

Planning Statement

Redevelopment of
Former Dairy Crest Depot

222- 224 Dunsbury Way,
Leigh Park,
Havant

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1. Introduction

- 1.1 This Planning Statement has been prepared by JLL on behalf of Southern Co-Op Properties (herein ‘the applicant’) in support of proposals for the redevelopment of the vacant Dairy Crest Depot and surrounding area, located at 222 Dunsbury Way, Havant.
- 1.2 This outline planning application seeks to redevelop the site with up to 78 dwellings in the form of 1 and 2 bed apartments.
- 1.3 Part of the application site has been vacant since Dairy Crest Ltd vacated the premises in 2014 following the business facing financial difficulties. The site was purchased by the applicant in 2016.
- 1.4 The application site consists of the Dairy Crest Depot, which is comprised of dilapidated buildings and associated outhouses, a bungalow (which is currently let on a short term leasehold basis) and an existing End of Life service facility. A replacement facility for the End of Life Service is currently going through the planning application process (APP/18/00764).
- 1.5 This Statement provides a description of the application site, an analysis as to how the scheme complies with the Havant Borough Core Strategy 2011-2026 (adopted 2011), the Adopted Allocations Plan (adopted 2014) the emerging Local Plan and the National Planning Policy Framework (NPPF – 2018).
- 1.6 The following documents and statements support this application:
 - Application Form
 - CIL form and liability notice
 - Transport Statement prepared by Ridge
 - Framework Travel Plan prepared by Ridge
 - Strategic Marketing and Commercial Analysis Report prepared by JLL
 - Viability Assessment (Confidential) prepared by JLL
 - Noise Assessment prepared by Mayer Brown
 - Flood Risk Assessment prepared by Ridge
 - Tree Constraints Plan prepared by Barrell Tree Care

- Ecology statement prepared by Eco Support
- Contaminated Land Assessment prepared by Ridge
- Design and Access Statement prepared by PWP
- Suite of Drawings:
 - Indicative Ground floor layout
 - Indicative First floor layout
 - Indicative Second floor layout
 - Indicative Third floor layout
 - Indicative Fourth floor layout
 - Indicative Proposed Elevations
 - Indicative Proposed Elevations
 - Existing Elevations
 - Existing Floor Plans

1.6 All of the above reports should be read in conjunction with this planning statement which clearly assess the planning implications of the development proposal.

2. The Application Site

- 2.1 This site is located on a prominent corner plot and measures 0.5ha, and is an almost square parcel of land. The site consists of several single storey buildings which consist of residential and commercial uses, a bungalow, an end of life service and a small warehouse. The end of life service is relocating and is subject to a separate planning application.
- 2.2 A single storey flat roofed brick and concrete built office building fronts the site onto Dunsbury Way. A small red brick built office with concrete flat roof is located to the rear of the site. An open fronted storage area with steel structure and corrugated metal sheeting roof is located to the west of the site. A breezeblock constructed shed with sloping roof is located to the south west of the site.
- 2.3 A single storey bungalow fronts onto Dunsbury Way and a red brick single storey End of Life Service with glass frontage also fronts onto Dunsbury Way. The bungalow and the glass fronted buildings are currently occupied. At the front of the End of Life Service site, and to the front and rear of the bungalow building there are small areas of lawn. No Protected trees are on or around the development site. There is a large area of hard standing within the Dairy Crest site.
- 2.4 The site is located adjacent to the Riders Creek, but falls within flood zone 1 given the elevated nature of the site. The creek falls within flood zones 2 and 3.
- 2.5 The site is not an allocated employment site within the local plan, and there are no listed buildings, heritage assets or preserved trees located on or around the development site.



(Ariel shot of the site (google)Surrounding Area)

- 2.6 Planning application 04/51184/050 provided large scale redevelopment of Leigh Park. The former Procter and Gamble site was redeveloped for mixed use purposes, which consisted of 4.11 hectares of residential use (264 dwellings and 1.4 hectares of amenity space), 0.66 hectares of community/health use (including community halls and health building), 3.48 hectares of employment use and associated parking and ancillary works.
- 2.7 As a result of the redevelopment of the Procter and Gamble site, there are a number of medium to high density housing developments within the surrounding area.
- 2.8 An allocated housing site (L119) is located to the north of the site which was previously allocated as community use within the above outline consent.
- 2.9 To the rear of the site, an allocated mixed-use site is in situ. This serves several B use classes.
- 2.10 Further south of the site the Greywell Shopping precinct is located. This area also contains several community uses which serves the wider Dunsbury Way area.
- 2.11 The site is fronted by a strategic bus network which connects the site to the wider region.



(Aerial shot surrounding the site (google))

3 Site History

- 3.1 The below table details the amount of development in and around the application site. From this it appears that residential development should be considered an appropriate use given the level of development in recent years within the Dunsbury Way location.

Planning Application Number	Address	Proposal	Decision
APP/14/00956	The Former Wheatsheaf , Bramdean Drive, Havant	Outline application for construction of 3/4 storey building comprising 11No. 1 bed apartments, 4No. 2 bed apartments and 6No. 3 bed terraced houses with associated car parking, cycle and refuse storage following demolition of existing off-licence and garages, and approval of access, appearance, layout and scale, with approval of the landscaping of the site reserved (approved 14/05/2015).	Granted May 2015
APP/13/01278	Tweed Court, Dunsbury Way, Havant	Conversion and alteration of existing sheltered bedsits and flats to provide 29 no. 1 bed sheltered flats and 2no. 2 ned sheltered flats (from 44no. bedsits and flats) and replacement of 6.no windows	Granted March 2014
09/51184/061	Proctor and Gamble, Dunsbury Way, Havant	Redesign of the remaining portion of residential development approved under Planning Permission 05/51184/052 to replace permitted: i) 12No. 2 bed flats with 16No. 1 bed flats (Block 5C); ii) 2No. 4 bed and 1No. 3 bed houses with 5No. 1 bed houses; iii) 4No. 1 bed flats and 4No. 2 bed maisonettes with 4No. 2 bed houses; and iv) 1No. 2 bed flat with 1No. 2 bed house and 1No. 1 bed flat	Permission Subject to Section 106 June 2009
07/51184/054	Part of former Proctor and Gamble site, Dunsbury Way, Havant, PO9 5DG	Construction of healthcare/nursery unit and 72no. 1 and 2 bedroom flats including ancillary accommodation and car parking etc (revised application	Permission subject to s106 Feb 2009
04/51184/050	Proctor and Gamble, Dunsbury Way,	Outline application for demolition of existing buildings and redevelopment for mixed use purposes consisting of 4.11 hectares of residential use (including 1.4 hectares of amenity space and 264 dwellings), 0.66 hectares of	Grant June 2005

Planning Application Number	Address	Proposal	Decision
	Havant, PO9 5DG	community/health use (including a new community hall and building for health purposes), 3.48 hectares of employment use (consisting of retention of the 9945 sqm warehouse (B8) and the provision of 4320sqm floorspace of new build employment (B1, B2) units), and associated parking and ancillary works.	

4 Planning Policy

National Planning Policy Framework

- 4.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.
- 4.2 Planning law requires that applications for planning permission be determined in accordance with the development plan, unless other material considerations indicate otherwise. The National Planning Policy Framework must be taken into account in preparing the development plan, and is a material consideration in planning decisions.
- 4.3 The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. Achieving sustainable development within the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways:
 - a) An economic objective – which seeks to build a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity.
 - b) A social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to be the needs of present and future generations; and by fostering a well-designed and safe built environment with accessible services and open spaces that reflect current and future needs and support communities health, social and cultural well-being; and
 - c) An environmental role – to contribute to protecting and enhancing our natural, built and historic environment, including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution and mitigating and adapting to climate change.
- 4.4 These objectives should be delivered through the preparation and implementation of plans and the application of the policies in the Framework.
- 4.5 So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development.
- 4.6 Paragraph 11 of the NPPF states that plans and decision should apply a presumption in favour of sustainable development. For decision taking this means –
 - C) Approving development proposals that accord with an up-to-date development plan without delay; or

D) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, granting permission unless:

- a. The application of policies in this framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed or
- b. Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this framework taken as a whole.

