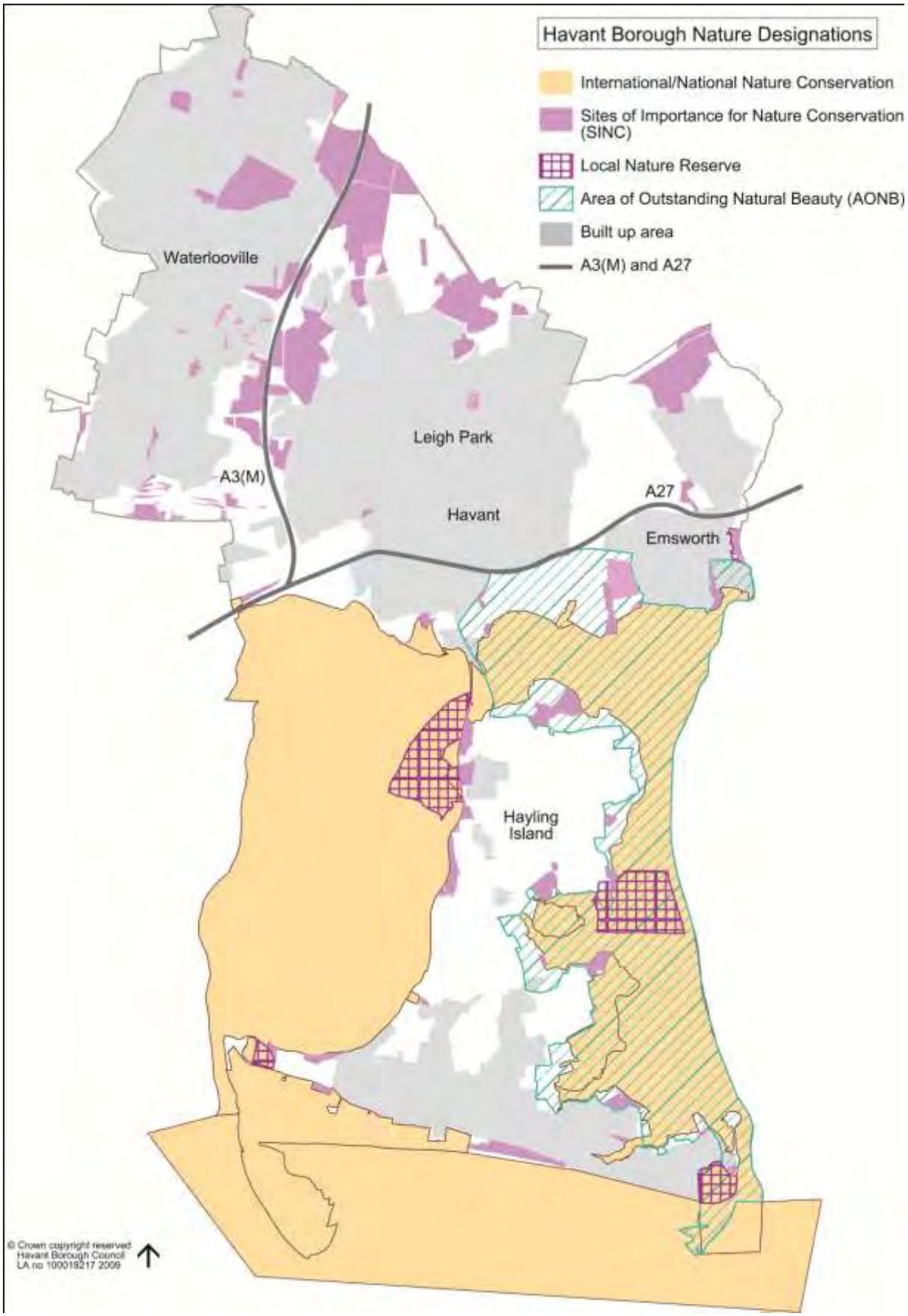
Havant Borough Local Development Framework Evidence Base Studies website

Appendix 2: Housing Trajectory (2009)

	2001/2	2002/3	2003/4	2004/5	2005/6	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26
Completions - All Sites	137	110	256	206	277	236	390	252																	
Projections - Sites with Planning Permission									237	259	144	188	136	136	90	90	90	0	0	0	0	0	0	0	0
Projections - Potential sites in the urban area (excluding permissions and windfall)									41	192	269	153	174	63	88	63	138	197	225	275	277	-82	45	90	33
Projections - Potential urban extension sites (for consideration as part of LDF)									0	0	115	218	250	398	395	282	103	100	92	5	100	145	207	123	18
Windfall									0	0	0	0	0	0	0	0	0	0	0	37	37	37	37	37	37
Total Past Completions	137	110	256	206	277	236	390	252	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Projected Completions									65	451	528	559	560	597	573	435	331	297	317	317	414	100	289	250	88
Cumulative Completions	137	247	503	709	986	236	626	878	943	1394	1922	2481	3041	3638	4211	4646	4977	5274	5591	5908	6322	6422	6711	6961	7049
PLAN - Strategic Allocation (annualised)	167	167	167	167	167	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315	315
MONITOR - No. dwellings above or below cumulative allocation	-30	-87	2	41	151	-79	-4	-67	-317	-181	32	276	521	803	1061	1181	1197	1179	1181	1183	1282	1067	1041	976	749
Annual requirement taking account of past/projected	167	175	196	166	126	0	-12	-35	-52	-59	-93	-137	-191	-253	-331	-421	-516	-622	-753	-932	-1182	-1581	-2141	-3356	-6961
Previously Developed Land						236	378	252	219	396	227	217	109	20	98	65	79	149	225	209	111	-60	82	127	70
PDL Percentage	77%	99%	75%	97%	83%	100%	97%	100.0%	78.8%	87.8%	43.0%	38.8%	19.5%	3.4%	17.1%	14.9%	23.9%	50.2%	71.0%	65.9%	26.8%	-60.0%	28.4%	50.8%	79.5%

