

July 2018

Land North of Sinah Lane, Hayling Island

Planning Statement



BARRATT
HOMES

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1. Statement of Purpose

- 1.1 This statement has been prepared by Barratt Homes to support the proposed development at the Land North of Sinah Lane, Hayling Island.
- 1.2 The site comprises agricultural land covering an area of 12.64 hectares located in the southern part of Hayling Island. Although the site was excluded in the Havant Borough Housing Statement in November 2017 it has since been included in the emerging Local Plan as a potential housing site subject to the findings of the borough-wide Transport Assessment and Hayling Island Highway and Transport Infrastructure Assessment.
- 1.3 Further to discussions held with the Council and as set out during our DCF it was not our intention to submit this application until the Hayling Island Highways and Transport Infrastructure Assessment (including micro-simulation model) had been released. Unfortunately this Assessment has been beset with delays and the Council are still waiting for this work some 10 months after it was expected. Due to this delay we now find ourselves in a position where contractually we are required to submit an application. However, it is proposed that the application not be determined until such time that the Transport Assessment (including micro-simulation model) has been issued, subject to this being before the end of 2018. It has been agreed that a Planning Performance Agreement be entered with the LPA and resource provided to allow for this extended determination period.
- 1.4 Taking into account the Council's objectives for this site to deliver a number of new homes for the borough and the sites sustainable location in terms of access to a number of key facilities and services, this planning application proposes the erection of 195 dwellings (including a 30% provision of affordable homes), provision of public open space, and change of use of agricultural land to a Wader and Brent Goose Refuge Area.

Structure of this Statement

- 1.5 This statement sets out the application proposals. In Section 2 we describe the application site and the surrounding area. In Section 3 we provide details of the proposed development and explain the rationale for the different parts of the proposal. The relevant planning policy framework is set out in Section 4 of this report. Section 5 provides an analysis of the planning considerations and issues that are relevant to this proposal and Section 6 concludes this statement.

2. The Site

- 2.1 The site is located in the western part of the settlement known as West Town on Hayling Island. Adjacent to the site is the former terminus of a railway line which once linked Havant with Hayling Island. This route now forms the Hayling Billy Coastal Path. The site is a large parcel of undeveloped agricultural land covering an area of 12.64 hectares. An overhead power line crosses the site on a south-west to north-east axis, and is supported by poles within the site. The site is relatively flat.
- 2.2 To the east the site is bounded by the Hayling Billy Coastal Route (a former railway line), and areas of established vegetation alongside this. An existing BMX / mountain bike track is also located adjacent to the Hayling Billy Coastal Route. The site is bounded to the south by the rear gardens of existing residential properties on Sinah Lane. A gap between no.6 and no.10 allows the site to be accessed from Sinah Lane. To the west and north-west the site is bounded by the rear gardens of existing residential properties on North Shore Road. Some parts of the site's northern boundary are not defined by topographical features.
- 2.3 The majority of the dwellings in the vicinity of the site are detached and of unique design. There is therefore a very wide variation in materials and architectural detailing. Overall, the surrounding development tends to be fairly plain and traditional in style, with the occasional occurrence of features which are more modern in style. The surrounding housing consists of a mix of bungalows and two storey houses. There are some three store buildings at the junction of Sinah Lane and Staunton Avenue.

3 The Proposal

- 3.1 This proposed development involves the erection of 195 dwellings, associated open space, pumping station, sub station with vehicular access via Sinah Lane and change of use of land from agriculture to a Wader and Brent Geese refuge. The residential area is approximately 5.85ha in size.
- 3.2 The development will provide a variety of dwellings ranging from 2 to 4 bedrooms in size. The majority of the development will consist of 2 storey houses or maisonettes, with some 2.5 storey houses. A central area of open space is proposed that would provide an orchard and a Locally Equipped Area of Play.
- 3.3 The main vehicular access route into the site will utilise the existing field track entrance from Sinah Lane, between probably no.6 and no.10 Sinah Lane. Due to the inaccessibility of the other boundaries, the Sinah Lane access will be the only vehicular access to the site. The associated highway footpaths form a continuous link through the development and link to footpath access onto the Hayling Billy Coastal Route cycle path.

- 3.4 The development would also provide a Wader and Brent Goose Refuge Area. This will be 6.79ha in size and is located in the northern section of the site. Vehicular access is proposed at the rear of the residential development to allow access for tractors. The scheme also proposes a SUD's pond that will be utilised for drainage and biodiversity enhancements.
- 3.5 A sub-station is proposed within the residential area and a pumping station within the northern parcel of land.

4 Policy Framework and Planning History

Planning Policy Framework

- 4.1 Under section 38 (6) of the Planning and Compulsory Purchase Act 2004 (as Amended) if regard is to be given to the development plan for the purpose of any determination to be made under the planning acts, the determination must be made in accordance with the plan unless material considerations indicate otherwise. Section 38 (3) of the Planning and Compulsory Purchase Act 2004 states that the development plan consists of the Regional Spatial Strategy and the development plan documents. In this case, the local development comprises the adopted Havant Borough Local Plan which comprises the Core Strategy (adopted 2011) and the Allocations (adopted 2014). Regard should also be given to Havant Borough Councils Local Plan Housing Statement (adopted December 2016) together with the emerging Local Plan (2036).
- 4.2 National planning guidance and supplementary planning guidance, among other matters, are also relevant material considerations.

National Planning Policy

- 4.3 The National Planning Policy Framework (NPPF) sets out the Government's presumption in favour of sustainable development, which states that Local Planning Authorities (LPAs) should approve development proposals that accord with statutory plans without delay. The presumption in favour of sustainable development is a material consideration in the determination of planning applications.
- 4.4 This document also contains the core planning principles that should underpin development management, including that planning should pro-actively drive and support sustainable economic development and every effort should be made to identify and meet the housing needs of an area.
- 4.5 The NPPF identifies at paragraph 6 that the purpose of the planning system is to contribute to the achievement of sustainable development. It identifies at paragraph 7 that there are three

dimensions to sustainable development: economic, social and environmental and that the planning system must therefore perform a number of roles:

- An economic role – contributing to building a strong, responsive and competitive economy;
- A social role – supporting strong, vibrant and healthy communities;
- An environmental role – contributing to protecting and enhancing our natural, built and historic environment.

4.6 Where appropriate, further relevant details of the NPPF are addressed in this statement.

National Planning Practice Guidance (NPPG)

4.7 The planning practice guidance web-based resource was launched by the Department for Communities and Local Government (DCLG) on 6th March 2014. It seeks to update and replace a number of previous planning guidance documents including Government Circulars into one central resource.