4.7 Paragraph 12 of the Framework states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan permission should not usually be granted. Local Planning Authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

Delivering a sufficient supply of homes

4.8 Paragraph 59 sets out the method to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

4.9 To determine the minimum number of homes needed, paragraph 60 states that strategic policies should be informed by a local housing needs assessment. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should be also taken into account in establishing the amount of housing to be planned for.

4.10 Paragraph 61 states that within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies.

4.11 Paragraph 64 states that where major developments involving the provision of housing is proposed, planning policies and decisions should expect at least 10% of the homes to be available for affordable home ownership unless this would exceed the level of affordable housing required in the area. Exemptions to this 10% requirement should also be made where the site or proposed development:

- a) Provides solely for Build to Rent homes;
- b) Provides specialist accommodation for a group of people with specific needs
- c) Is proposed to be developed by people who wish to build or commission their own home; or
- d) Is exclusively for affordable housing, an entry level exception site or a rural exception site.

- 4.12 Strategic policy making authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need can be met over the plan period. Within this overall requirement, strategic policies should also set out a housing requirement for designated neighbourhood areas which reflects the overall strategy for the pattern and scale of development and any relevant allocations.

Identifying land for homes

- 4.13 Paragraph 67 states that strategic policy making authorities should have a clear understanding of the land available in their area through the preparation of a strategic housing land availability assessment. From this, planning policies should identify a sufficient supply and mix of sites, taking into account their availability, suitability and likely economic viability. Planning policies should identify a supply of:
- a) Specific, deliverable sites for years one to five of the plan period, and
 - b) Specific, developable sites or broad locations for growth, for years 6-10 and where possible, for years 11-15 of the plan.
- 4.14 Paragraph 68 outlines that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built relatively quickly. To promote the development of a good mix of sites, local planning authorities should:
- a) Identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;
 - b) Use tools such as area wide design assessments and Local Development Orders to help bring small and medium sites forward;
 - c) Support the development of windfall sites through their policies and decisions – giving great weight to the benefits of using suitable sites within existing settlements for homes; and
 - d) Work with developers to encourage the sub-division of large sites where this could help speed up the delivery of homes.
- 4.15 Paragraph 70 states that where an allowance is to be made for windfall sites as part of anticipated supply, there should be compelling evidence that they will provide a reliable source of supply. Any allowance should be realistic having regard to the strategic housing land availability assessment, historic windfall delivery rates and expected future trends. Kudos

Maintaining supply and delivery

- 4.16 Paragraph 73 outlines the requirement that strategic policies should include a trajectory illustrating the expected rate of housing delivery over the plan period. This paragraph states that all plans should consider whether it is appropriate to set out the anticipated rate of development for specific sites. Local planning

authorities should identify and update annually a supply of specific deliverable sites sufficient to provide a minimum of five years' worth of housing against their housing requirement set out in adopted strategic policies, or against their local housing need where their strategic policies are more than five years old. The supply of deliverable sites should in addition include a buffer of:

- a) 5% to ensure choice and competition in the market for land; or
- b) 10% where the LPA wishes to demonstrate a five-year supply of deliverable sites through an annual position or recently adopted plan, to account for any fluctuations in the market during that year; or
- c) 20% where there has been significant under delivery of housing over the previous three years, to improve the prospect of achieving the planned supply.

4.17 Paragraph 74 states that a five year supply of deliverable housing sites, with the appropriate buffer, can be demonstrated where it has been established in a recently adopted plan, or in a subsequent annual position statement which:

- a) Has been produced through engagement with developers and others who have an impact on delivery, and been considered by the Secretary of State; and
- b) Incorporates the recommendation of the SoS, where the position on specific sites could not be agreed during the engagement process.

4.18 Paragraph 75 seeks to maintain the supply of housing. To do this, local planning authorities should monitor progress in building out sites which have permission. Where the Housing Delivery Test indicates that delivery has fallen below 95% of the local planning authority's housing requirement over the previous three years, the authority should prepare an action plan in line with national planning guidance, to assess the causes of under-delivery and identify actions to increase delivery in future years.

Promoting sustainable transport

4.19 Transport issues should be considered from the earliest stage of plan making and development proposals as stated within paragraph 102. This is so that:

- a) The potential impacts of development on transport networks can be addressed;
- b) Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised.
- c) Opportunities to promote walking, cycling and public transport use are identified and pursued.
- d) The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) Patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality spaces.

Considering development proposals

4.20 In assessing specific application for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be – or have – taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network, or on highway safety, can be cost effectively mitigated to an acceptable degree.

4.21 Paragraph 109 states that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.

Making effective use of land

4.22 Paragraph 117 states that planning policies and decisions should promote an effective use of land in meeting the needs for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

4.23 Paragraph 118 states that planning policies and decisions should:

- a) encourage multiple benefits from both urban and rural land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation or improve public access to the countryside;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively (for example converting space above shops, and building on or above service yards, car parks, lock-ups and railway infrastructure); and
- e) support opportunities to use the airspace above existing residential and commercial premises for new homes. In particular, they should allow upward extensions where the development would be

consistent with the prevailing height and form of neighbouring properties and the overall street scene, is well-designed (including complying with any local design policies and standards), and can maintain safe access and egress for occupiers.

- 4.24 Paragraph 120 states that planning policies and decisions need to reflect changes in the demand for land. They should be informed by regular reviews of both the land allocated for development in plans and of land availability. Where the local planning authority considers there to be no reasonable prospect of an application coming forward for the use allocated in a plan:
- a) they should, as part of plan updates, reallocate the land for a more deliverable use that can help to address identified needs (or, if appropriate, deallocate a site which is undeveloped); and
 - b) in the interim, prior to updating the plan, applications for alternative uses on the land should be supported, where the proposed use would contribute to meeting an unmet need for development in the area.
- 4.25 Paragraph 121 states that local authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to:
- a) use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites or the vitality and viability of town centres, and would be compatible with other policies in this Framework; and
 - b) make more effective use of sites that provide community services such as schools and hospitals, provided this maintains or improves the quality of service provision and access to open space.

Achieving appropriate densities

- 4.26 Paragraph 122 states that planning policies and decision should support development that makes efficient use of land, taking into account:
- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
 - b) local market conditions and viability;
 - c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
 - d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
 - e) the importance of securing well-designed, attractive and healthy places.

- 4.27 Paragraph 123 states that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. In these circumstances:
- a) plans should contain policies to optimise the use of land in their area and meet as much of the identified need for housing as possible. This will be tested robustly at examination, and should include the use of minimum density standards for city and town centres and other locations that are well served by public transport. These standards should seek a significant uplift in the average density of residential development within these areas, unless it can be shown that there are strong reasons why this would be inappropriate;
 - b) the use of minimum density standards should also be considered for other parts of the plan area. It may be appropriate to set out a range of densities that reflect the accessibility and potential of different areas, rather than one broad density range; and
 - c) local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in this Framework. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Achieving well designed places

- 4.28 Paragraph 124 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.
- 4.29 Paragraph 127 outlines that planning policies and decisions should ensure that developments:
- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
 - c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
 - d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁶; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Meeting the challenge of climate change, flooding and coastal change

- 4.30 Paragraph 148 states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.

Planning for climate change

- 4.31 Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.
- 4.32 Paragraph 156 states that strategic policies should be informed by a strategic flood risk assessment, and should manage flood risk from all sources. They should consider cumulative impacts in, or affecting, local areas susceptible to flooding, and take account of advice from the Environment Agency and other relevant flood risk management authorities, such as lead local flood authorities and internal drainage boards.
- 4.33 The aim of the sequential test is to steer new development to areas with the lowest risk of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower risk of flooding. The strategic flood risk assessment will provide the basis for applying this test. The sequential approach should be used in areas known to be at risk now or in the future from any form of flooding.

