

Public Health Response to re-consultation request: Sinah Lane Development, Havant, APP/18/00724

Application No:	APP/18/00724
Address:	Sinah Lane, Havant
Development:	Erection of 195 dwellings, associated open space, pumping station, sub-station and formation of new vehicular access off Sinah Lane. Change of use of agricultural to a Wader and Brent Geese Refuge Area.
Comments by:	Hampshire County Council Public Health
Date of Comments:	11 th October 2019
Correspondence to:	Lynn.butler@hants.gov.uk

Thank you for the opportunity to comment on this application. We last commented on the 24th August 2018. We wish to resubmit these comments to the current re-consultation on land at Sinah Lane, as we feel these remain pertinent to the revised proposals. Our comments can be found below.

1. Active Travel

We note and support the desire to promote and to develop the means to sustainable travel and encourage walking and cycling within the application. This includes the developer contributions to regenerate the Hayling Billy route which serves as a key aid to active travel as well as a boost to recreational activity. Active travel has multiple benefits for communities and individuals, including health benefits¹. As physical inactivity directly contributes to one in six deaths in the UK² and costs the UK an estimated 7.4bn including impact on the NHS, social care, sickness absence etc³, we welcome this as a feature of this development.

We note that pedestrian and cycle routes between the proposed development and existing local services and amenities (e.g. local schools and facilities in West Town and Mengham) have been investigated and that required improvements to infrastructure to support active travel are being provided as part of The Oysters development, which will benefit the proposed development at Sinah Lane (*Transport Assessment for Sinah Lane Development*). We are pleased to note that there are numerous facilities within close proximity which are within the preferred maximum walking distances that CIHT suggests, and that can also be reached in short cycle distances. We note that there is a good cycle network between the proposed development and Beach Road, but less so between Beach Road to Mengham (*Transport Assessment for Sinah Lane Development, p19*). We note that the walking time to Mengham is approximately 25 minutes, whereas the cycling time is

¹ Public Health England (2016) Working together to promote active travel: a briefing for local authorities <https://www.gov.uk/government/publications/active-travel-a-briefing-for-local-authorities>

² Lee I-M, et al (2012) Effect of physical inactivity on major non-communicable diseases worldwide: an analysis of burden of disease and life expectancy. The Lancet 380: 219-29, quoted in Public Health England (2014) Everybody active, every day – an evidence-based approach to physical activity. London: PHE

³ Scarborough P et al (2011) The economic burden of ill health due to diet, physical inactivity, smoking, alcohol and obesity in the UK: an update to 2006-07 NHS costs. Journal of Public health, 33(4) 527-535

approximately 6 minutes, suggesting that cycling may be the preferred method of active travel. We would like to see further assessment of this cycle journey and exploration of potential improvements to the route between Beach Road and Mengham, to safely link the proposed development to facilities in Mengham.

We also welcome the travel plan and its aims to encourage new residents into an active lifestyle and active travel. However, we would recommend considering walking and cycling independently within the travel plan, with separate goals for modal shift. This is because walking and cycling are distinctly different behaviours and therefore require different approaches to encouraging adoptions. For example, walking requires no special equipment or clothing, and, for the most part, can use relatively safe pavements rather sharing the highways with motorised vehicles. Cycling on the other hand does require the purchasing and maintenance of equipment and necessitates the sharing of the highways with motorised vehicles in many instances. This means that these two distinct behaviours have differing perceived and actual barriers to adoption and maintenance, which must also be considered and targeted separately in order to maximise the effectiveness of the travel plan. We would like these barriers further explored within the travel plan with appropriate methods for overcoming them identified and actions committed to. Without these changes, we feel the travel plan is insufficiently robust to bring about significant changes in resident behaviour.

We would also like to suggest that efforts to engage new residents in behaviour change must begin at first occupancy, as this is when behaviours are formed. Welcome packs should be distributed to all, including those who occupy in later phases.

Recommendation 1: Walking and cycling to be considered in the travel plan as separate behaviours, with separate goals for modal shift.

Recommendation 2: Barriers to walking and cycling further explored with appropriate methods for overcoming them identified and actions committed to within the travel plan.

Recommendation 3: Efforts to engage new residents in behaviour change should begin at first occupancy.

Recommendation 4: Welcome packs should be distributed to all, including those who occupy in later phases.

Recommendation 5: Further assessment of cycle route between Beach Road and Mengham and exploration of potential improvements.

Other Health and Wellbeing Opportunities

We note that the Infrastructure Delivery Statement is still emerging and that the developer intends to consult regarding health and wellbeing opportunities that this development will present. We would welcome the opportunity to be part of the discussions to explore and detail the health and wellbeing opportunities.

We welcome the establishment of an orchard, providing an outdoor green space for residents and visitors to the site. We would suggest that the feasibility for the provision of allotment space is explored, as gardening in an allotment setting can result in numerous

positive physical and mental health-related impacts and outcomes⁴. We also welcome the opportunity to provide outdoor green space for play, represented in the design statement. To maximise the benefit of this for children and young people, we recommend that proposals should be developed and made available for public consultation. We recommend the provision of any appropriate LAPs, LEAPs and NEAPs at this site should be in line with guidance from Fields in Trust⁵.