Community Infrastructure Levy

4.8 The Community Infrastructure Levy (CIL) Regulations 2010 (Regulation 122) (as amended) provide that it is unlawful for a planning obligation to be taken into account when determining a planning application for a development, or any part of a development, that is capable of being charged CIL, whether there is a local CIL in operation or not, if the obligation does not meet all of the following tests:

- Necessary to make the development acceptable in planning terms
- Directly related to the development; and
- Fairly and reasonably related in scale and kind to the development

4.9 Havant Borough Council's Charging Schedule took effect from the 1 August 2013. The CIL rate for Hayling Island is £100 per sqm.

Development Plan Documents

4.10 The current local development plan for Havant Borough Council comprises the following documents;

- Havant Borough Local Plan (Core Strategy) adopted March 2011
- Havant Borough Local Plan (Allocations) adopted July 2014

These documents set out the strategic policies to guide development and land use across the borough up until 2026. In January 2018, the Council published the Draft Havant Borough Local Plan 2036 for consultation.

4.11 The objectives of the adopted Local Plan set out the Council's long term vision for how the borough will develop as a place, focusing on the need to promote the effective use of land for housing growth and identifying the required physical and social infrastructure necessary to support new development and meet future needs. The Core Strategy (2011) sets out a housing requirement of 6,300 dwellings to be delivered between 2006 and 2026, equivalent to 315 dwellings per annum.

4.12 It is considered that the relevant policies applicable for the purposes of this statement include;

Havant Borough Local Plan (Core Strategy)

Policy CS9 - Housing

4.13 *Policy CS9 states 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.*

4.14 The proposed development provides 30% affordable housing provision in accordance with Policy CS9.

Policy CS15 - Flood Risk and Erosion

4.15 *Policy CS15 refers to Flood and Erosion Risk. Development in areas at risk of flooding now and in the future as identified on the latest Environment Agency flood risk maps and Strategic Flood Risk Assessment climate change maps will only be permitted where:*

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

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

Policy CS16 - High Quality Design

- 4.17 Policy CS16 states 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.

Policy CS20 - Transport and Access Strategy

- 4.18 Policy CS20 refers to the Council's Transport and Access Strategy. Development will be permitted that does not increase congestion and promotes better use of existing transport networks. The policy encourages improvements to highway, cycling and pedestrian links.

Policy CS21 - Developer Requirements

- 4.18 Policy CS21 states that development will be permitted if on-site and/or off-site infrastructure requirements are met. Where new or improved infrastructure is essential for planning permission to be granted the council will require the on-site or off site provision and/or contributions through planning obligations, agreements or tariffs in accordance with the relevant legislation for off-site provision. The need for contributions will depend on information and advice from infrastructure providers on the expected impacts of the development on all the infrastructure types.

Policy DM1 - Recreation and Open Space

- 4.19 *Policy DM1 refers to recreation and open space. Development of existing open space, including play spaces, playing fields, pitches, courts and allotments, for alternative uses will only be permitted where the following criteria can be met:*

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

Policy DM8- Conservation, Protection and Enhancement of Existing Natural Features

- 4.20 Policy DM8 refers to conservation, protection and enhancement of existing natural features. Development will only be permitted where it protects and enhances local habitats and landscape distinctiveness.

Policy DM9 - Development in the Coastal Zone

- 4.21 DM9 states that planning permission will only be granted for development in the coastal zone which addresses all of the relevant criteria as set out below as shown on the Proposals Map:
1. Has no harmful effects on nature conservation within the Chichester and Langstone Harbour SSSIs and SPA, Solent Maritime SAC and Ramsar site, or any SINCs and Local Nature Reserves.
 2. Maintains and enhances the appearance and distinctiveness of existing settlements and landmarks along the coast.
 3. Contributes positively to the landscape and has regard to best practice on the design of new buildings in coastal locations.
 4. Upgrades existing footpaths and ensures that public access is retained and provided to connect existing paths along the waterfront where appropriate.
 5. Would result in improvements to or redistribution of moorings, marine berths or launch on demand facilities (dry berths) in the harbours.
 6. Would not be detrimental to infrastructure for, and quality of, water-based recreation, or be detrimental to the safety of navigation.
 7. Provides recreational opportunities that do not adversely affect the character and appearance of the coast.

Policy DM13 - Car and Cycle Parking on Residential Development

- 4.22 Policy DM13 states that residential development will only be permitted where it provides car parking and cycle storage in accordance with the standards set out in the Residential Car Parking and Cycle Provision Supplementary Planning Document.

Havant Borough Local Plan (Allocations)

Policy AL1- Presumption in Favour of Sustainable Development

- 4.23 Policy AL1 states that 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.
- 4.24 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.

Policy DM18 - Protecting New Development from Pollution

- 4.25 Policy DM18 states that Planning permission will be granted for development provided that projected levels of air, noise, vibration, light, water or other pollution do not have a significant negative affect on the amenity of future occupiers or users of the proposed development.

Policy DM23 - Sites for Brent Geese and Waders

- 4.26 Policy DM23 states that planning permission will be granted for developments that avoid important sites for Brent Geese and/or waders outside of the statutory designated areas, identified on the Policies Map. Where this cannot be avoided, development proposals on or adjacent to an important Brent Goose and/or wader site outside of the statutory designated areas will need to demonstrate levels of impact, alone and in combination with other proposals subject to the tests of the Habitats Regulations. Where a negative impact upon a site cannot be avoided or satisfactorily mitigated, and the tests of the Habitats Regulations are met as necessary, replacement feeding/roosting habitat, on a no net loss basis, will be sought. Where a negative impact upon an important site cannot be avoided or mitigated and replacement feeding/roosting habitat is not or cannot be provided on a no net loss basis, the proposal will be refused. Planning permission will be granted for development on or adjacent to uncertain sites for Brent Geese and/or waders outside of the statutory designated areas, where appropriate surveys are undertaken and it is determined that the site has no importance.

Policy DM24 - Recreational Disturbance to Special Protected Areas (SPAs) from Residential Development.

- 4.27 *Policy DM24 states 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.

4.28 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.

4.29 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.

Havant Borough Local Plan 2036 and Local Plan Housing Statement

4.30 The introduction of the NPPF has changed how planning takes place in England and Wales. Most significantly is the need to meet the full, objectively assessed need for development. The Adopted Local Plan for Havant Borough does not meet the requirements of the NPPF and as such is currently being reviewed under the emerging Local Plan 2036.