Conserving and enhancing the natural environment

- 4.34 Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by: [inter alia]
- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;
 - e) preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or

land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and

- f) remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.

Habitats and biodiversity

4.35 Paragraph 175 states that when determining planning application, local planning authorities should apply the following principles:[inter alia]

- a) development whose primary objective is to conserve or enhance biodiversity should be supported; while opportunities to incorporate biodiversity improvements in and around developments should be encouraged, especially where this can secure measurable net gains for biodiversity.

Ground Conditions and pollution

4.36 Paragraph 178 states that planning policies and decision should ensure that:

- a) a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination. This includes risks arising from natural hazards or former activities such as mining, and any proposals for mitigation including land remediation (as well as potential impacts on the natural environment arising from that remediation);
- b) after remediation, as a minimum, land should not be capable of being determined as contaminated land under Part IIA of the Environmental Protection Act 1990; and
- c) adequate site investigation information, prepared by a competent person, is available to inform these assessments.

Havant Borough Council Adopted Local Plan and Core Strategy

4.37 The adopted development comprises of two adopted documents. The Havant Borough (Core Strategy adopted 2011) is the principal document in the council's Local Plan. It covers the Borough of Havant, setting out the spatial planning strategy for the area up to 2026. It sets out how many new homes and jobs are needed in the borough and their distribution. The Havant Borough Local Plan (Allocations adopted 2014), follows on from the Havant Borough (Core Strategy) and identifies sites for specific uses including, housing, employment, retail, recreation and green infrastructure up to 2026.

4.38 The main development policies which relate to the site are outlined in detail below, but as you can see from extract from the Policies map, the site is not safeguarded for employment and is in close proximity to the allocated housing site. The site to the east of the proposal site is allocated for mixed use development.

Havant Core Strategy 2011

- 4.39 Policy CS6 - Regeneration of the Borough states that 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.
- 4.40 For Leigh Park in particular, the policy seeks to 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.
- 4.41 All development proposals made under this policy must ensure that they benefit the borough socially, environmentally and economically.
- 4.42 Policy CS9 Housing details that 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.

4.43 The policy continues to outline the Housing Density and Types which the local authority seek. The policy states that the density of new housing will depend on its design and appropriateness to its location. As a guide the following minimum density threshold 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

4.44 In terms of house type and size, a mix of dwelling types is sought from one and two bedroom flats to terraced housing 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.

4.45 Policy CS11 Protecting and Enhancing the special environment and heritage of Havant Borough states that Planning permission will be granted for development that:

“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.”

4.46 Policy CS16 High Quality Design outlines that 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.

4.47 Policy CS17 Concentration and Distribution of Development within the Urban Area outlines that 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).

- 4.48 Policy DM3 – Protection of Existing Employment and Tourism sites states that 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.
- 4.49 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.
- 4.50 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.

The Havant Borough Local Plan (Allocations) (2014)

- 4.51 Policy AL1 – Presumption in favour of sustainable development states that when considering development proposals, the Council will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF). It will always work proactively with applicants to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.
- 4.52 Planning applications that accord with the policies in this local plan will be approved without delay, unless material considerations indicate otherwise.

- 4.53 Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision, then the Council will grant permission unless material considerations indicate otherwise, taking into account whether:
1. Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
 2. Specific policies in the NPPF indicate that development should be restricted.
- 4.54 Policies LP1, LP2 and LP3 set out the housing and mixed use allocations for Leigh Park. Each policy is followed by a site profile which includes a brief description of each allocated site along with current opportunities and constraints.
- 4.55 The adjacent site (site ref L119) formed part of the redevelopment of the Procter and Gamble factory site. It was allocated within the outline permission for the redevelopment of the overall site to include a community use, however, it was no longer considered necessary or suitable given the availability of more appropriate community sites in Leigh Park Centre. This does however confirm that residential led regeneration is deemed appropriate for the area.
- 4.56 Policy DM17 - Contaminated Land informs that Planning permission will be granted for development on or near contaminated land where an appropriate investigation of potential risks is undertaken by the developer and identified risks are mitigated.
- 4.57 Where risks are identified, the policy states that necessary remediation measures to be undertaken by the developer must take full account of the intended use and ensure it does not have a negative effect on human health, groundwater and the wider environment.
- 4.58 Policy DM18 Protecting New Development from Pollution outlines that Planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have significant negative affect on the amenity of future occupiers or users of the proposed development.
- 4.59 Policy DM24 - Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development outlines that Planning permission will be granted for residential developments that avoid or mitigate a likely significant effect on the SPAs, caused by recreational disturbance through the in-combination effect of net additional dwellings. This mitigation can be provided through:
- a) A financial contribution.
 - b) A developer provided package of measures associated with the proposed development designed to avoid or mitigate any significant effect on the SPAs subject to meeting the tests of the Habitats Regulations.

c) A combination of measures in (a) and (b) above.

- 4.60 The policy states that where these measures cannot be provided development proposals will be refused, unless the applicant can show, subject to meeting the tests of the Habitats Regulations, that there would not be an adverse effect on the integrity of the SPAs.
- 4.61 The provisions of this policy do not exclude the possibility that some residential schemes, due to their size/and or location, may require individual assessment under the Habitats Regulations on advice from Natural England and additional site specific avoidance or mitigation measures.
- 4.62 The organisations involved in the Solent Disturbance Mitigation Plan, (which includes the Council and Natural England) have worked together to agree a financial contribution based on the development of 'one residential unit'. The Solent SPA Interim Planning Framework (5 November 2013) sets out proposed mitigation measures and provides background information on the methodology used to calculate the contribution of £172 per dwelling. This contribution is aimed to fund measures such as the provision of dog wardens and rangers to educate visitors about the impacts of their actions on protected species.

Havant Borough Council Supplementary Planning Documents

- 4.63 The Council also have a number of supplementary planning documents which would form part of the considerations of this application.

Borough Design Guide SPD (Adopted December 2011)

Housing SPD (Adopted July 2011) (pdf 1.25mb)

Havant Public Service Village SPD (Adopted February 2010)

Leigh Park Strategic Framework SPD (Adopted July 2006) (pdf 1.77mb)

Parking SPD (Adopted July 2016)

- 4.64 The Parking Supplementary Planning Document (SPD) was adopted 27th July 2016 and sets out the standards for car and cycle provision in the borough.

TABLE 4A			
C3 Dwelling Houses – Vehicle Parking			
Size of dwelling	Zone	Minimum Car Parking Requirement	Havant Town Centre Waterlooville Town Centre
1 Bed Unit		1 space	Max 1 space
2 Bed Unit		2 spaces	Max 1 space
3 Bed Unit		2 spaces	Max 2 spaces
4+ Bed Unit		3 spaces	Max 2 spaces

Notes

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated.
2. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
3. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

TABLE 4B			
C3 Dwelling Houses – Shared/Communal Parking (unallocated)			
Size of dwelling	Zone	Minimum Car Parking Requirement	Havant Town Centre Waterlooville Town Centre
1 Bed Unit		0.9 spaces	Max 0.5 spaces
2 Bed Unit		1.3 spaces	Max 0.8 spaces
3 Bed Unit		1.9 spaces	Max 1 spaces
4+ Bed Unit		2.4 spaces	Max 1.2 spaces

Notes

1. With the exception of small residential developments an additional 20% of unallocated parking for visitors should be accommodated. In larger developments with no allocation of spaces, a lower visitor space allowance may be acceptable provided it can be shown that sufficient resident cars will likely be absent when visiting takes place.
2. Tenure can influence car ownership. Rented accommodation, particularly social rented housing, can have fewer cars than owner occupied households of a similar size and type. However there is the potential for tenure to change over the life of most dwellings to owner occupied status. Reductions will only be considered for rented properties where there is evidence that the tenure is unlikely to change or the developers can demonstrate that lower standards would be appropriate.
3. Within a two storey property bedrooms include all those rooms at first floor or above (assuming a conventional layout) where the size of room can accommodate a single sized bed and a small amount of furniture (for example approximately 5 square metres in area). Within other properties such as flats or bungalows a common sense approach will be adopted. Simply labelling rooms as reception rooms or studies will not mean that they won't be considered as potential bedrooms. The most likely and typical use of the property will be considered.