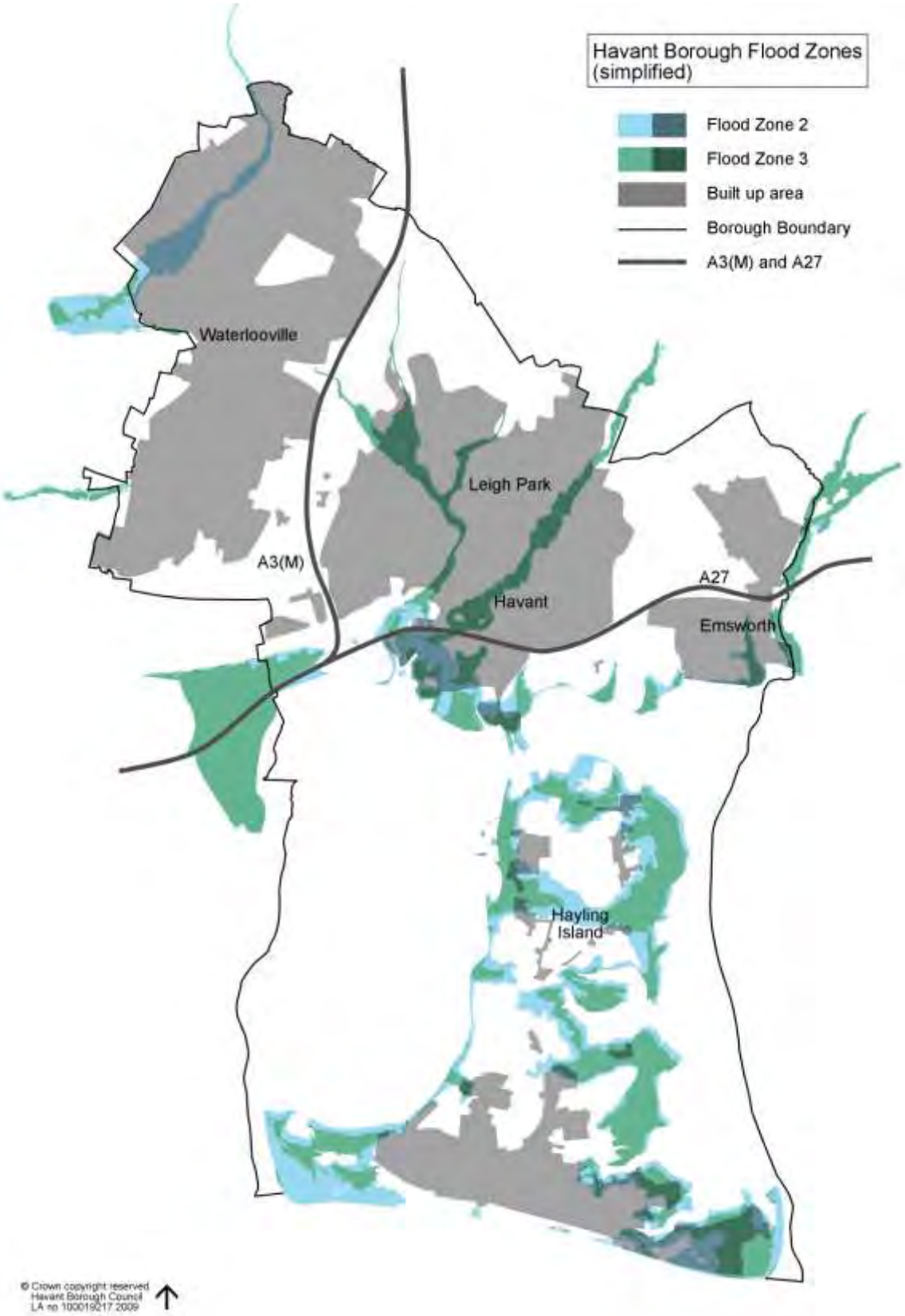

Housing Trajectory (2009)
Number of dwellings
2000
1500
1000
500
0
-500
-1000
2001/2
2002/3
2003/4
2004/5
2005/6
2006/7
2007/8
2008/9
2009/10
2010/11
2011/12
2012/13
2013/14
2014/15
2015/16
2016/17
2017/18
2018/19
2019/20
2020/21
2021/22
2022/23
2023/24
2024/25
2025/26
Year
Total Past Completions
Total Projected Completions
PLAN - Strategic Allocation (annualised)
MONITOR - No. dwellings above or below cumulative allocation
MANAGE - Annual requirement taking account of past/projected completions

Appendix 3: Policy CS11Havant Borough Nature Designations



Appendix 4: Policy CS15 Havant Borough Flood Risk Projections for 2115

See Environment Agency website for current flood zones



Appendix 5: Non Residential Parking Standards Policy DM14

Hampshire Parking Standards (2002)

Notes for applying parking standards

Havant Borough Council has adopted the Hampshire Parking Standards 2002 subject to the following:
(a) That for the purposes of reducing car parking provision in highly accessible locations, as outlined in Table A below, only those areas within Havant and Waterlooville Town Centres' boundaries.
(b) That the provision of new public transport services be monitored and new areas where reducing car parking provision may be appropriate be brought forward.

The parking standards are detailed in the following tables:

Table number	
A	Percentage of parking limit reduction by land use
B	Summary of thresholds for transport assessments and site travel plans
1	Commercial development
2	Retail
3	Educational establishments
4	Health establishments
5	Care establishments
6	Leisure facilities
7	Miscellaneous commercial developments

Car parking – How to calculate the parking allocation for a development

The application of maximum parking standards conforms to the requirements of PPG 13 para. 51. Residential parking is dealt with separately to take account of more recent guidance provided in PPS3.

The main factor will be accessibility of the site, upon completion, by non-car modes. As a general rule, areas of high accessibility are served by at least six buses an hour within 500 metres and good cycling and pedestrian facilities. Developments in such accessible locations warrant less car parking than is shown under the maximum parking limit. More guidance on this can be provided on enquiry to Havant Borough Council.

Several local factors can also influence the calculation of the parking allocation. For example:

1. Area of economic regeneration or constraint. Reduced parking will apply in constraint areas while regeneration areas may warrant a slight increase in parking.
2. Zone characteristics. Historic town centres, other environmentally sensitive locations, or specific locations that have particular Road Traffic Reduction Act targets will warrant reduced parking allocations.
3. Self-containment. Reduced parking may be justified in highly self-contained areas, while a reduction may be inappropriate where it is less self-contained, eg a location competing with a neighbouring area.
4. Cycle accessibility. Where there is high cycle accessibility planned or in use, reduced parking will apply.