4.31 The PUSH SHMA shows a need for 121,500 new homes across South Hampshire between 2011 and 2036. Of these 49,500 should be provided in the Portsmouth HMA of which 11,250 should be provided in Havant Borough. The Council undertook a high level technical analysis to understand whether the established need could be met in a way which would constitute sustainable development and, if not, how best it can be met. Taking the established housing need for the Borough of 11,250 there are already a significant amount of homes already consented. Taking the completed dwellings since 2011, sites with outstanding planning permission, the Local Plan allocations without planning permission and windfall, there is a supply of 6,441. Against the need for new housing of 11,250, this leaves 4,809 homes still to find sites for. In light of the identified housing need and the 4,809 dwelling 'gap', it was appropriate that the Council considered greenfield sites and previously developed land for development in the short term.

4.32 The Council prepared a draft Housing Statement in July 2016 which set out sites that were considered favourably in order to contribute towards the objectively assessed housing need and to significantly boost housing supply in the Borough. This site (UE18 Station Road (North of Sinah Lane/West of Furniss Way) was included as a site for early release. In response to key issues raised through consultation on the Draft Local Plan Housing Statement by a number of stakeholders, the

Council determined that sites on Hayling Island were not appropriate for 'early release' and that infrastructure issues should be fully explored through the new Local Plan. The Council adopted the Local Plan Housing Statement in 2016. The sites were reclassified:

Sites with uncertain potential at this stage on Hayling Island

- UE18 Station Road (North of Sinah Lane/West of Furniss Way)
- UE77 Land at Rook Farm

4.33 Guiding Principle 4 of the Housing Statement states that *"Two identified housing development sites on Hayling Island (UE18 and UE77) are considered to have uncertain potential for development. The strategic infrastructure constraints facing this part of the Borough mean that the suitability of these sites will be fully explored through the comprehensive Local Plan Infrastructure Delivery Statement that will be part of the Havant Borough Local Plan 2036. This will highlight constraints at a site-specific level together with strategic infrastructure issues on Hayling Island and whether there is scope to mitigate these constraints and issues"*.

4.34 The Draft Havant Borough Local Plan 2036 went out to public consultation in January 2018 and remains an emerging document. The 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 allocation sites. Policy H1 allocates 6,091 dwellings through site allocations. The allocation of sites has been informed by the evidence base including the Sustainability Appraisal of individual sites, the Housing Constraints and Supply Analysis, the SHMA and the SHLAA. Crucially, the Council has only allocated sites that meet tests of being deliverable or developable in the NPPF.

Policy H31 – Sinah Lane

4.35 Under policy H31 of the Emerging Local Plan, the southern parcel of the application site has been allocated for approximately 160 dwellings. The policy sets out a list of requirements that the application would be determined against.

Residential development of about 160 dwellings will be permitted where:

- a. The following assessments are submitted to support a planning application:
 - i. Heritage Statement
 - ii. Ecological Assessment
 - iii. Landscape and Visual Impact Appraisal
 - iv. Flood Risk Assessment
 - v. Drainage Strategy
 - vi. Transport Assessment using the Hayling Island microsimulation model
 - vii. Travel Plan
 - viii. Air Quality Assessment
 - ix. Noise Impact Assessment
 - x. Contaminated Land Investigation Report to include gas monitoring
- b. A project level Habitat Regulations Assessment (HRA) will need to be carried out and inform any package of avoidance and mitigation measures for the Solent Waders and Brent Geese in line with Policy E17;
- c. The development includes measures to avoid and mitigate any adverse effect on the integrity of European sites;
- d. Off-site water mains reinforcements are installed to Portsmouth Water's design and approval; and
- e. The design and layout:
 - i. Incorporates on-site public open space, including community food growing provisions (e.g. allotments), in line with Policies E2 and E19
 - ii. Secures an appropriate relationship between the development and the rear of residential properties on Station Road and North Shore Road
 - iii. Retains and enhances the Hayling Billy Trail for pedestrians and cyclists
 - iv. Provides pedestrian and cycle routes through the site, and from the site onto the Hayling Billy Trail.

4.36 This application is accompanied by a suit of reports as required by part (a) of Policy H31 above. It is noted that a Habitat Regulation Assessment will need to be carried out by the Council to assess the mitigation measures proposed for the Solent Waders and Brent Geese in line with Policy E17. As part of the application, a report has been submitted which provides information to inform a Habitats Regulations Assessment under Regulation 63 of the Habitats Regulations 2017.

4.37 A Brent Goose and Wader Refuge Area is proposed to mitigate against the impact of the development. Discussions have taken place with the RSPB to assist in the preparation of a Wintering Bird Mitigation Strategy.

4.38 A Utilities Statement has been prepared for the Proposed Development, which confirms that that site will connect with the gas, water, electricity and telecommunications network within the immediate area. Therefore, the proposed development complies with criteria d in Policy H31, which seeks to ensure an adequate water supply, sewerage and land drainage system for new development.

4.39 The proposed layout incorporates on-site open space, including an orchard for community growing provisions. The development respects the relationship between the development and

the residential properties in Sinah Lane and North Shore Road. The layout provides pedestrian and cycle links onto the Hayling Billy Trail without affecting the existing Trail.

Policy E17

- 4.40 Policy E17 of the Emerging Local Plan sets out the requirements for Brent Goose and Wader feeding and roosting sites. It states that residential development is allocated on Land North of Sinah Lane (H31) and these sites are identified as Primary Support Areas. As such, development proposals for these sites must provide mitigation for the impact on the Solent SPAs through a refuge area either on-site or extremely close to the site. Planning permission will be granted where the refuge area:
- i. Continues to provide the ecological function of the Brent Goose and wader network
 - ii. Is suitable for at least the number of Brent Geese and waders recorded on the site in terms of habitat type and area, timing and availability of habitat and quality of habitat;
 - iii. Is as close to the area to be off-set as possible, taking into account likely impact on the replacement habitat or species likely to use it.
- 4.41 Refuge habitat for Primary Support Areas must be provided upfront with evidence to show it works prior to development taking place. It must also be supported by an agreed costed Habitat Management Plan and fully secured for 80 years by a legal agreement.
- 4.42 A Wader and Brent Goose Refuge area is proposed as part of the application. Full details have been provided within the application.

Policy IN2 – Improving Transport Infrastructure

- 4.43 This policy states that it has not been possible to complete the Transport Assessment (TA) or Hayling Island Highway and Transport Infrastructure Assessment in time to reflect their findings in the Draft Local Plan. In the pre-submission draft of the Local Plan, the 'Improving Transport Infrastructure' policy will set out the key schemes identified both through Hampshire County Council Strategic Planning and those identified in the full plan TA as being necessary to mitigate and support the development proposals in the Local Plan.

Policy E2 – Green Infrastructure

- 4.44 Proposals for residential development of 50 dwellings or more will be permitted where on-site open space is provided to a standard of 1.5 ha per 1,000 population.
- 4.45 The proposed development complies with the open space requirements. Further details can be found below.