Emerging Policy Position

- 4.65 It is proposed to produce a single local plan that will replace the Core Strategy and Allocations plans. This will be the Havant Borough Local Plan 2036. The draft Havant Borough Local Plan 2036 sets out emerging policy as required by the TCPA 1990 and the NPPF.
- 4.66 The most relevant planning policies in relation to the development of the site are discussed below, however given that that the plan will go through further consultation and will not be adopted for some time it is not considered that these policies will have any material weight when considering the proposal.

Draft Havant Borough Local Plan 2036

Policy DR1 – delivery of Development and Regeneration Delivery

4.67 This policy sets out the delivery of development and regeneration in the borough by:

- a. The Council will plan positively and collaboratively to achieve high quality, sustainable development in Havant Borough;
- b. The Council has a clear ‘open for business’ approach and supports sustainable growth in homes, jobs and services in principle. Planning applications that accord with the policies in the Development Plan will be approved without delay, unless material considerations indicate otherwise;
- c. The Council is committed to working proactively with applicants to jointly find solutions which mean that proposals for sustainable development are approved, particularly where they address the development needs of the Borough. The Council supports innovative design and development solutions in principle which will help to meet the Borough’s development needs;
- d. The Council expects applicants to be similarly proactive towards development proposals in Havant Borough. This will involve working collaboratively with the Council, infrastructure providers, regulators and communities to achieve high quality development. Such collaborative working should begin at an early stage, well before the submission of a planning application;
Coordination of development
- e. Development proposals will only be permitted where they do not undermine the future development potential of adjacent sites; Innovation and the acceleration of housing delivery
- f. The principal of using modern methods of construction, which accelerate the delivery of new homes, will be supported in principle;
- g. The Council is supportive in principle of schemes which will provide a diverse mix of housing and cater for new and emerging areas of housing need through innovative products; Key sites and regeneration
- h. Key to achieving the strategic priorities of this Local Plan is the regeneration and development of key sites and projects. This includes underused brownfield sites in town centres and on Hayling Island Seafront. It also includes the development of Southleigh and key infrastructure projects;
- i. The Council will lead on the regeneration of these projects, assisting in assembling sites where necessary and working with development partners to achieve their delivery; and j. The Council is committed to the regeneration of these sites and will use all of the available tools at its disposal to deliver development. This will include the use of compulsory purchase powers where necessary.

IN3 Transport and parking in new development

4.68 Development proposals will be permitted, provided that the site is designed so that:

- a. The traffic generated by the development, taking into account any proposed avoidance and mitigation measures, would not result in severe cumulative impacts on the transport network or the environment;
- b. Safe and suitable access to the site is provided for all people and modes of transport;

- c. Provision is made for the parking of cars, motor cycles and cycles in line with Council standards;
- d. On and/or off-site measures commensurate with the nature and scale of the scheme are provided, which promote travel by non-motorised modes and by public transport, including, where appropriate, provision for bus access with suitably located bus stops;
- e. Adequate provision is made for varying sizes of vehicles, including refuse and emergency vehicles, to access all parts of the site, park, load, unload and turn safely and conveniently;
- f. The streets and public and private parking areas contribute positively to the design of the development and deliver a high quality public realm, including through the use of high quality materials;
- g. The site layout encourages lower vehicle speeds, and promotes the safe and convenient movement of pedestrians and cyclists within the site;
- h. Pedestrian and cycle routes are provided which conveniently reach all parts of the site, and link with the wider network beyond the site;
- i. Any existing public rights of way are safeguarded and new routes provided where appropriate;
- j. Sufficient visibility and lighting is provided for the safe and convenient use of the roads, cycle routes, walking routes and parking places;
- k. Electric Vehicle charging infrastructure is provided for
 - i. each new residential unit with private off-street parking; ii. an appropriate number of spaces in shared parking at residential and commercial development with the remainder providing infrastructure to allow easy installation of charging points in the future;
- l. A satisfactory Transport Statement or Transport Assessment is submitted in support of the planning application to evaluate transport impacts, and to demonstrate that proposed transport improvements will meet the needs of the development and mitigate adverse impacts;
- m. A Travel Plan is provided in support of a planning application where appropriate in relation to the scale and type of development.

E6 High Quality Design

4.69 Planning permission will be granted for development that:

- a. Is designed to a high standard, which helps to create places where people want to live, work, visit and enjoy;
- b. Demonstrates that account has been taken of local design statements, neighbourhood plans and the design elements of conservation area appraisals which identify local character and distinctiveness;
- c. Demonstrates that it:
 - i. Responds to, and draws inspiration from its local context and where appropriate, forge a new sense of place through design;
 - ii. Considers characteristics such as heights, massing, existing building lines, plot widths and depths and proportions of building features such as windows and doors;

- iii. Identifies and positively responds to existing natural and built features including listed buildings, conservation areas and other heritage assets within or close to the development;
 - iv. Makes a positive contribution to the overall appearance of the street scene and wider area by use of good quality materials of appropriate scale, profile, finish, colour and proven weathering ability;
 - v. Produces a positive relationship with and between existing and proposed buildings, streets and spaces;
 - vi. Avoids over-dominance and not cause unacceptable harm to the amenity of neighbours through overshadowing, massing, the loss of privacy, outlook, overlooking, and through odour, noise or disturbance; and
 - vii. Plans for adverts, signage, lighting and other security features to be fit for purpose, fully integrated with the design, and do not adversely affect the visual amenity of the street scene or the amenity of neighbours.
- d. In addition, all non-householder development which will create new floorspace is expected to:
- i. Ensure the layout is appropriate in density, scale, and appearance and sufficiently flexible to respond to changing uses, lifestyles and demography;
 - ii. A setting for any new buildings is provided which is in keeping with the surrounding area
 - iii. Reduce opportunities for crime and anti-social behaviour and contribute to the creation of safe and inclusive communities;
 - iv. Consider new technologies and construction methods as part of building design, taking into account sustainability and resource efficiency;
 - v. Integrate with existing local landscape features and characteristics of the area protecting and enhancing local wildlife, biodiversity and ecology;
 - vi. Be well connected to and integrate with the local area by linking to existing pedestrian and cycle routes and encourages people to use public transport where possible;
 - vii. Ensure that it does not undermine the development potential of adjacent sites;
 - viii. Maximise opportunities for mixed uses and the co-location of facilities, particularly in town and district centres in accordance with the design principles set out by Policies KS4 and KS5;
 - ix. Promote and encourage healthy lifestyles and neighbourhoods in line with Policy E1.
 - x. Incorporate safe, secure and convenient provision for cycle storage and refuse and recycling facilities which is integrated within the overall design in line with Policy IN3;
 - xi. Ensure safe and convenient access for all in the public realm, including the elderly, the disabled and less able; and xii. Integrate and design affordable housing in a way that is indistinguishable from market housing.

E7 High Quality homes

4.70 Planning permission will be granted for new homes that meet the following criteria:

- a. Sufficient private and/or communal outdoor amenity space is provided proportionate to the number of bedrooms;
- b. New homes are designed to meet appropriate internal space standards in order to provide sufficient private and/or communal space for basic daily activities and needs;
- c. Developments of 10 houses or more (gross) meet enhanced accessibility and adaptability standards on 30% of the proposed dwellings across all tenure types to ensure that new homes are suitable for a wide range of occupants; and
- d. Developments of 50 homes or more (gross) meet wheelchair accessibility standards³⁰ on 2% of the total proposed dwellings as part of the affordable housing provision.