Other parking in the locality must also be considered.

The calculation of parking spaces to be allocated for a development should take account of two further factors:

1. Existing public parking stock with spare capacity within walking distance of the development site should be included in the overall maximum parking provision.
2. Additional development on a site will mean the entire parking stock being brought into account.

Levels of adjustment in the parking allocation

The reduction in parking allocation varies at different rates according to land use.

Table A: Percentage of parking limit reduction by land use

Land use	Maximum parking limit	Reduced parking in areas of high accessibility
Retail	100%	75%
Education, health, care, leisure	100%	50%
Employment.(inc. non-residential care staff)	100%	30%

Where there is most accessibility (for example, close to transport interchanges), zero parking will be encouraged if local circumstances permit.

Parking for pedal cyclists and motorcyclists

Minimum cycle parking standards are indicated on the attached tables by land use. It is expected that at least the specified level should be provided. For more details on cycle provision, in particular short- and long-stay facilities, refer to 'Cycle Parking Standards'. Generally, for motorcycles – except in residential land uses – one space is to be provided for every 25 car parking spaces.

Parking for people with disabilities

Suitable parking spaces should be provided for people with disabilities. Generally, except for residential land uses, disabled people's car parking spaces should be counted as 5% of the total allocation. General advice is included in *Parking for Disabled People* (Traffic Accident Leaflet 5/95) published by the DTLR and *Accessible Transport Infrastructure: A Guide to Good Practice*, by the DTLR. Hampshire County Council's Accessible Transport Strategy and the 'Movement, Access, Streets and Spaces' document (July 2001) should also be considered.

Heavy commercial vehicles: parking standards

Where required, an operational number of spaces for HCV parking will be considered on the basis of individual application to the local planning authority.

Design

The layout and design of car parks should take account of the 'Secured by Design' initiative to reduce crime and maximise personal safety and the information contained in Manual for Streets.

Thresholds for parking standards, transport assessments and site travel plans

The parking standards apply to developments of all sizes. However, for larger developments a transport assessment and a company or site travel plan will be required.
Table B below, based on guidance contained within PPG 13, indicates the thresholds above which a transport assessment and a company or site travel plan is submitted. For further guidance on travel plans, refer to PPG 13 paras. 87-91.

Table B: Summary of thresholds for transport assessments and site travel plans

Land use	Threshold above which transport assessment required
Residential	50 units
Commercial: B1 and B2	2500 sqm
Commercial: B8	5000 sqm
Retail	1000 sqm
Education	2500 sqm
Health establishments	2500 sqm
Care establishments	500 sqm or 5 bedroom
Leisure: general	1000 sqm
Leisure: stadia, ice rinks	All (1500 seats)
Miscellaneous commercial	500 sqm

Note: Where appropriate the local planning authority can require a transport assessment or company/site travel plan below the thresholds specified, for example where there are potential cumulative effects.

Definition of gross external area

This definition of floor area is used to calculate the car parking standards in the following tables:

- Gross external area (GEA): The total external area of a property (including the thickness of the external wall)

Table 1: Commercial development

Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in highly accessible locations (30% of maximum permitted standard)	Long stay	Short stay
B1(a) office	1 space per 30 sqm Refer to note 1	1 space per 100 sqm	1 stand per 150 sqm GEA note	1 stand per 500 sqm GEA
B1 (b)(c) high tech/light industry	1 space per 45 sqm	1 space per 167 sqm	1 stand per 250 sqm GEA note	1 stand per 500 sqm GEA
B2 general industrial	1 space per 45 sqm	1 space per 167 sqm	1 stand per 350 sqm GEA note	1 stand per 500 sqm GEA
B8 warehouse	1 space per 90 sqm	1 space per 303 sqm	1 stand per 500 GEA note	1 stand per 1000 sqm GEA

Notes

1. Subject to a condition or legal agreement restricting consent to the specified use.
2. Long-stay cycle parking to be at least the greater of the spaces per GEA identified or 1 space per 8 staff.
3. For all major commercial developments, a transport assessment and company or site travel plan will be required (see Table B for thresholds).
4. Proposed standards will take account of commercial development in predominantly residential areas. Where demonstrable harm to local residents occurs, the provision of on-street parking controls will be considered.
5. This document does not provide guidance on commercial vehicle parking standards, which will be considered by the local planning authority on the basis of individual application.

Table 2: Retail development

Type General retail	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in highly accessible locations (75% of maximum permitted standard)	Long stay	Short stay
Non-food retail and general retail (covered retail areas)	1 space per 20 sqm covered areas	1.5 spaces per 40 sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA
Non-food retail and general retail (uncovered retail areas)	1 space per 30 sqm uncovered areas	1.5 spaces per 60 sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA
Food retail	1 space per 14 sqm covered areas	1.5 spaces per 28sqm	Greater of 1 space per 6 staff or 1 per 300 sqm GEA	1 stand/ 200 sqm GEA

Notes

- A company or site travel plan will be required for stores over 500 sqm GFA, with the GEA including uncovered areas subject to the discretion of the local planning authority in conjunction with the Highway Authority.
- Petrol stations with a shop will be considered under the appropriate retail category but with petrol pump spaces counting as one space each.

Table 3: Education establishments.				
Type	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Schools	1.5 space per classroom	1.5 spaces per 2 classrooms	(Note 1)	(Note 1)
16+ Colleges and further education colleges	1 space per 2 full-time staff	(Note 1)	(Note 1)	(Note 1)
Day nurseries/playgroups (private) and crèches	1.5 space per 2 full-time staff	1.5 spaces per 4 full-time staff	1 stand per 6 full-time staff	At least 2 stands per establishment

Notes

1. All new educational establishments or expansions of more than 50 sqm will require a transport appraisal and school or college travel plan to determine provision and facilities. The plan and transport appraisal or assessment is required to identify and justify any allocation to staff, students or community users.
2. The parking allocation caters for staff, visitors and parents.
3. There will be a requirement for a bus/coach loading area, provided either on- or off-site, for primary-age education and above, unless otherwise justified.
4. Accessibility of the catchment area will be taken into account for schools.