4.46 Policy E12 - Managing Flood Risk in New Development

Planning permission will only be granted where:

- i. The development will be safe over its lifetime, including the access, without increasing flood risk elsewhere;
- ii. Any proposed flood protection, resilience and resistance measures address the specific requirements of the site, and are appropriate to the character and biodiversity of the area;
- iii. Opportunities have been explored to reduce flood risk;
- iv. Where necessary, appropriate flood warning and evacuation plans are in place; and
- v. Where necessary, a contribution has been made towards any identified flood alleviation scheme(s).

Policy E13 - Drainage Infrastructure in New Development

4.47 Planning permission will only be granted where:

- a. There is no net increase in surface water run-off compared with the pre-development rate and, where possible, run-off rates are reduced to below the pre-development rate;*
- b. Drainage systems meet the drainage needs of the development in full over the lifetime of the development and do not increase flood risk elsewhere;*
- c. Connection to the sewerage system is made at the nearest point of adequate capacity, as advised by Southern Water; and*
- d. Any existing sewerage infrastructure which crosses a development site is taken into account in site layout, to safeguard future access for maintenance and upsizing purposes.*

Policy E16 - Solent Special Protection Areas

4.48 Planning permission will be granted for residential development resulting in a net increase in population that mitigates a likely significant effect on the Solent SPAs. This mitigation can be provided through either:

- a. A financial contribution; or*
- b. A developer provided package of measures associated with the proposed development designed to avoid or mitigate any likely significant effect on the SPAs; or*
- c. A combination of measures in (a) and (b) above.*

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 a likely significant effect on the Solent SPAs.

Policy H2 - Affordable Housing

4.49 Planning permission for residential development for a net gain of 11 or more dwellings will be permitted where 30% rented and intermediate affordable housing is provided outside of the town centres of Havant, Waterlooville and Leigh Park. The tenure of the affordable housing is split 70% rented and 30% intermediate (shared ownership). 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.

- 4.50 The proposed development provides 30% affordable housing on site and therefore accords with emerging policy H2.

Policy H3 - Housing Density and Mix

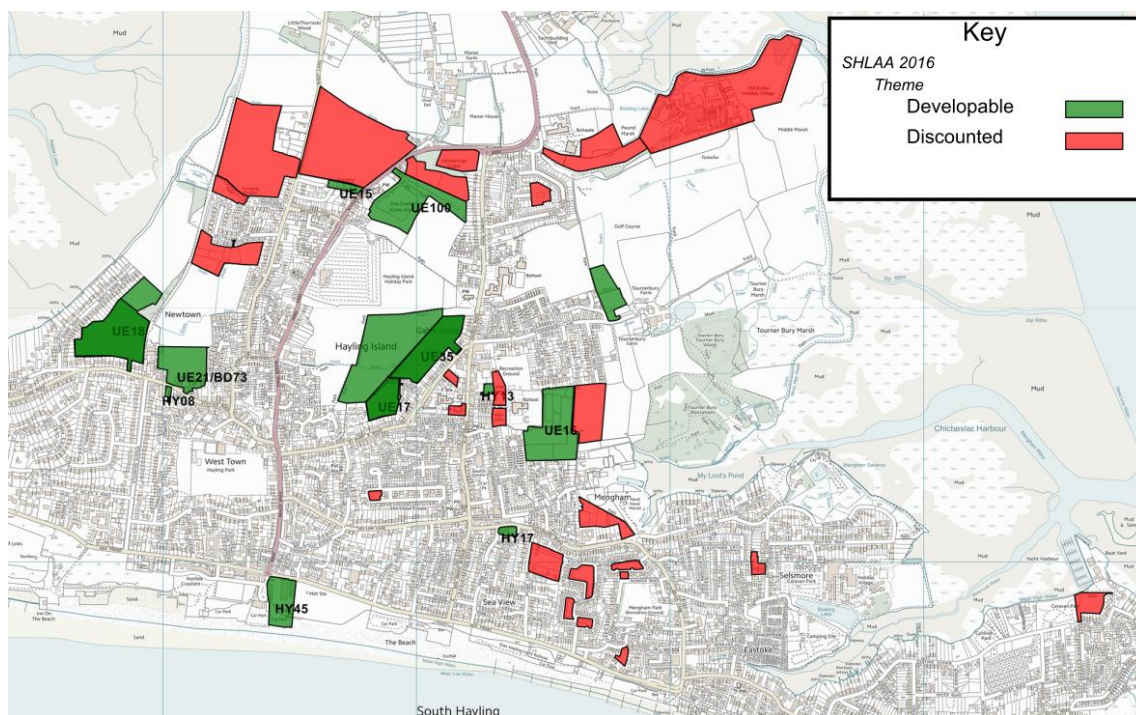
- 4.51 In order to deliver sustainable, mixed and balanced communities, all sites providing three or more (gross) new residential dwellings are expected to secure a net density of at least 35 dwellings per hectare across the Borough, and at least 75 dwellings per hectare in Havant and Waterlooville town 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.

- 4.52 The proposed development equates to a density of 41 dph and provides 35% two bed properties and therefore accords with the requirements set out in the emerging policy H3.

SHLAA

- 4.53 The Havant Borough Council's Strategic Housing Land Availability Assessment (SHLAA) is an important piece of evidence base which has informed the preparation of their adopted and emerging Local Plan. The SHLAA contains an assessment of the amount of land that is available for housing development. The 2016 SHLAA 8th Edition identified the application site (UE18) as a developable site, see map below.



5.54 The January 2017 SHLAA followed the adoption of the Local Plan Housing Statement in December. In this edition the site was identified as uncertain site (UE18) for Brent Geese and Waders. The text stated that *“Although Brent Geese have been seen in the large field of which this site is part, as the site does not take up the whole of the surveyed Brent Goose area there could be scope for mitigation within the rest of the land. In regards to Grade 2 agricultural land, the site is surrounded on three sides by development with Hayling Billy Trail on eastern side and a Local Plan allocation under construction beyond that”*. The SHLAA 10th Edition also identifies the site as uncertain for the same reasons.

5. Planning Issues and Appraisal

5.55 The site was been identified in the 2016 SHLAA as a developable site and also included within the draft Housing Statement as a potential housing site. However its status changed within the adopted Housing Statement as having uncertain potential for housing and it was not considered appropriate for ‘early release’. The Council felt that the infrastructure issues on Hayling Island should be fully explored through the emerging Local Plan before the site is considered appropriate for early release. The Council then published the draft Local Plan in January 2018 where the site was identified for housing for approximately 160 dwellings.

5.56 It is therefore considered that the overarching principle for housing development on this site has been established with the inclusion of the site within the draft Local Plan 2036. The site has been considered as a housing site for many years, however there have been concerns over pressure on infrastructure and impact on Brent Geese.