H1 Housing need, supply and brownfield sites

- 4.71 This Local Plan makes provision for the delivery of about 9,549 net new homes in Havant Borough between 2016 and 2036 through sites already completed, sites with outstanding planning permission, a windfall allowance and the following allocations:
- i. 2,566 homes on brownfield sites with specific allocations
 - ii. 298 homes on brownfield sites
 - iii. 3,227 homes on greenfield sites with specific allocations
 - iv. 2,100 new homes at Southleigh (of which 1,100 between 2016 and 2036)
- b. Once granted planning permission, homes should be built as swiftly as possible. The use of modern methods of construction, which accelerate the delivery of new homes, will be supported in principle.
 - c. Of the 2,864 homes allocated on brownfield sites, 298 homes have been identified as being free from site specific constraints. The principle of residential development is supported subject to the policy provisions in this Local Plan.

H2 Affordable Housing

- 4.72 This draft policy states that Planning permission for residential development for a net gain of 11 or more dwellings will be permitted where:
- a. 20% rented and intermediate affordable housing is provided in the town centres of Havant, Waterlooville and Leigh Park (as defined through Policies KS1, KS2 and KS3);
 - b. 30% rented and intermediate affordable housing is provided outside of the town centres of Havant, Waterlooville and Leigh Park;
 - c. The tenure of the affordable housing is split 70% rented and 30% intermediate (shared ownership). The local planning authority will negotiate the appropriate tenure split on a site by site basis based upon the latest evidence of locally identified needs;
 - d. The affordable housing provision is provided on site. In exceptional circumstances, the local planning authority may consider either:

- i. A financial contribution of a broadly equivalent value in lieu of on-site affordable housing provision; or
 - ii. Off-site provision on another suitably serviced site provided by the developer.
- e. The development provides mixed and balanced communities with a range, type and size of affordable housing which broadly reflects the market housing element. Affordable housing should be evenly spread across the site and integrated with the rest of the development in line with Policy E6.

H3 Housing Density

4.73 This policy states that:

- a. In order to deliver sustainable, mixed and balanced communities, all sites providing three or more (gross) new residential dwellings are expected to secure a net density of at least 35 dwellings per hectare across the Borough, and at least 75 dwellings per hectare in Havant and Waterlooville town centres (as defined by Policies KS1 and KS2).
- b. In addition, development proposals of 10 or more new homes (gross) are expected to provide a range of dwelling types and/or sizes to meet the identified local housing need. 35% of the overall housing mix (both market and affordable) should be two bedroom homes.

Five year housing land supply

4.74 The Council cannot, based on the December 2017 Annual Monitoring Report (AMR), demonstrate a 5 year housing land supply. The AMR states;

Based on the figures above (Table 5.4), once the flexibility of a buffer is added as required by the NPPF, the council cannot demonstrate a five year supply of housing when judged against the housing requirement. Delivery during the five year supply period of 2018/19 to 2022/23 is expected to be 2,362 dwellings which falls slightly short of the five year supply requirements identified in Table 6.4. The Council has approximately a 4.9 year supply with a 5% buffer or 4.3 years with a 20% buffer. (para 5.15).

4.75 It should also be noted that with the release of the updated NPPF and also the 2016 Housing projections by the Office of National statistics the Council would have a housing requirement of approximately 473 units. This is the same figure as stated in the Council's calculations set out in table 5.4, when adding a 5% buffer to this the annual figure would be 497. In any event it would appear that the Council are not able to demonstrate a five year housing land supply irrespective of the methodology used.

5 Development Considerations

- 5.1 This planning application seeks to gain outline planning consent for the wholesale redevelopment of the 1.23 acres (0.5ha) site for residential development. The outline application seeks to reserve all matters apart from access to the site, which will be from Fulflood Road.

The principle of development

- 5.2 The site is located within the urban area where the principle of development on previously developed land is supported and encouraged through both local and national planning policies.
- 5.3 The NPPF seeks to promote and support the development of underutilised land and buildings, especially if this would help meet the identified needs for housing where land is constrained and available sites could be used more effectively. Policy CS17 also supports this approach.
- 5.4 The NPPF also encourages and promotes the development suitable brownfield land within settlements for homes and other identified needs. This is also supported through Havant's planning policy CS17 which seeks to concentrate new housing within the urban area of Leigh Park.
- 5.5 The Local Authority seeks to safeguard employment sites through policy CS2 and DM3. A commercial Feasibility Report has been submitted with this application and concludes that the site itself is not fit for purpose to meet current or future market demand and as such it is right and proper that the site be put to beneficial use to help meet the demand for housing.
- 5.6 The Market Report also ascertains that even if the property were to be demolished it would not be financially viable to develop the site for industrial uses.
- 5.7 From a planning policy point of view the Council cannot demonstrate a five year housing land supply, this is evidenced within the Council's latest Annual Monitoring Report, December 2017, which states;

“Based on the figures above (Table 5.4), once the flexibility of a buffer is added as required by the NPPF, the council cannot demonstrate a five year supply of housing when judged against the housing requirement. Delivery during the five year supply period of 2018/19 to 2022/23 is expected to be 2,362

dwellings which falls slightly short of the five year supply requirements identified in Table 6.4. The Council has approximately a 4.9 year supply with a 5% buffer or 4.3 years with a 20% buffer.”

- 5.8 Irrespective of whether a 20% or 5% buffer should be considered the Council do not have a five year housing supply, as such paragraph 11 of the NPPF would be enacted. In effect this would mean that the local plan would be out of date and as such the scheme should be considered in respect of the NPPF and not local planning policy. There is no such national planning policy which is so restrictive as to protect the now redundant employment use of the site.
- 5.9 Nevertheless, to address the policy position as set out Policy DM3 point i) to v) our response is as set out in the following section; the bungalow would not be considered under this policy and a separate application for the relocation of the end of life service has been consented. This therefore leaves the use of the element of the site know as Dairy Crest.
- 5.10 Consideration will also need to be given to the emerging requirement to calculate housing figure in accordance with national guidance which we understand will be issued late 2018. From statements made by the MCHLG it appears this will be a standard methodology and will remove the use of the Liverpool and Sedgefield methods.
- 5.11 Therefore, it is concluded this property has no credible future as an employment site. The proposal therefore meets the policy requirements of CS2 and DM3 and as such the site should be used for other non-employment uses.
- 5.12 The Core strategy identifies the key opportunity for Leigh Park as being the delivery of regeneration. Policy CS6 states that planning permission will be granted for development which positively contributes by type and use and design and by its comprehensive approach to the social, economic, and physical regeneration of the whole borough. By redeveloping this site, the proposal will provide much needed housing for the borough, redevelop this derelict and redundant brownfield land and help create a sense of place within the Leigh Park area. This also complies with emerging plan policy DR1 which outlines the delivery and regeneration.
- 5.13 Jobs will be provided through the construction phase. By permitting residential use on this site, the proposal will also provide additional footfall for the Greywell Shopping Precinct which should improve the viability and vitality of this local centre.

- 5.14 The proposals, being in the urban area, and being surrounded by residential properties, will compliment and respect the surrounding uses.
- 5.15 The NPPF (paragraph 68) acknowledges the importance of small and medium sized sites, and the important contribution that this make to meeting the housing requirement of an area. The NPPF encourages the developments of these sites and states that LPAs should support the development of these sites through their policies and decision – *“giving great weight to the benefits of using suitable sites within existing settlements for homes”* (our emphasis).

Existing Property and Employment Land Considerations

- 5.16 The site is not afforded any allocations as per Havant Borough Council’s policies map.



- 5.17 Paragraph 118 states that planning policies and decision should “give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land”.
- 5.18 Importantly, Paragraph 121 of the NPPF confirms the approach taken by the proposal. This paragraph states that *“local planning authorities should also take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. In particular, they should support proposals to use retail and*

employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or sites”.