Table 4: Health establishments

Type	Car parking standard		Cycle standard (minimum)	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Private hospitals, community and general hospitals, including: inpatient, day patient, outpatient or accident unit; locally based mentally handicapped units/ psychiatric units; ambulatory care units including day surgery/assessment/treatment and administration/support services.	Refer to note 1			
Health centres	5 spaces per consulting room	2.5 spaces per consulting room or 5 spaces per 2 consulting rooms	1 space per 2 consulting rooms, or	1 stand per consulting room
Doctors, dentists or veterinary surgery	3 spaces per consulting room	1.5 spaces per consulting rooms	1 space per 6 staff (Note 2)	1 stand per consulting room

Notes
1. All new health establishments or major expansions of more than 2,500 sqm will require a transport assessment and extensions of over 500 sqm will require a site travel plan. The maximum car parking limit for staff and visitors will be based on these.
2. Whichever is the greater of these standards.

Table 5: Care establishments – public and private				
Type	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Day centres for older people, adults with learning/ physical disabilities	1 space per 2 staff, visitor: 1 space per 2 clients (Notes 1 & 2)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Notes 1 & 2)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Homes for children	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 res staff, non-res staff: 1 space per 7 non-res staff visitor: 1 space per 8 clients (Note 3)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Family centres	1 space per 2 staff, visitor : 1 space per 2 clients, (Note 1)	staff: 3 spaces per 10 staff visitor: 1 space per 4 clients (Note 1)	1 space per 6 staff (min 1 space)	At least 2 stands per establishment
Residential units for adults with learning or physical disabilities	1 space per residential staff, 0.5 space per non-res staff, visitor: 0.25 space per client (Note 3)	res staff: 1 space per 2 staff non-res staff: 1 space per 7 non-res staff visitor: 1 space per clients (Note 3)	1 space per 6 staff	1 loop/hoop per 2 bedrooms
Day nurseries/playgroups (private)	See Education Standards (Table 1)			
Hostels for the homeless	No standard set	No standard set	1 space per 6 staff	1 loop/hoop per 2 bedrooms

Notes

1. ‘Staff’ applies to full-time equivalent member of staff.
2. Plus space for dropping off people.
3. Applies to non-residential staff on duty at the busiest time.

Figures are based on the maximum number of children for which the group is licensed or the client capacity of the centre (and are rounded to the nearest whole number where appropriate).

Table 6: Leisure facilities and places of public assembly				
Type	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in highly accessible locations (50% of maximum permitted standard)	Long stay	Short stay
Hotels/motels/guest houses/boarding houses	1 space per bedroom, (Note 1)	1 space per 2 bedrooms	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 10 bedrooms
Eating and drinking establishments	1 space per 5sqm dining area/bar area/dance floor (Note 3)	1 space per 7.5 sqm	1 space per 6 staff or 1 space per 40sqm GEA (Note 2)	1 stand per 20sqm GEA
Cinemas, multi-screen cinemas, theatres and conference facilities	1 space per 5 fixed seats	1 space per 7.5 seats	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Bowling centres, bowling greens	3 space per lane	1.5 spaces per lane	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Sports halls	1 space per 5 fixed seats and 1 space per 30sqm playing area	Notes 2 and 4 1 space per 7.5 seats/ 1 space per 45 sqm	1 space per 6 staff or 1 space per equivalent badminton court (Notes 2 & 4)	1 stand per equivalent badminton court (Note 4)
Swimming pools, health clubs/ gymnasia	1 space per 5 fixed seats and 1 space per 10sqm open hall/pool area	1 space per 7.5 seats/ 1 space per 15 sqm	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Tennis courts	3 spaces per court	1.5 spaces per court	1 space per 6 staff or 1 space per 5 courts/pitches (Note 2)	1 stand per pitches or courts
Squash courts	2 spaces per court	1 space per court	1 space per 6 staff or 1 space per 5 courts/pitches (Note 2)	1 stand per pitches or courts

Playing fields	12 spaces per ha pitch area	6 spaces per ha pitch area	1 space per 6 staff or 1 space per 5 ha pitch area (Note 2)	1 stand per ha pitch area
Golf courses	4 spaces per hole (Note 5)	2 spaces per hole	(Note 6)	(Note 6)
Golf driving ranges	1.5 space per tee/bay	1.5 spaces per 2 tees/bay	(Note 6)	(Note 6)
Marinas	1.5 space per berth	0.75 space per berth	(Note 6)	(Note 6)
Places of worship/church halls	1 space per 5 fixed seats and 1 space per 10sqm of open hall	1 space per 7.5 seats/ 1space per 15sqm of open hall	1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm
Stadia	Refer to Note 6		1 space per 6 staff or 1 space per 40sqm (Note 2)	1 stand per 20sqm

Notes

1. Other facilities, eg eating/drinking and entertainment, are treated separately if they are available to non-residents.
2. Whichever is the greater provision of these standards.
3. Where these serve HCVs, eg transport cafes, some provision will be needed for HCV parking.
4. A badminton court area is defined as 6.1m x 13.4m.
5. Other facilities, eg club house, are treated separately.
6. No standards are set for this category. Each application will be considered individually as part of a transport assessment.

- All new leisure establishments or major expansions will require a transport assessment and company or site travel plan to determine provision and facilities (see Table B for thresholds).
- Motorway service areas will be included as eating and drinking establishments with additional consideration for associated facilities; parking for HCVs and PCVs will be required.

Table 7: Miscellaneous commercial developments

Type Car sales and garage forecourts	**Car parking standard**		**Cycle standard (minimum)**	
	Maximum parking limit	Parking in accessible locations	Long stay	Short stay
Workshops - *staff*	1 space per 45sqm GEA	1 space per 167sqm GEA	1 space per 8 staff or 1 space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Workshops – *customers*	3 spaces per service bay	3 spaces per service bay	-	-
Car sales - *staff*	1 space per full-time staff (Note 2)	1 space per 3 full-time staff	1 space per 8 staff or 1space per 250sqm GEA (Note 1)	1 stand/500sqm GEA
Car sales - *customers*	1 space per 10 cars on display (Note 3)	1 space per 15 cars	-	-

Notes

1. Whichever is the greater of these standards.
2. Full-time equivalent staff.
3. Applies to the number of cars on sale in the open.