5.57 Although this application has been submitted ahead of the Council publishing the borough-wide Transport Assessment and the Hayling Island Highways and Transport Infrastructure Assessment, this application has been submitted with a thorough and robust Transport Assessment. If these documents are published by Havant Borough Council during the determination of the planning application, then our Highway Engineers will evaluate the evidence and provide an updated addendum to our Transport Assessment.

5.58 In regards to the presence of Brent Geese on the northern parcel of the site, Barratt Homes have liaised with the RSPB to identify a parcel of land to be managed and maintained as a Wader and Brent Goose Refuge Area. The site will be enhanced from a ‘principle’ Brent Goose site to a ‘core’ site. Full details can be found in the Wintering Birds Strategy and on the Winter Bird Mitigation and Management Plan.

5.59 The two mains issues have been fully addressed in this application, and the site is considered suitable, achievable and available for housing. The principle of residential development is

therefore considered acceptable and the Council can have no reason to refuse the application on principle of development.

Sustainability

- 5.60 The National Planning Policy Framework (NPPF) includes 12 Core Principles which should underpin decision making. These include pro-actively driving and supporting sustainable development to deliver new homes; making every effort to meet the housing needs of an area; responding positively to wider opportunities for growth; and encouraging the effective use of land by re-using land that has been previously developed. Further, paragraph 49 of the NPPF states that housing applications should be considered in the context of the presumption in favour of sustainable development, which for decision taking means granting planning permission, unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 5.61 Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life.
- 5.62 Paragraph 29 of the NPPF states that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. Paragraph 30 of the NPPF states that Local Planning Authorities should support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.
- 5.63 The proposals support the delivery of the environmental, economic and social dimensions of sustainable development, as described within the following paragraphs:
- 5.64 A clear social benefit of this scheme is the provision of additional housing in Havant Borough, where there is an identified need for additional sustainable forms of development to support present and future needs of the district. The proposal seeks to provide a mix of dwelling types and sizes to provide accommodation for additional households in the area. The future residents would make a social contribution through supporting and sustaining existing community services.
- 5.65 The nearest collection of retail facilities are at West Town, a 500 metre walk east from the site. This includes a supermarket and pharmacy. There are also two public houses in this area, as well as a church, community centre and park.
- 5.66 A wider collection of retail facilities are available at Mengham, a 1.7km walk west of the site. In this area there are two supermarkets, two pharmacies, a post office, a church, a health centre and dentist. Mengham Infant School and Hayling Island Library are a 1.5 km walk west from the

site. Mengham Junior School sits further to the west, at a walk of 1.7 km from the site. The nearest secondary school is Hayling College, which is a walk of 2 km from the site.

5.67 Adjacent to the site is the former terminus of a railway line which once linked Havant with Hayling Island. This route now forms the Hayling Billy Coastal Path. The site is located in an area well served by public transport links. The nearest pair of bus stops are located on Station Road, a 120 metre walk east from the site's southern access onto Sinah Lane. The westbound stop is served by service 30 which provides access to Havant via an anti-clockwise loop around South Hayling. Service 31 travels in a clockwise loop around South Hayling, before serving the eastbound stop at Station Road and continuing, via Newtown, to Havant. Both services operate at an approximately half hourly frequency on Mondays to Saturdays. On Sundays, the services operate hourly. The nearest railway station is at Havant, 7 kilometres north from the site.

5.68 Significant environmental benefits are proposed within the development. The scheme proposes the following:

- Provision of a Wader and Brent Goose Refuge Area
- The retention of the existing network of trees (wherever possible);
- The inclusion of trees across the site;
- Pedestrian connections to the Hayling Billy Trail;
- Proposed soft landscaping with a diverse mix of grasses and native planting species proposed within the open space and SUD's features to increase habitat types and provide ecological improvements;
- Infill planting is proposed for the existing hedgerows and a new species-rich hedgerow is to be created along the northern boundary of the site.
- The inclusion of a community orchard to help promote local food production and 'grow your own'.

5.69 The pre-development habitats have been calculated to have a biodiversity value of 25.42 units, of which 25.42 will be lost as a result of the proposed development. Proposed habitat mitigation has been calculated to have a biodiversity value of 35.55 units, resulting in a gain of 10.13 units or 40%. Based on these calculations it is predicted that the proposed development will achieve a net gain for biodiversity.

5.70 An Economic Benefit Assessment has been submitted in support of the application. It sets out the potential economic and community impacts for the proposed residential scheme. The proposed development represents an opportunity to support private sector capital investment into the local economy of Havant, and will deliver a quantum of new housing that will create a range of direct, indirect and induced economic impacts in the local area that are both quantifiable and non-quantifiable.

- 5.71 The proposed residential-led development benefits the local community in the following ways:
- Improving the residential environment in Hayling Island by delivering a high-quality housing scheme which helps meet the needs of future household growth;
 - Delivering new high quality family homes at a range of sizes to meet local needs;
 - Supporting the delivery of 58 additional affordable housing units that are much needed in the area
 - Supporting the sustainability of local shops and services within the Borough.
 - Generating £7.1 million of additional resident expenditure in shops and services, of which £1.1 million will be net to local businesses on Hayling Island. This increased expenditure will also support 10 permanent FTE jobs in the local area
 - Creating around 195 person-years of temporary construction employment, which is equivalent to 43 jobs in each year of construction at a range of skill levels;
- 5.72 It is considered that the proposed development provides, environmental, social and environment benefits and is therefore considered as Sustainable Development as set out by the NPPF.
- 5.73 Pre-application advice was sought at an early stage with Havant Borough Council and we promoted the site through the Emerging Local Plan. We undertook a Public Consultation and a Development Consultation Forum to allow full consultation with the public and Councillors. A Statement of Community Engagement has been submitted in support of the application.
- 5.74 The residential proposals for this site accord with the NPPF and the Council's development aspirations for this site. They constitute an effective and sustainable use of a greenfield site, which will make a significant contribution towards meeting local housing needs and will support the vitality and viability of the local area as new residents will have convenient access to a range of local shops, services and facilities.

Impact on the amenity of adjacent residential properties

- 5.75 Paragraph 17 of the NPPF sets out the Government's Core Planning Principles. These include always seeking to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings.
- 5.76 Havant Borough Councils adopted High Quality Design Policy (CS16) and the Havant Borough Council Design Guidance (SPD document) sets out further guidance ensuring good levels of residential amenity in terms of privacy and the provision of amenity space.
- 5.77 The development has been carefully designed to ensure good levels of amenity for both neighbouring occupiers and future residents. To this end, the design approach to the siting and

orientation of the buildings, the internal layouts and placement of windows and external amenity spaces has been thoroughly considered.