Recommendation 6: That future discussions fully explore and detail all the health and wellbeing opportunities at this site.

Recommendation 7: That feasibility for the provision of allotment space is explored.

Recommendation 8: That proposals for the outdoor space at the site should be in line with guidance from Fields in Trust. We request that these are made available for public consultation prior to approval.

2. Affordable homes

Emerging Havant planning policy (H2)⁶ states that the tenure of the affordable housing is split 70% rented and 30% intermediate.

	Number of Affordable Rent	Number of Shared Ownership	GIA (M2)
2 Bed / 3 Person Maisonette	12	0	67.1 – 76.6
2 bedroom / 4 Person Terrace/Semi	19	7	78.3
3 bedroom / 5 Person Terrace/Semi	9	9	86
3 bedroom / 5 Person Semi	0	2	89
Total	40	18	

As required the tenure mix, size and... in additional S106 agreement.

⁴ Garden Organic & Sustain. (2014). The benefits of gardening and food growing for health and wellbeing. http://www.sustainweb.org/resources/files/reports/GrowingHealth_BenefitsReport.pdf.

⁵ Fields in Trust Guidance for Outdoor Sports and Play <http://www.fieldsintrust.org/Upload/file/guidance/Guidance-for-Outdoor-Sport-and-Play-England-Apr18.pdf>

⁶ Havant Borough Council Local Plan 2036

Affordable Housing		Market Sale Housing		Total
Type of dwelling	Affordable	Type of dwelling	Market Sale	
2 Bedroom	38	2 Bedroom	31	69
3 Bedroom	20	3 Bedroom	86	106
4+ Bedroom	0	4+ Bedroom	20	20
Total	58	Total	137	195

Table 5: Accommodation Schedule

We note and welcome the allocation of 58 homes as “affordable tenures”, as specified in the Affordable Housing Statement enclosed with the application for this development. Truly affordable homes can help to address health inequalities, an important issue in Havant.

However, the number of 2 bedroom and 3 bedroom properties available via affordable rent varies from the numbers contained within Table 5 of the proposed Travel plan (please see Tables above).

Policy CS9 Housing of The Havant Borough Core Strategy 2011 states that, in relation to the tenure split of affordable housing, “65-70% of affordable homes should be social rented”. Emerging Havant planning policy states that tenure mix should be “split 70% rented and 30% intermediate.” We would recommend that the developers adopt a split to ensure there is maximum provision for social rented affordable housing.

In addition, we feel there is potential for improving the even distribution of affordable homes within the proposed dwelling distribution plan to ensure a balanced community and improved community cohesion. We note that there is a denser concentration of affordable homes to the west of the development with very few to the east of the development. Emerging policy within the draft Havant Local Planⁱ states that “Affordable housing should be evenly spread across the site.”

Recommendation 9: That the developer confirms the number of proposed affordable housing properties at the site.

Recommendation 10: Of the affordable properties in this development, the tenure mix is in accordance with Havant planning policy.

Recommendation 11: Amend the planned affordable housing distribution to ensure a more evenly spread distribution across the site.

Ageing population

Havant Borough has an ageing population. The Small Area Population Forecast (SAPF) of 2016⁷ indicated that the Total Dependency Ratio (TDR) in the Borough is forecast to reach 75.3 “dependents” per 100 people of working age by 2023 (up from 69.4 in 2016). The population aged 65-84 years is predicted to rise in Havant Borough by 2,700 people from

⁷ Small Area Population Forecast (SAPF) 2016

2016-2023. The population aged 85+ years is predicted to rise in Havant Borough by 1,200 people in the same time period.

In Hayling Island, those aged 65 years and over is predicted to increase and this, coupled with a decrease in residents of a working age, this will lead to a dependency ratio of 80% by 2021. This suggests that there will be a higher proportion of older people living on their own within fewer younger people to provide care and support. People of increasing age are more likely to live with multiple long term conditions and frailty is also more prevalent. Therefore, we would request that homes in this development are developed which can be adapted to meet the needs of an older population (i.e. [Lifetime Homes](http://www.lifetimehomes.org.uk/))⁸.

Recommendation 12: Homes in this development are developed in line with “Lifetime Homes” so that they can be adapted to meet the needs of an older population.

Recommendation 13: Green and urban infrastructure related to this development is developed with the needs of older people in mind, ensuring it is accessible and supports inclusivity.

Healthcare Facilities

We note in the application documents the developer has consulted with NHS Choices concerning access to healthcare facilities. The appropriate NHS body to consult is South Eastern Hampshire Clinical Commissioning Group who will be able to advise accordingly.

Recommendation 13: That the developers consult with South Eastern Hampshire Clinical Commissioning Group regarding access to healthcare facilities.

⁸ <http://www.lifetimehomes.org.uk/>