Appendix 6: List of Saved Local Plan Policies that are Superseded by the Core Strategy

Saved Local Plan policy	Policy title	Core Strategy Policy
UA1	Concentration of Development within the Urban Areas	CS17.1
UA3	Leigh Park Regeneration	CS6.3
UA4	Wecock Regeneration	CS6.5
C3	Development in the Coastal Zone	DM9
NC2	Sites of Special Scientific Interest	CS11.3
NC4	Sites of Importance for Nature Conservation and Local Nature Reserves	CS11.3
NC5	Other Features of Nature Conservation Interest	CS11.3
PC1	Control of Potentially Polluting Uses	DM10
PC3	Protection of Water Quality	DM10
PC4	Light Pollution	DM10
ENG1	Energy Generation from Renewable Sources	CS14.2, CS19.1 & CS19.8
D1	High Quality Design	CS16
D2	Co-ordination of Development	DM6
D3	Public Spaces	CS16
L1	Chichester Harbour Area of Outstanding Natural Beauty (AONB)	CS12
L2	Landscape Character Areas	CS11.1
L3	Portsdown Hill	CS11.1
L4	Stream Corridors	CS11.1
L5	Initiatives to Improve the Coastal Environment	DM9
L6	Conservation and Protection of Existing Natural Features	CS11.2
L7	New Landscape Works	CS16
HE1	Development in Conservation Areas	CS11.4
HE7	Extensions and Alterations to Listed Buildings	CS11.4
HE9	Historic Parks and Gardens	CS11.4
HE10	Buildings of Local Interest	CS11.4
HE11	Preservation of Archaeological Sites and Monuments of National Importance	CS11.4
HE12	Preservation of Archaeological Sites and Monuments of National Importance	CS11.4
HE14	Archaeological Investigations	CS11.4
HE15	Roads with Special Character	CS11.1 & DM8
HE16	Enabling Development and the Conservation of Heritage Assets	CS11.4
H5	Density of Housing Development	CS9.4
H6	Range of House Types and Sizes	CS9.5
H7	Loss of Dwellings	CS9
H8	Affordable Housing	CS9.2
H9	Supported Housing Provision	DM7
H11	Sites for Gypsies and Travelling Showpeople	CS10
EMP1.4	Land at Dunsbury Hill Farm, Park Lane, Havant/Waterlooville	CS18.3
EMP2	Developer Contributions Towards the Implementation of the Broadmarsh Transportation Strategy	CS21
EMP4	Industrial Improvement Areas	CS6 & DM6
EMP5	Maximising Employment	CS2
EMP6	Protection of Land and Premises in Employment Use	CS2.5 & DM3

EMP7	Conversion and Change of Use	DM3
EMP8	Home Based Businesses	CS16.1e & CS2.8
MDA1	Land West of London Road (Plant Farm)	CS18.4
MDA2	Land at Old Park Farm, Waterlooville	CS18.4
MDA3	Land West of London Road (Purbrook Heath)	CS18.4
MDA4	Transport Matters Relating to the MDA	CS18.4
TC9	Control of Class A3, A4 and A5 Food and Drink Uses Town Centres and District Centres	DM5
TC10	Control of Class A3, A4 and A5 Food and Drink Uses Local Centres and Other Areas	DM5
TC12	Other Local Shopping Facilities – Maintenance of Shops	DM2
TC13	Shop Premises	CS16
TC14	Shopfronts	CS16
TC15	Security Shutters	CS16 & CS8
WTC7	Development Site – Former Allotments, Maurepas Way	CS18.4
R1	Countryside and Coastal Recreation Development	CS1
R2	Protection of the Staunton Country Park	CS11.4
R7	Beachlands - Recreational Development	CS6.4
R8	Moorings in Chichester and Langstone Harbours	CS1.12
R13	Environmental Qualities of Open Space	DM1 & CS13
R14	Protection of Children's Play Spaces	DM1
R15	Protection of Playing Fields and Courts	DM1
R18	Allotments	DM1
CS1	Community Buildings	CS1.10 & DM2
CS2	Community Health Facilities	CS19.8
CS3	Rest and Nursing Homes	DM7
CS4(iii)	Land at Plant Farm	CS18.4
TO2	Protection of Tourist Accommodation and Facilities	DM3 & CS5.3
TO4	Control of Static Holiday Caravan Development	DM4
TO5	Static Holiday Caravan Development in the Eastoke Area	DM4
T1	Proposals to Assist the Development of an Integrated Transport Network	DM11 & CS20
T2	Safeguarding of Land for South Hampshire Rapid Transit System	CS21
T5	New Roads	CS20
T6	Public Transport, Cycling and Walking New Development	CS20
T7	Criteria for Access to Development	CS20
T8	Bus Access and Provision for Cyclists and Pedestrians	CS20
T9	Provision of Vehicle Parking and Turning Facilities (including associated Appendix 1 of the HBDWLP)	DM13
T10	Contributions to Off-site Highway Improvements	DM12 & CS21
T11	Developer Contributions Towards Green Transport Infrastructure	DM12 & CS21
T12	Freight	DM16
US1	Reservoir – Havant Thicket	CS18.2
US2	Water Supply Industry Use Kingscroft Farm, Havant	CS19.8
US4	Sewers	CS19
F1	Development in Areas at Risk from Tidal Flooding and Coastal Erosion	CS15
F3	Flood Defence and Coast Protection Works	CS11, CS15, CS21 & DM9
IMP1	Financial Contributions	CS21

Where else to look:

A number of saved Local Plan policies will continue to operate simultaneously with Core Strategy policies until they are replaced by Development Delivery (Allocations) Plan policies. Up-to-date information on all LDF policies will be provided on the council's website at Havant Borough Local Development Framework

Glossary

Access Management: A range of measures to facilitate public access to appropriate sites or to reduce visitor impact on environmentally designated sites by encouraging responsible behaviour, increase management effectiveness and responsiveness and awareness of conservation issues.