- 5.78 The nearest properties to the proposed dwellings would be the residential properties adjacent to the southern and western boundaries within Sinah Lane and North Shore Lane. These properties would have an approximate 'back to back' distance of over 28m. On this basis, there would be a sufficient separation distance between the proposed development to mitigate any impact in terms of loss of privacy/overlooking.

Layout and Design

- 5.79 Paragraph 57 of the NPPF states that "It is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes". Paragraph 61 goes on to states that "Although visual appearance and the architecture of individual buildings are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment."

- 5.80 Paragraph 006 (ID 26-006-20140306) of the PPG provides further information on design in the planning process. It states:

"Design impacts on how people interact with places. Although design is only part of the planning process it can affect a range of economic, social and environmental objectives beyond the requirement for good design in its own right. Planning policies and decisions should seek to ensure the physical environment supports these objectives. The following issues should be considered:

- local character (including landscape setting)
- safe, connected and efficient streets
- a network of greenspaces (including parks) and public places
- crime prevention
- security measures
- access and inclusion
- efficient use of natural resources
- cohesive & vibrant neighbourhoods"

- 5.81 The Design & Access Statement explains the design and layout of the proposed development, and seeks to demonstrate that it takes into account the factors that deliver high quality design. The relationship of the proposed development with the surrounding area have been key considerations in the design and layout of the proposals. The proposed design responds to the surrounding environment, the site constraints and the requirements of the local area and

community. The housing is of mixed type and scale, with distinct style variations of traditional detailing and palette of materials.

5.82 The site is a discrete parcel of development land. The spatial design of the proposed design helps to create a sense of place. This is achieved, for example, by the strategic placement of significant buildings at the end of view vistas. Sequences of space are created by providing a series of open spaces, carefully defined by strong frontages, and linked via more confined areas defined by pinch points. Where frontage turns corners, double aspect corner-turn units are placed to create a more pleasant streetscape and maximise the passive surveillance of the street.

5.83 Properties provide an active frontage onto Hayling Billy Coastal Route to the eastern boundary and on the northern boundary providing glimpsed, distant, sea views over open agricultural farmland.

5.84 A central green square has been proposed as part of the development. This will provide a central nodal point to orientate both residents and visitors alike. This green square will provide amenity for new residents and also provide an area for toddler play and social interaction. The play area has been proposed to comply with policy. However, if Members preferred improvements to existing play facilities in the area, then a financial contribution could be negotiated in lieu of the play area shown.

Housing Mix and Density

5.85 Paragraph 50 of the NPPF states that to deliver a wide choice of high quality homes and to create sustainable inclusive communities, LPAs should plan for a mix of housing based on current demographic trends and the needs of different groups in the community. The scheme provides 30% affordable housing provision in accordance with the Council's policies. An Affordable Housing Statement has been submitted in support of the application.

5.86 Policy CS9 of Havant Borough Councils Adopted Core Strategy states that planning permission will be granted for proposals that provide a mix of dwelling types, sizes and tenures which help meet identified local housing need and contributes to the development of mixed and sustainable communities.

5.87 The mix of dwelling sizes accords with the South Hampshire Strategic Housing Market Assessment, which identified the need for these size dwellings within the Havant area.

5.88 The proposed development will deliver the following mix of housing:

Private Unit	Total	%	Affordable Unit	Total	%
2 bed House	31	23	1/2 bed Maisonettes	38	66
3 bed House	86	63	3 bed House	20	34
4 bed House	20	15	-	-	-
Total	137	100	Total	58	100

- 5.89 The overall development will provide a range of dwelling sizes in order to create sustainable communities and offer a choice of housing. In light of the demonstrable need for a range of dwelling sizes within the borough, it is considered that the mix of dwelling sizes proposed is wholly appropriate and is in accordance with relevant national and local policy in this regard.
- 5.90 Policy CS9 states that the density of new housing will depend on its design and appropriateness to its location. As a guide the following minimum density thresholds have been developed using the Havant Borough Townscape, Landscape and Seascape Character Assessment and the levels of accessibility to a range of facilities:
High Density – Minimum of 60 dwellings per hectare
Medium Density – Minimum of 45 dwellings per hectare
Low Density – Up to 45 dwellings per hectare
- 5.91 Where the quality of design justifies it, much higher densities could be achievable. This is likely to be more appropriate in town centres or highly accessible locations. Seeking higher density in such locations will reduce the requirement for greenfield land release and ensure that more people have excellent access to jobs, public transport, shops and services. It is not intended that density requirements should be too prescriptive as it is often a difficult balance between maximising the use of the land and reflecting surrounding built character and the amenity of neighbouring residents. This is therefore best assessed through individual planning proposals through the development management process. However, it will always be important to maximise the use of PDL in accordance with PPS3.
- 5.92 Policy H3 also requires a sustainable, mixed and balanced community, securing a net density of at least 35 dwellings per hectare across the Borough.
- 5.93 The proposed development equates to 41dph which would equate to low density development. Given the constraints of the site i.e. tree belts, surrounding residential and commercial uses and character of the area it is considered to be entirely appropriate. The proposed development therefore equates to a density of 41dph and therefore accords with adopted Policy CS9 and emerging policy H3.

Landscape

- 5.94 Paragraph 109 of the NPPF expects the planning system to contribute to and enhance the natural and local environment by, amongst other actions, protecting and enhancing valued landscapes.
- 5.95 A Landscape and Visual Impact Assessment has been submitted in support of the application. The site falls within no areas of designation, but areas of designation such as Ramsar, SSSI and SAC are found within the 2.5km of the site. The site has an assessed high landscape sensitivity and a small magnitude of landscape impact. The significance of landscape character is moderate/minor, i.e. not significant in landscape terms.
- 5.96 The visual impact assessment identified no viewpoints with significant visual effects. Following mitigation measures, vegetation growth and weathering, visual impacts would be ameliorated from the viewpoints. For the remaining receptors, the views of the development will remain largely unchanged or have only glimpsed views at such a distance that it would be difficult to perceive for the casual viewer.
- 5.97 There will be no significant residual landscape or visual effects. The landscape concept and vision seeks to ensure that the new development sits within the existing mature landscape structure, retaining the site's relationship with the wider landscape. The layout has been designed to ensure that the existing trees and hedges are retained where possible to soften the development periphery.
- 5.98 The existing vegetation will be supplemented with native tree and shrub species, to reinforce the boundary planting where necessary. Moving through the site entrance on Sinah Lane draws toward the Orchard, a Public Open Space featuring; a Local Equipped Area of Play; wild flower meadow mix; and recreational area. Along the perimeter of the Orchard are a variety of fruit bearing trees such as; Pear, Apple, and Plum.
- 5.99 There are additional open green spaces within the development, a pocket park to the south and a green corridor along the sites northern extents. The green corridor features native buffer planting, open wild flower meadow mix and integrated wet shrub planting, intended to function as part of a Sustainable Urban Drainage system. Throughout the development trees will be used to enhance biodiversity and provide seasonal interest.
- 5.100 A Landscape Masterplan and full soft landscape proposals have been submitted in support of the application.