5.19 Policy DM3 seeks to protect existing employment sites. This policy states that change of use of development on land last used for B use 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.

5.20 A Property Feasibility Report supports this planning application, and has assessed the site for the purposes of being assessed against this policy.

5.21 The Feasibility report confirms the property is in a poor state of repair. Notwithstanding these there are fundamental problems with the existing property which can be summarised as the following:

- *Internal floor levels within the warehouse accommodation changes three times, with significant steps in the slab. Of the 547 sq m warehouse 332 sq m (60%) is at the same level as Fulfood Road. These changes in level were assumed to assist with the sites use as a milk depot and loading crates onto the milk floats, however this significantly limits the useable space, as many occupiers needs to use pallet trucks etc.*
- *High office content- currently the office accommodation amounts to 35% of the total building accommodation, excluding the covered loading area. The majority of warehouse industrial users only required 5-10% office accommodation. Therefore, this accommodation would require stripping out. This part of the accommodation also sits on a high floor slab, which will need to be removed.*
- *Covered loading bay- there is a large covered loading bay, on the southern elevation. This loading area sits 1.2m above the external yard area. This therefore significantly limited the access to the property directly from the yard. The only level access is from Fulfood Road which we understand is a public highway, which will need to be kept clear at all times.*
- *HGV's/Delivery Access- as noted above the only level access is from Fulfood Road, which is assumed to be an adopted highway. Therefore, there is no dedicated loading area for large vehicles.*
- *Internal eaves height- the internal clear height is limited to 3.2m, rising to 3.4m. Eaves is crucial for industrial properties of this nature, whether it be for maximising storage with racking systems, or ensuring there is enough height to vehicle ramps to work on cars/vans etc*

- ***Yard Area- the property does benefit from a good size yard area which can be accessed from two gated entrances. Whilst these are suitable for smaller vehicles it would be difficult to bring large vehicles into this yard area without reserving off the public highway, which will be restricted.***

- 5.22 The Property Feasibility Report strongly concludes that given the issues with the current and existing configuration and location, which cannot be overcome with a simple refurbishment, the unit is no longer fit for purpose. Even if the property was to be demolished, there is no financial viability reason to redevelop the site for industrial uses and as such the site does not have a future as an industrial/commercial site.
- 5.23 Given the conclusions, the site is therefore deemed “not fit for purpose”. Notwithstanding this, the Dairy Crest part of the site was previously marketed by GVA in 2016. If the property was of interest to local business/occupiers it is felt that they would have come forward for the site in 2016.
- 5.24 The Dairy Crest element of the site ceased trading in 2014, and was actively marketed for approximately 2 years and was acquired by the applicant in 2016, this was due to them owning the adjacent sites and yard. As can be seen from the marketing report there are a number of factors that need to be considered in conjunction with development, i) the site has been vacant for 4 years, ii) there is no realistic prospect of the site being taken forward or refurbished; iii) there is no realistic prospect of the site coming forward for any form of commercial development. Moreover, JLL are one of the larger property agents in the south of England and are well aware of future clients requirements and needs and there has been no enquiry for any form of commercial development in this area, in the last year that we have been acting for the agent. The above summarises the marketing report. When considered collectively while not addressing specifically the prescriptive points as set out within the policy it is clear that the history of the site when taken with the marketing report clearly demonstrate that the loss of the use should be considered acceptable in planning terms.
- 5.25 The Property Feasibility Report assesses the current industrial/warehouse market within the Havant area. The report acknowledges that the industrial/warehouse market as being particularly restricted in Havant. The limited stock as underpinned the market for some time, with limited speculative development.
- 5.26 The site complies with the aspirations of the Local Authority as set out within Policies CS2 and DM3 of the Core Strategy and as such, the principle of residential development on this site should be acceptable to the Local Authority.

- 5.27 Havant's Employment Land Review (December 2017) produced by Lambert Smith Hampton states that 74% of Havant's floorspace requirement can be delivered on existing employment allocations, the majority of which can be delivered at Dunsbury Park.
- 5.28 There is approximately 11.4% of industrial floorspace available in the greater Portsmouth area (1,098,000 sqft) which includes Havant. Of the available stock, 338,079sqft is within Havant. 211,589sqft being new build. Dunsbury Park, a strategic employment site provides a significant pipeline for development moving forward. Phase 1 has been completed with the Fat Face distribution warehouse being located, the remaining phases can provide: -
- *70,000sqm of employment floorspace*
 - *5,574sqm of hotel*
 - *6.55 ha of employment land has been identified to the north*
 - *Velocity is currently under construction delivering 25,000-50,000 sqft of institutional warehousing.*
- 5.29 The report concludes that there is a significant level of alternative employment space within the Borough and that Havant have an extensive allocations of employment land which are well placed to accommodate the needs of occupiers in more sustainable location. Notwithstanding the above, Planning Appeal APP/X1735/W/16/3145929 (- **38 London Road, Purbrook, Waterlooville, PO7 5LI**) LPA REF APP/15/00896), **a material consideration when considering applications, was also issued in 2016 and addresses employment land considerations in Havant Borough Council.**
- 5.30 The main issue for refusal of this concerned the loss of existing employment uses on the site, and whether the council could show a 5 Year supply of housing land.
- 5.31 This case related to the Council's defence of planning policies CS2 and DM3 which seeks to safeguard employment land.
- 5.32 The businesses in this particular case were operational and functioning. The inspector accepted that the site in this instance was a viable employment site. The appellant argued, and the inspector agreed, that there was a surplus of vacant industrial floor space within the Borough.
- 5.33 None of the businesses owned their properties, but were leased from the site owner who had an option to sell the site if planning permission was forthcoming, causing considerable uncertainty for the businesses on the site.

5.34 The Inspector concluded that;

“It was also argued that policies CS2 and DM3 were counterpart policies that affected the supply of housing land. Counterpart policies were discussed in the Suffolk Coastal case by the Court of Appeal. They held that in paragraph 49 of the NPPF the phrase “relevant policies for the supply of housing” should be given a wide interpretation. Policies that restricted development on a site could constrain housing supply just as much as those that specifically mentioned housing. In this appeal by seeking to prevent redevelopment of employment sites (CS2) or sites with ‘B’ class use (DM3), both those policies constrain the supply of housing, and are counterpart policies that come within the ambit of paragraph 49 of the NPPF”

5.35 Given the councils 5-year housing land supply issue, it was argued that the policies were counterpart policies that affected the supply of housing land. This meant that as per paragraph 49 of the NPPF *“relevant policies for the supply of housing” should be given a wide interpretation. The inspector state that “Policies that restricted development on a site could constrain housing supply just as much those that specifically mention housing. In this appeal, by seeking to prevent the redevelopment of employments sites (CS2) or sites with ‘B’ class use (DM3), both those policies constrain the supply of housing, and are counterpart policies that come within the ambit of paragraph 49”.*

5.36 In concluding his report, the inspector found that as the council did not have a 5-year supply of housing, the policies for the supply of housing are out of date. The presumption in favour of sustainable development was then activated (para 14 of the NPPF then) so that planning permission should be granted unless the adverse impacts of doing so would significantly outweigh the benefits.

5.37 The inspector acknowledged the proposal in this case was contrary to those employment policies, but acknowledged that there was ‘plenty of vacant commercial property in the Borough and land allocated for more so the loss of this relatively small site (4,000sqm) would not be significant’.

5.38 In that instance, the employment land was currently in use, and had existing businesses on the site. While the Local Authority were unable to demonstrate a 5-year housing land supply at this point, the Inspector acknowledged that alternative provision for existing business could be found elsewhere. That decision shows that from a planning point of view, the provision of housing is far greater than the requirement for employment land within the borough.