Allowable Solutions: A range of measures available for achieving zero carbon beyond the minimum carbon compliance requirements. These could include advanced building controls, energy efficient appliances, investing in low and zero carbon heat infrastructure and other emerging solutions.

Affordable Homes: Housing built (usually by a Housing Association) for sale or rent at a price level below market rate and kept in this use. It is provided to eligible households whose needs cannot be met by the market.

Annual Monitoring Report: This document is produced on an annual basis and it monitors achievements and progress against a number of indicators including housing delivery and progress on the HBLDF. It is usually published in December of each year.

Appropriate Assessment: The Habitats Directive 92/43/EEC Article 6(3) requires an assessment of whether plans have a significant impact on Natura 2000 sites. Natura 2000 sites are Special Areas of Conservation (SAC), Special Protection Areas (SPA) and Ramsar sites. The Appropriate Assessment is a process that determines whether the plan does, or does not affect the integrity of the Natura 2000 sites.

Area of Outstanding Natural Beauty (AONB): Is a nationally important landscape designated for its outstanding landscape value, with the primary purpose of conserving and enhancing natural beauty. AONBs have been confirmed by the government as having the highest status of protection in relation to landscape and scenic beauty.

Biodiversity: The whole variety of life on earth. It includes all species of plants and animals, their genetic variation and the ecosystems of which they are a part.

Building Research Establishment Environmental Assessment Method (BREEAM): Is the leading and most widely used environmental assessment method for buildings. It sets the standard for best practice in sustainable design and has become the de facto measure used to describe a building's environmental performance.

Buildings of Local Interest: Buildings which are regarded as being of particular local interest, although not of a standard to be included in the Statutory List but which have architectural merit, are local landmarks, have literary or historical associations, make significant contributions to the townscape or reflect the historical development, economic activity and civic functions of the borough.

Catchment Flood Management Plan (CFMP): Describes how the risk of flooding within a catchment will be managed over the next 50 to 100 years. The main aims are to understand the factors that contribute to flood risk both now and in the future and to recommend the best ways of managing the risk of flooding within the catchment over the next 50 to 100 years

Census: The census is a survey carried out by the Office for National Statistics of all people and households in the country. It provides essential information from national to neighbourhood level for government, business and the community.

Cluster: A collection of business activities which are related to one another in one of three ways. They may be related by the product or service they make, use similar inputs and/or be dependent on a small number of major customers.

Coastal Squeeze: The term 'coastal squeeze' is applied to the situation where coastal margin (such as salt marsh) is squeezed between the fixed landward boundary (such as a sea wall) and the rising sea level. In such cases the coastal habitat is unable to move landward owing to the presence of built development and consequently over time the area of habitat is reduced as sea levels rise.

Comparison Floorspace: The amount of floorspace given over to the sale of Comparison Goods. The floorspace figure is usually provided in square metres.

Comparison Goods: Goods sold by durable goods retailers which include clothing and footwear; household goods; DIY; recreational goods such as electrical and sports; and other goods such as pharmaceutical products and jewellery.

Comprehensive Area Assessments (CAA): Have been carried out and will be delivered jointly by the main public sector inspectorates (including The Audit Commission). They will reflect the new era of public sector partnership working. This new assessment framework will provide a snapshot of how effectively local partnerships are working together to deliver local people's priorities.

Conservation area: An area which is of special historic or architectural character and is worthy of preservation designated by the Local Planning Authority under the Planning (Listed Buildings and Conservation Areas) Act 1990.

Convenience Floorspace: The amount of floorspace given over to the sale of Convenience Goods. The floorspace figure is usually provided in square metres.

Convenience Goods: Convenience goods are those consumer goods purchased on a regular basis, including food and groceries and cleaning materials.

Core Strategy: A Development Plan Document that sets out the long-term spatial vision for the local planning authority area, the spatial objectives and strategic policies to deliver that vision.

Department for Communities and Local Government (DCLG): Aims to foster prosperous and cohesive ***communities***, offering a safe, healthy and sustainable environment for all. Information about activities and policies can be found at:www.communities.gov.uk

Defensible: Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Derived from Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of the space.

Development Plan: Section 38(6) of the Planning and Compulsory Purchase Act states that an authority's development plan consists of the relevant Regional Spatial Strategy (or the Spatial Development Strategy in London) and the Development Plan Documents contained within its Local Development Framework.

Development Plan Documents (DPD): These spatial planning documents are a key element of the Local Development Framework. They are subject to independent examination, and together with the relevant Regional Spatial Strategy, will form the development plan for a local authority area for the purposes of the Act. They can include a Core Strategy, Site Specific

Allocations of land and Area Action Plans (where needed). Other DPDs that include generic Development Control policies can be produced. They will all be shown geographically on an adopted Proposals Map. Individual DPDs or parts of a document can be reviewed independently from other DPDs. Each authority must set out the programme for preparing its DPDs in the Local Development Scheme.

Development Delivery (Allocations) Development Plan: A Development Plan Document that will detail the allocation of land for development or land allocated for other types of uses that have not already featured in the more strategic Core Strategy DPD. Housing land, employment land and other forms of allocation will be identified.

Economic development: Development that achieves at least one of the following objectives: provides employment opportunities, generates wealth or generates an economic output or product.

Employment: One type of economic development relating only to B uses as defined by the Use Class Order (UCO).

Employment Land Review (ELR): This is a key part of the evidence base for the Local Development Framework. The ELR examines the portfolio of employment sites and applies up-to-date and sensible criteria in terms of sustainable development and market realism.

Evidence Base: One of the most important aspects of the new system is the need to have much more evidence available to support the soundness of the proposals being made right from the outset. This is referred to as front loading.

Examination: Intended to reduce the adversarial nature of the Public Local Inquiry of the old system by using more round table sessions and informal hearings. The examination deals with the soundness of the LDD (SPD is not subject to Examination) and will be chaired by an independent Planning Inspector whose findings will be binding on the Council.

Fit for purpose: Appropriate and of a necessary standard for its intended use as defined by the Use Class Order (UCO).

Footfall: A count of the number of people passing a particular point at a particular time.