Trees

- 5.101 A Tree Survey of the application site was undertaken and an Arboriculture Impact Assessment was undertaken for the proposed development to determine the impact of the removal of some trees and a hedge from the site. One B category tree T13 and a small C category group G20 are proposed for removal. Two small sections of the G3 Hawthorn group will require removal to allow the proposed links to be formed onto the Billy Trail to the east. Given the scale of development this represents minimal loss of trees, and there is ample scope for tree planting as part of the landscape proposals, with trees to be planted as part of the landscape proposals.
- 5.102 The Arboricultural Impact Assessment recommends that the retained trees are protected during the construction phase, and that the retained hedgerows are cut-back and managed. The Landscape Masterplan shows the locations for replacement trees. The Landscape Masterplan also shows areas of hard and soft landscaping, including the potential type of planting that could be provided and the materials to be used for landscaped areas and boundary treatments. The area of open space includes a children's play area and contains a number of new trees.

Open Space Requirements

- 5.103 Paragraph 73 of the NPPF seeks to ensure that new development provides access to high quality open space, sport and recreation. The Havant Borough Local Plan (Allocations) document and the Open Spaces Plan Review (November 2012) sets out quantitative standards for open space. These guidelines are used in assessing the appropriate relevant amount of open space provided in new (usually residential) developments.
- 5.104 Following the calculations of the number of people/dwelling in line with policy E2 of the emerging local plan the number of occupants is set at 463. With the requirement of 15m²/occupant, there is a requirement of 0.645ha of open space on site. The policy also states that sites with an open space requirement exceeding 0.5ha are expected to include an element of play. The proposed development proposes 0.724ha approx. of public open space and includes the provision of the LEAP in the centre of the site. The development therefore accords with the open space requirements set out in the Emerging local plan.

Agricultural Land

- 5.105 Paragraph 112 of the NPPF states that Local Planning Authorities should take into account the economic and other benefits of the best and most versatile agricultural land. Where significant development of agricultural land is demonstrated to be necessary, local planning authorities should seek to use areas of poorer quality land in preference to that of a higher quality.
- 5.106 The agricultural classification of the land is classified as "very good". However, due to the Brent Geese and Waders present on the site, the crops are utilised as a food source for these species.

Whilst it is accepted that there would be a loss of “very good” agricultural land, the change of use to a Wader and Brent Goose Refuge area is a positive benefit for the environment and enhances biodiversity with the provision of a “core site” for Winter Birds.

Archaeology

5.107 An Archaeological Desk Based Assessment has been undertaken of the site in order to identify the significance of any archaeological assets. There are no designated archaeological assets on or particularly near to the study site. The study site has remained undeveloped agricultural land throughout the historic periods. A review of available archaeological and historical sources indicates that the site has a moderate archaeological potential for the Roman period and a low to moderate potential for the later Prehistoric. A low archaeological potential is identified for evidence from all other past periods of human activity. Based on the results of the recent archaeological evaluation a short distance to the east of the site, it is considered that the proposed development of the site is unlikely to have a widespread or significant archaeological impact upon any undiscovered archaeological heritage assets within the site boundary.

5.108 However, due to the size of the study site and the low to moderate archaeological potential for later Prehistoric and Roman evidence, it is considered likely that the HCC Archaeological Officer will take a precautionary approach and seek field evaluation of the site. On the basis of all the available evidence we would suggest that any requirement for archaeological evaluation could follow planning consent secured by an archaeological planning condition.

Transport Assessment

5.109 The Council commissioned a borough-wide Transport Assessment and the Hayling Island Highways and Transport Infrastructure Assessment in early 2017. This was due to be published in autumn 2017, however there have been considerable delays to the publication of these findings. The earliest that this document is now expected to be published is autumn 2018. This has meant that the Council have published their draft Havant Borough Council Local Plan 2036 without fully understanding the transport capacity of the Borough. However these findings will be incorporated into their Local Plan at the pre-submission stage.

5.110 Barratt Homes have found themselves in a similar situation in that this application has been submitted ahead of the publication of the Assessment being published. This is due to continuous delays to the submission and contractual requirements with the landowners. Barratt Homes acknowledges that the application will not be determined until these assessments are available to the public and updates provided as part of the highway work submitted with the application.

5.111 Given that the site is to come forward in advance of the Hayling Island Microsimulation model, a full capacity assessment has been undertaken for the vehicles anticipated to leave the island

from the site, with detailed junction capacity assessments undertaken. An assessment of the A27 roundabout has also been undertaken which has demonstrated a minimal percentage impact from the proposed site. This information is contained within the Transport Assessment submitted in support of this planning application.

5.112 The Transport Assessment contains information on site accessibility, personal injury accident data, the proposed accommodation schedule, car and cycle parking requirements, visibility and access arrangements, servicing arrangements, trip assessments, traffic impact and capacity assessment on the local road network (LRN) and draws conclusions from the overall assessment.

5.113 The TRICS database has been used to assess the likely trip generation for the proposed development. Trip rates have been used in accordance with those submitted for the Land South of Beech Grove application (application reference: APP/12/00966), as agreed with HCC at the pre-application stage.

5.114 The resultant assessment indicates that the proposed development would generate 118 trips in the AM peak period (0800-0900), 138 trips in the PM peak period (1700-1800) and 1,159 trips across a 12 hour day. As the existing site is predominantly greenfield, the proposal's generated trips would all be additional to the local road network.

5.115 The trips associated with the scheme have been distributed across the local road network on the basis of traffic distribution from 2011 'Location of Usual Residence and Place of Work' Census data, and individual turning proportions from independent traffic surveys. A baseline traffic scenario for 2023 has been established by applying a growth factor calculated by TEMPRO to the traffic survey results.

5.116 Capacity modelling assessments undertaken at the major junctions in the vicinity of the site demonstrates that there are only capacity issues at one of the junctions (West Lane/ Havant Road). Whilst this junction is shown to be operating over capacity in a future year pre-development scenario, a percentage impact assessment has been undertaken which indicates that the proposed development would have a less than 5% impact, and this is therefore not considered to be 'severe'.