5.39 The table below outlines the available space which is available within the Borough:

Building Address	Building Name	Building Status	Total Vacant Available	Total Available Space (SF)
Downley Rd		Existing	0	3245
Martin Rd		Existing	8303	8303
Penner Rd		Existing	1719	1719
Southmoor Ln	Building 50	Existing	0	5165
3 Stanbridge Rd	Independence	Existing	21312	21312
Harts Farm Way	The Innovation Centre	Existing	630	1270
Harts Farm Way		Existing	0	33185
Hulbert Rd		Proposed	0	60000
Hulbert Rd		Proposed	0	46428
Hulbert Rd		Proposed	0	194525
Hulbert Rd		Proposed	0	90000
Penner Rd	Belvedere Point	Existing	0	5328
Stanbridge Rd	Velocity	Proposed	0	101726

5.40 From the above table, and in line with the conclusions of the Inspector's report from planning appeal, it is acknowledged there are alternative locations within the borough for this particular use and as such any potential users would be able to find more appropriate business premises.

Housing and Density

5.41 The NPPF supports the objective of significantly boosting the supply of homes and states that it is important that a sufficient amount and variety of land can come forward where it is needed. This applies even in cases where a 5-year housing land supply is demonstrated.

5.42 Havant Borough Council's Annual Monitoring report identifies the local authority has a 4.9 year supply of housing using the Liverpool method, or 4.3 years with a 20% buffer. The emerging Local Plan makes provision for the delivery of about 9,549 net new homes in Havant Borough between 2016 and 2036.

- 5.43 Up to 78 units are proposed throughout the site, the proposed density is 156 units per hectare. The scheme has been designed in an 'L' shape which will facilitate the quantum of parking for the maximum number of units proposed. The scheme has taken account of the local character with a maximum height of 5 storeys.
- 5.44 The Core Strategy states that the density of new housing will depend on its design and appropriateness to its location. High Density schemes are defined by the Core Strategy as having a 'minimum of 60 dwellings per hectare'.
- 5.45 Given the highly accessible and sustainable location of the site, it is considered that a high density (minimum 60 dwellings per hectare) scheme is acceptable on the site. This high-density approach is also supported through the revised NPPF, where low density developments are to be avoided.
- 5.46 As an outline application, the precise mix of dwelling type and tenure is not proposed to be confirmed at this stage, and will be determined through subsequent reserved matters planning applications. However, the principle of residential development on the site is being sought. Indicatively, the plans show 1 and 2 bed dwellings.
- 5.47 Policy CS9 sets out the requirements for housing within the Borough. Point 5 of this policy seeks to provide a mix of dwellings types, sizes and tenures which help meet identified local housing need and contribute to the development of mixed and sustainable communities. An indicative layout has been submitted to the LPA which shows the level of accommodation which could be accommodated on the site. While the unit sizes and tenure is indicative, it is envisaged that market demand will seek to utilise the site for one and two bed apartments and as such, the identified local housing need.
- 5.48 The NPPF (para 117) encourages planning policies and decisions to promote an effective use of land in meeting the need for homes and other uses.
- 5.49 Paragraph 118 encourages using suitable brownfield land within settlements and seeks to encourage opportunities to remediate derelict land. This also supports the development of underutilised land and buildings, especially of this would help meet the identified need for housing. The proposal therefore complies with this approach.

- 5.50 NPPF encourages developments to make the most efficient use of land by achieving appropriate densities. Local Plan policy CS17 also encourages this approach by prioritising development on previously developed land (including redundant, derelict or underused land and buildings in the urban area). Policy CS17 also seeks to concentrate new housing within Leigh Park.
- 5.51 A higher density scheme on this site therefore complies with the principles of development as set within both the NPPF and Local Plan Documents.
- 5.52 With regards to the issue of affordable housing, this is addressed in a separate viability appraisal prepared by JLL, which forms part of this submission.

Layout and Design

- 5.53 The proposed layout will provide 78 dwellings. Indicatively, these are arranged to be 1 and 2 bed apartments. These properties front both Dunsbury Way and Fulflood Road. Issues of layout and design have been reserved and will be addressed in future reserved matters submissions.
- 5.54 Notwithstanding the indicative layout demonstrates that private amenity should be provided through balconies. Public amenity space in the form of Riders Stream and the surrounding green network along Leigh Park and the surrounding area.
- 5.55 The indicative scheme has taken influence from the surrounding developments along and just off Dunsbury Way. This shows that a high-density scheme can be accommodated on this site. The proposed 78 units will be constructed in an 'L shape' form, like that of the development located opposite the development site, responding positively to the local character of Dunsbury Way. Notwithstanding this, the wider former Proctor and Gamble site has seen 4/5 storey developments built and as such the indicative design complies with this policy. The proposal therefore complies with Policy CS16 of the Local Plan and policy E6 of the emerging plan.
- 5.56 Paragraph 122 of the NPPF that planning policies and decision should support development that makes efficient use of land. Point a) of this paragraph seeks to ensure that particularly taking into account the identified need for different types of housing and other forms of development. Given the proposal seeks to encourage the regeneration of this derelict site within Leigh Park for a housing scheme, it is considered the proposal complies with this point.

- 5.57 The proposal site is well located to public transport and shops and services. local plan policy CS9 (point 4) seeks to encourage achieving a suitable density in the right location. The development of the site for residential use would help encourage the use of sustainable modes of transport, reduce the reliance on the private car and would also help encourage an increased footfall in the Local District Centre, increasing the viability and vitality of this centre.
- 5.58 Although planning permission is not being sought for layout at this stage, it is useful to consider how the scheme has evolved to provide a layout which can deliver a viable scheme which meets both Havant Borough Council's requirements.
- 5.59 The indicative layout seeks to make the most efficient use of the land whilst being informed by the local context. By proposing a high-density scheme (similar to that which has been approved in the surrounding area) the proposal is in keeping with the direction of travel as set out within the NPPF. The indicative layout does not jeopardise overlooking, privacy or loss of light to neighbouring properties which is consistent with local plan policies.
- 5.60 The indicative scheme for the outline consent has taken inspiration from the surrounding context in proposing a medium to high density scheme. The heights and massing of the indicative scheme have been drawn from the surrounding context.
- 5.61 The high-density nature of the scheme is deemed appropriate given the location and its accessibility to public transport. The proposal therefore complies with Policy CS16 of the Core Strategy.

Access and Highways Considerations

- 5.62 A Transport Assessment has been produced to support this planning application. Access to the site is sought to be detailed through the application.
- 5.63 Vehicle tracking has been carried out to ensure that the feasibility of the proposed access and layout of the parking area. This shows that the layout of the access and the parking area would allow for safe vehicle movements, complying with point 2 of DM11 of the Core Strategy.
- 5.64 The development proposes a communal (unallocated) parking regime which lowers the total amount of parking required for the site, which is accordance with the Council's parking SPD.

- 5.65 Due to the sustainable location of the site with respect to available public transport and sustainable modes of transport, a lower number of car parking spaces have been provided, along with the maximum number of cycle spaces which is compliant with Local Plan Policy DM13.
- 5.66 The proposed development site is well located with good walking and cycling proximity to several public transport and other core amenities which should minimise trips generated by the proposed development which is consistent with the 'Reduce, Manage and Invest' strategy.
- 5.67 An indicative Travel Plan has been produced to support this application which also incorporates the Reduce, Manage and Invest Strategy. This Travel plan encourages walking and cycling trips while encouraging public transport. This plan also promotes car sharing. The proposed travel plan therefore complies with Policy DM12 of the Core Strategy as well as paragraph 110 of the NPPF.
- 5.68 With regards to servicing 60m² of bin stores have been included in the indicative plans which shows that a refuse vehicle can be adequately parked on the Fulford Road for collection immediately adjacent to the access doors to allow for refuse collection.