Greenhouse gases: Approximately 65% Carbon dioxide; 20% methane, 10% nitrous oxide and 5% others.

Green Infrastructure (GI): Is a strategically planned and delivered network of high quality green spaces and other environmental features. It should be designed and managed as a multifunctional resource capable of delivering a wide range of environmental and quality of life benefits for local communities. Green infrastructure includes parks, open spaces, playing fields, woodlands, allotments and private gardens.

Greenfield Site: Land upon which no development has previously taken place.

Gross: The total amount of new homes or floorspace completed at the end of the development. The gross figure is used to calculate the net figure by subtracting the loss.

Gross Value Added per capita (GVA): One of the most commonly used measures of economic wellbeing is GVA. This measures the contribution to the economy of each individual producer, industry or sector in the UK. In summary: GVA + taxes on products – subsidies on products = Gross Domestic Product (GDP).

Habitats Regulations Assessment (HRA): The application of HRA to land use plans is a requirement of the Conservation (Natural Habitats) Regulations 1994 as amended. The process assesses the potential for a land use plan to affect the conservation objectives of any sites designated for their nature conservation importance as part of a system known collectively as the Natura 2000 network of European Sites.

Hampshire Biodiversity Action Plan (BAP): A detailed ten year programme of action for protecting and enriching nature in Hampshire.

Hampshire Local Area Agreement: The Hampshire Local Area Agreement (LAA) 2008-11 has been approved by the County Council as the responsible body and the Secretary of State for Communities and Local Government. This three year agreement between local partners and central government describes the priorities and targets for improving quality of life in Hampshire communities.

Hate Crime: Hatred is a strong term that goes beyond simply causing offence or hostility. Hate crime is any criminal offence committed against a person or property that is motivated by an offender's hatred of someone owing to their race, colour, ethnic origin, nationality or national origins; religion, gender or gender identity; or sexual orientation.

Index of Multiple Deprivation (IMD): The Index of Multiple Deprivation (IMD) combines a number of economic, social and housing issues into a single deprivation score for small areas known as Lower Super Output Areas (LSOA). This allows each area to be ranked relative to each other according to their level of deprivation. There are also district summary scores for each Local Authority area. There are 354 local authorities in England with a ranking of 1 indicating the most deprived district and 354 the least deprived district. It should be noted that any comparison is measuring deprivation relative to other areas.

Infrastructure: The basic physical and organisational structures such as roads, buildings and power supplies that are needed for the operation of society.

Knowledge-based economy: Refers to the use of knowledge technologies (such as knowledge engineering and knowledge management) to produce economic benefits.

Launch on Demand: Launch on demand relates to services for boats that allow for launch facilities on a flexible basis rather than pre-booked or high fee marinas. They typically accompany facilities for dry stacking of boats.

Listed building: Is a building or other structure officially designated by the Department for Culture, Media and Sport as being of special architectural, historical or cultural significance.

Local Area Agreements (LAA): LAAs set out the priorities for a local area agreed between central government and Upper Tier Local Authorities and their partners. LAAs simplify some central funding, help join up public services more effectively and allow greater flexibility for local solutions to local circumstances.

Local Development Document (LDD): The collective term for Development Plan Documents (DPD) and Supplementary Planning Documents (SPD).

Local Development Framework (LDF): This is the name for the portfolio of Local Development Documents introduced by the Planning and Compulsory Purchase Act 2004. It consists of DPDs, SPDs, a Statement of Community Involvement (SCI), the Local Development Scheme and Annual Monitoring Reports. Together these documents will provide the framework for delivering the spatial planning strategy for a local authority area.

Local Development Scheme (LDS): The LDS sets out the programme for preparing Local Development Documents.

Local List of Historic Buildings: Buildings on the Local List of Historic Buildings are offered a degree of protection against unnecessary and/or damaging development owing to their local interest. Such buildings will not enjoy the full protection of those buildings of national public interest which are likely to feature on the Statutory Register of Listed Buildings.

Local Strategic Partnership: In Havant the LSP is called the Havant Local Strategic Partnership and includes Hampshire Primary Care Trust, Faith groups, Hampshire Constabulary, Hampshire County Council, Havant Borough Council, Havant Business and Prosperity Network, Voluntary Sector, Portsmouth City Council, Chamber of Commerce and Industry and the six area Community Boards.

Multi Area Agreements (MAA): MAAs are similar to LAAs but mean that strategic partners across boundaries can agree targets and pooling of funding arrangements with Government. They bring together key players in flexible ways to tackle issues that are best addressed in partnership – at a regional and sub-regional level.

Natural England: Is a government advisor on the natural environment. Its aim, as defined under the Natural Environment and Rural Communities Act 2006, is to ensure that the natural environment is conserved, enhanced and managed for the benefit of present and future generations, thereby contributing to sustainable development.

Net: The total amount of new homes or floorspace completed minus the loss of existing dwellings or floorspace. The net figure is calculated by subtracting total losses from the gross completion.

Open Book Approach: An open book approach is where a developer makes their costings and financial figures associated with the development 'open' (i.e. available for view). An open book approach allows the Council to assess any case put forward by the developer that the contributions and requirements being sought, such as affordable housing provision, make the site unviable for development.

Planning Policy Statement (PPS): These are issued by central Government and provide policies for local authorities on planning and the operation of the planning system. PPSs replace Planning Policy Guidance Notes (PPG).

Primary Frontage: The core of the main shopping area where the highest Zone A rental levels, (i.e. where the rental value of the first 6m depth of floorspace in retail units from the shop window) are achieved and where retail uses dominate.

Proposals Map: The Proposals Map will identify areas of protection, areas at risk from flooding, allocate sites for development and set out areas to which specific policies apply. This map will be effectively added to and amended as individual documents of the LDF are adopted.

Previously Developed Land (PDL): This is land that was or is occupied by a permanent structure, including the curtilage of the developed land and any associated fixed surface infrastructure. PDL is often referred to as brownfield land.

PUSH: The Partnership for Urban South Hampshire is a formally constituted organisation comprising East Hampshire, Eastleigh, Fareham, Gosport, Hampshire County Council, Havant, New Forest, Portsmouth, Southampton, Test Valley and Winchester Councils. They have come together to improve the economic performance of South Hampshire and enhance it as a place to live and work.