Drainage

- 5.69 A Flood Risk and Drainage Strategy has been prepared for this outline application. This clearly demonstrates that the site is located within Flood Zone 1. Flood Zone 1 comprises land assessed as having a 0.1%, or less, Annual Exceedance Probability (AEP) of fluvial or tidal flooding in any given year, equivalent to the 1 in 100 year, or more, return period event. This is defined as an area of low hazard as per the Strategic Flood Assessment.
- 5.70 The site is located adjacent to Riders Stream, defined by the Environment Agency as being a river. Riders Stream is not tidal; therefore, the risk of tidal flooding can be discounted.
- 5.71 The surface water drainage network has been designed to discharge into the adjacent waterway (Riders Stream) at greenfield runoff rate. The design will accommodate the surface runoff generated by a critical storm from a 1 in 100 year return plus additional allowance for climate change.

- 5.72 The foul water drainage network is proposed to discharge to an existing southern water public foul water sewer (subject to network capacity).
- 5.73 The Flood Risk Assessment states that the given the underlying geology, there site may be susceptible to groundwater flooding. Further tests are recommended to confirm this. On site mitigation may be required to mitigate any further risks from groundwater flooding.
- 5.74 The proposal complies with the policies as set out within Policy CS15 of the Core Strategy and within the NPPF.

Landscaping and Trees

- 5.75 Landscaping will remain as a reserved matter, however, it is considered that the proposal site will be able to be landscaped sufficiently. It is acknowledged that the development site offers several opportunities to provide landscaping throughout the site.
- 5.76 A tree survey supports this planning application. No trees on the site are protected. The trees on site are B and C category. Root Protection Zones are proposed during the construction phase. It is considered that the proposal will therefore comply with DM8 of the Local Plan.

Ecology

- 5.77 A Phase 1 Ecological Survey has been undertaken for the site. This concludes that the proposed development will not impact upon any ecologically valuable or legally protected or notable species given the nature of the site. The report makes recommendations which will help contribute towards ecological enhancements of the site which is in compliance with the Local Plan DM8.

Infrastructure

- 5.78 The Council have adopted a CIL charging schedule and it is envisaged that this would address most general infrastructure issues. If more specific elements are identified, that require a specific legal agreements, these will need to accord with the requirements of the CIL regulations. We would envisage that these elements can be negotiated and agreed to during the course of determination.

6 Conclusion

- 6.1 The site is brownfield land, located within the urban area, where both local and national planning policies seek to the direct development to in the first instance.
- 6.2 The NPPF seeks to promote and support the development of underutilised land and buildings to ensure developments make the most efficient use of land. Policy CS17 also seeks to prioritise development on previously developed land, including derelict or underused land and buildings within the urban area.
- 6.3 The proposed development of the site for residential development would help deliver the regeneration needs of Leigh Park by providing housing which will help provide housing opportunities.
- 6.4 While it is acknowledged the proposal site has a current use for employment, which the local plan seeks to protect, there is a wealth of alternative provision within the Borough. Moreover the only operating element of employment on site will be relocated. The other elements have not been in operation for the last 4 years.
- 6.5 Notwithstanding this, the proposal site has been assessed and is deemed to be no longer fit for purpose given the internal and external configuration. Given the conclusions of the Property Feasibility and Marketing report, the site complies with the requirements as set out within Policy DM3 and CS2 of the Core Strategy
- 6.6 The indicative layout of the proposed development is compatible with the surrounding uses. High density housing has helped facilitate the redevelopment of the former Proctor and Gamble site. The proposal is consistent with this approach.
- 6.7 Notwithstanding the above, the site is located in a highly accessible location of the site with good walking and public transport links to the wider region. Local Plan Policy CS9 states that housing should achieve a suitable density of development taking into account accessibility to public transport, shops and services and employment opportunities. The proposal complies with this policy.
- 6.8 Importantly, the NPPF confirms that “local planning authorities should also take a positive approach to application for alternative uses of land which is currently developed, but not allocated for a specific purpose in plans where this would help meet identified development needs”. In particular, “they should support proposals to use retail and employment land for homes in areas of high housing demand, provided it would

not undermine key economic sectors”. Given the alternative provision of employment space available, the redevelopment of this site would not undermine the local employment land strategy.

- 6.9 This outline proposal will help meet the Local Authorities housing needs by delivering a sufficient supply of homes within a sustainable and accessible location while helping regenerate this area of Leigh Park.
- 6.10 The proposal therefore complies with both Local and National Planning Policies and should therefore be positively approved.

Appendix 1 - Draft Heads of Terms

Draft Heads of Terms to Support Planning Application APP/18/01109 – Dairy Crest Depot, Dunsbury Way, Havant

- 1.1 This statement supports the outline application for the redevelopment of the former Dairy Crest site for up to 78 dwellings, with access off Fulflood Road.
- 1.2 As per Havant Borough Council's local validation requirements an obligatory statement has been requested to outline the likely heads of terms which are to be agreed during the application process.
- 1.3 Planning obligations (or Section 106 agreements) are private agreements negotiated between local planning authorities and persons with an interest in a piece of land and are intended to make acceptable development which would otherwise be unacceptable in planning terms. Where Development Plan Documents contain policies that gives details of likely planning obligation requirements.
- 1.4 This statement therefore sets out the proposed Heads of Terms which are likely to be agreed should this application be submitted. These indicative Heads of Terms have been drafted following a review of the Havant Borough Council Developer Contributions Guide as well as policy CS21 of the Havant Borough Core Strategy.

Developer Contributions

- 1.5 The likely heads of terms which will be formed from this application are discussed below.

Housing

- 1.6 A viability assessment has been submitted with the application which outlines the scheme is likely to not be able to afford any affordable housing contributions (on or off site).
- 1.7 Given the outline nature of the scheme however, it is considered that there is potential for a review mechanism to be included in the s106, which will allow for a review of any affordable housing contributions to be reviewed, dependant on the type of development which will come forward on the application site.

Transport

- 1.8 The site is well served by the existing public transport links as well as the cycle network. It is therefore not considered that there is no further requirement to make site specific contribution towards the improvement or additional public transport services. A travel plan has been produced and supplements this application. This identifies as far as possible for this indicative scheme the potential mitigation for highways related impacts from the scheme and seeks to promote sustainable travel and reduce the reliance on the private car.

Skills and Training

- 1.9 An integrated employment and skills management plan which will focus on opportunities improving the skills base of the borough. It is envisaged that this will encourage apprenticeships for trainees, the recruitment of local people to ensure there is access to local jobs, pre-employment skills and training.
- 1.10 It is envisaged that discussions will be held with the Council's economic development team at an early opportunity to discuss and produce this management plan to target their specific needs of the area.

Greening for Growth

- 1.11 Given the outlined nature of the scheme, the landscaping details is a matter which is reserved and as such is a consideration which will be submitted to the local authority through a subsequent reserved matters application. This reserved matter will incorporate the on-site requirement to provide green infrastructure throughout the scheme. It is therefore considered that any addition of this 'head of term' is unnecessary as it will be covered by the landscaping scheme.

Waste Management

- 1.12 The proposed indicative development for this outline scheme has made provision for the storage of bins to serve the development. This has been an integral part of the design and is located in an area where the bins can be collected effectively and easily from the road side. It is considered that there should be no requirement for a waste management contribution to be sought from this application.

Flood Defence

- 1.13 The site is located adjacent to the non-tidal Riders Stream. The site is located in flood zone 1 given the elevated nature of the site. The supporting Flood Risk Assessment and drainage document confirms the development will not increase the risk of flooding elsewhere in the borough. It is therefore considered that no s106 agreements are required for flood defences. Notwithstanding this, flood defences are covered through the CIL regulations and as such will not be required for this application.

The Solent Disturbance and Mitigation Project

- 1.14 It is understood that given Havant's location within Solent Coastline it provides feeding grounds for internationally protected populations of overwintering waders and wildfowl, and is also extensively used for recreation. In response to this, the Solent Disturbance and Mitigation Project has been set up.
- 1.15 The contributions will be sought from new development in order to implement the measures of this it is understood that all new residential dwellings will be required to pay contributions for this, which is acceptable.

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