Ramsar Site: Wetland of international importance designated by the Government under the terms of the Ramsar Convention.

Regional Spatial Strategy (RSS): A strategy that sets out the region's policies in relation to the development and use of land and forms part of the development plan for local planning authorities. The RSS for this region is the South East Plan. The RSS replaces the Regional Planning Guidance.

Registered Social Landlord (RSL): An independent, not for profit, housing provider registered with the Housing Corporation under the Housing Act 1996.

Saved policies: Policies saved from the Local Plan. They will be used in the transitional period between the old local plan system and the new LDF.

Secondary Frontage: Part of the main shopping area where Zone A rents are lower and where there is a greater proportion of non-retail uses.

Shoreline Management Plan (SMP): Provides a large scale assessment of the risks associated with coastal processes and presents a policy framework to reduce these risks to people and the developed, historic and natural environment in a sustainable manner.

Site of Importance for Nature Conservation (SINC): Sites within Hampshire that are of particular importance for nature conservation, containing habitats or features that are effectively irreplaceable (excluding statutory designated sites).

Site of Special Scientific Interest (SSSI): Site of Special Scientific Interest as designated by Natural England under the Wildlife and Countryside Act 1981 to afford protection to flora, fauna, geological or physiological features of special interest being of national importance.

Small Area Population Forecasts: This data looks at population forecasts on a county, district, ward or super-output area (e.g. smaller than ward) basis. The information is produced by Hampshire County Council and it takes account of expected delivery of new dwellings.

Smart Growth: Lifting under performance through increasing the region's stock of businesses; maximising the number of people ready for employment at all skill levels, and ensuring they are equipped to progress in the labour market; increasing the participation of South East businesses (especially small businesses and social enterprises) in tendering for public sector contracts; reducing road congestion and pollution levels by improving travel choice, promoting public transport, managing demand and facilitating modal shifts; ensuring sufficient and affordable housing and employment space of the right type and size to meet the needs of the region and create the climate for long-term investment through efficient use of land resources, including mixed-use developments; and improving the productivity of the workforce and increasing economic activity.

South East Plan: The South East Plan is the Regional Spatial Strategy (RSS) for the south east of England. The South East Plan looks at the development requirements for the region and apportions requirements to the sub-regional or local authority area.

Special Area of Conservation (SAC): A Special Area of Conservation recommended by the Government under the European Habitats Directive. An area considered important for its wildlife population and diversity.

Special Protection Area (SPA): Special Protection Area designated by the Government under the terms of the European Communities Council Directive 79/404/EEC on the Conservation of Wild Birds. A site of European importance for birds.

Statement of Community Involvement (SCI): The SCI sets out the standards which authorities will achieve with regard to involving local communities in the preparation of local development documents and development control decisions. The SCI is not a development plan document but is subject to independent examination.

Strategic Environmental Assessment (SEA): A generic term used to describe environmental assessment as applied to policies, plans and programmes. The European 'SEA Directive' (2001/42/EC) requires a formal 'environmental assessment of certain plans and programmes, including those in the field of planning and land use'.

Strategic Flood Risk Assessment (SFRA): This is a key part of the evidence base for the Local Development Framework. It identifies land at risk of flooding and the degree of risk of flooding from river, sea and other sources. It is a free standing assessment that contributes to the Sustainability Appraisal of local development documents.

Strategic Housing Land Availability Assessment (SHLAA): The SHLAA is a key component of the evidence base to support the delivery of sufficient land for housing.

Strategic Sites: These are sites that are considered central to the achievement of the Core Strategy. The Havant Borough Core Strategy includes a number of strategic sites that are considered key to delivery of the strategic objectives outlined in the Core Strategy.

Super Output Area (SOA): Super Output Areas are small geographical areas within larger electoral wards. They are typically used in data analysis of small individual areas where it is beneficial to look at smaller areas than electoral wards. For instance it allows identification of pockets of deprivation that may be less likely to be identified on analysis of electoral ward data.

Supplementary Plan Documents (SPD): An SPD provides supplementary information in respect of the policies in Development Plan Documents. They do not form part of the Development Plan and are not subject to independent examination.

Sustainability Appraisal (SA): Tool for appraising policies to ensure they reflect sustainable development objectives including social, environmental and economic factors and required in the Act to be undertaken for all local development documents.

Sustainable Community Strategy: The collective, long term vision of a Local Strategic Partnership for its area, which takes account of the needs of current communities without compromising the needs of future communities. Local Strategic Partnerships are responsible for producing sustainable community strategies to co-ordinate the actions of the local public, private, voluntary and community sectors. The Havant Local Strategic Partnership produced its Community Strategy Forward Together in 2008.

Sustainable Development: Development which meets the needs of the present generation without compromising the ability of future generations to meet their own needs.

Sustainable Drainage Systems (SuDS): Sustainable Drainage Systems are a range of management practices and control mechanisms that drain surface water in a way that mimics natural drainage and reduces the adverse impacts on river regimes and the risk of erosion, flooding and ecological damage.

Tests of Soundness: An Inspector appointed to examine in public Development Plan Documents will check that it complies with the legislation and determine whether the document is sound. To be sound the document should be justified, effective and consistent with national policy.

The Regulations: Town and Country Planning (Local Development) (England) Regulations 2004, and the Town and Country Planning (Transitional Arrangements) Regulations 2004, partly superseded by the Town and Country Planning (Local Development) (England) (Amendment) Regulations 2008.

Tree Preservation Order (TPO): Statutory protection given to an individual tree of groups or trees by the Local Planning Authority under the Town and Country Planning Act 1990 to protect and prevent the removal of trees.

Use Classes Order: The Town and County Planning (Use Classes) Order 2005 lists sixteen classes of land use. Change of use within a use class does not normally require planning permission.

Wellbeing: The state of being contented and healthy.

Windfalls: Windfalls are development and redevelopment proposals which unexpectedly become available for housing. These may be sites for a number of dwellings or small changes, such as the conversion of vacant space into a flat over a shop.

Worklessness: Worklessness is used to describe those without work. It can also be deemed as unemployment claimants; those who are out of work and looking for a job; and those who are economically inactive.