5.117 A sensitivity test has also been undertaken to assess the operation of the junctions should the undetermined applications be approved. The results of the sensitivity test demonstrate that the Station Road/ St Mary's Road/ A3023 Manor Road junction would still operate well within capacity. The West Lane/ Havant Road junction would exceed capacity in the future year scenario before the addition of development traffic, with the development only having a minimal percentage impact.

5.118 Given that the site is to come forward in advance of the Hayling Island Microsimulation model, a full capacity assessment has been undertaken for the vehicles anticipated to leave the island from the site, with detailed junction capacity assessments undertaken. An assessment of the A27 roundabout has also been undertaken which has demonstrated a minimal percentage impact from the proposed site.

5.119 This Transport Assessment demonstrates that the proposed development will not have a 'severe' impact on the capacity, operation or safety of the local road network, given that no junction would operate over capacity that does not already do so in a Future Year scenario.

Access Arrangements

5.120 The site is to be served via a single vehicular access onto Sinah Lane. Sinah Lane is a single carriageway road approximately 6.5m in width, which becomes Station Road approximately 80m to the east and connects to the Seafront approximately 950m southwest of the site. Sinah Lane is subject to a 30mph speed limit across the site frontage which remains as it becomes Station Road.

5.121 The proposed site would be served by a single vehicular access onto Sinah Lane. The access would be provided in the form of a bellmouth arrangement, flanked by a 2.0m pedestrian footway to the east. The access road would measure 6m in width, would be supported by 8m corner radii and will be provided with dropped kerbs and tactile paving. This access design ensures that two vehicles can pass simultaneously when turning in and out of the access.

Car Parking and Cycle Storage

5.122 The proposed development provides a total of 450 parking spaces for the general housing with 411 spaces for residents and 39 visitor parking bays. This level of parking is in accordance with Havant Borough Council's Parking Standards for allocated and unallocated spaces and visitor parking. For every house provided with a garage, the dimensions of the garage are at least 3m x 6m (internal) to accommodate the cycle parking requirements. All other houses would be provided with a secure shed within the rear garden of the property, with direct access to the rear garden either via a side gate or rear gate. The maisonettes on the development are all provided with secure cycle stores within the individual units.

Travel Plan

5.123 A Travel Plan has been prepared by Paul Basham Associates to support the application. A Travel Plan is a strategy that aims to manage the access demands of a site by ensuring that the travel needs of its users are met by a range of transport modes. A Travel Plan is an evolving process informed by site visits and discussions between key stakeholders including HCC to ensure that

targets remain relevant and achievable. A Travel Plan Co-Ordinator will be appointed to deliver the Travel Plan and monitor its progress.

Off-site Highway Improvements

- 5.124 It is noted that there are opportunities to provide a betterment to the existing bus stop facilities on Station Road including providing real-time information (RTI), seating facilities and rotating the bus stop shelter to face the footway. A financial contribution through a S106 Agreement will be agreed to deliver these improvements as part of HCC's wider RTI proposals.
- 5.125 The development would provide a financial contribution towards improving the Hayling Billy Trail, located 60m from the proposed site access. This route forms part of the NCN Route 2 and with improvements, should help to reduce the number of residents travelling by car.

Flood Risk and Drainage

- 5.126 The site is located wholly within Flood Zone 1. As such the site is considered to be at low risk from tidal flooding. Whilst the site lies wholly within Flood Zone 1, it is recognised that vehicular access on and off Hayling Island is only via Langstone Road, located further north of the site. Part of Langstone Road lies within Flood Zone 3 considered a high risk of Tidal Flooding. As a result, early consultation has been carried out with the Environment Agency, East Solent Coastal Partnership, Hampshire County Council and Havant Borough Council regarding flood risk and drainage matters relating to the development. As a result, a Flood Emergency Plan, describing early flood warning and procedures for the development in the event of a peak tidal surge event has been included within the Flood Risk Assessment which is proposed to be implemented to inform and assist future residents in the event of a peak tidal flood event.
- 5.127 There are no recorded incidences of sewer flooding within the vicinity of the site. Any potential future risk to the proposed development from sewer flooding events is considered low in the context that the finished levels on the site will be designed to ensure that any overland flow is directed away from the buildings and not pose a risk to people or property. The development will connect to the nearest existing Southern Water foul sewer via an onsite adoptable pumping station to the existing 200mm diameter sewer located just north west of the development site, subject to agreement with Southern Water.
- 5.128 Searches of the EA Risk of Flooding from Surface Water flood map confirm that the site lies mainly outside the of any risk of flooding from surface water with exception of areas within the south eastern part which indicate to be a low risk of flooding from surface water (between 0.1% to 1% probability). The areas are reflective of localised low points within the site and the risk to the future development can be mitigated thorough the detailed design of the finished ground levels of the development.

5.129 In view of the requirements of the NPPF, PPG, HCC the design parameters and constraints associated with redeveloping this site, a surface water drainage strategy design has been devised and hydraulically modelled to demonstrate that the scheme can be suitably implemented without increasing the level of flood risk, when the surface water drainage system experiences a 1:100 year rainfall event (including climate change). The surface water drainage scheme has been designed to ensure:

- A reduction in the pre-development site discharge for peak storm events.
- Sustainable Urban Drainage systems are wholly incorporated within the scheme.
- Consideration is given for the improvement of water quality within the design.
- The designed drainage scheme can satisfactorily retain a critical 1 in 100 Year storm event with climate change.

5.130 Due to the very limited fall available on the site, (approximately 800mm over the entire site) and depth of the proposed outfall ditch, consideration of how to achieve a gravity connection to the existing watercourse system was undertaken whilst still ensuring a sufficient depth of attenuation could be achieved. The following options were considered:

- Raising ground levels to achieve a gravity connection to the ditch in the north- This option was discounted due to the need to raise the ground levels across the site and most significantly along the southern and western boundaries of the site, which was not permitted due to the sensitivities of the ground levels interface with the neighbouring properties;
- The use of shallow SuD's drainage techniques, such as swales and lined permeable paving.

5.131 This option was considered but discounted as the use of shallow SuD's alone would not mitigate the need for a surface water pumping solution, without land raising as well. Furthermore, the proposed roads and sewers are to be put forward for adoption by HCC and a Local Sewerage Authority, who would not permit the use of a line permeable paving for the conveyance of surface water drainage within the main access roads.

5.132 As a result, a surface water pumping solution has been proposed to overcome the limited fall available on the site and a positive gravity connection from the main attenuation basin to the existing watercourse system.

5.133 The proposed onsite surface water pumping station is to be offered for adoption as part of an adoptable surface water drainage scheme and thus will become the responsibility of a Local Sewerage Authority. In addition to the provision of emergency storage, the pumping station has been located in the north eastern part of the site adjacent to the proposed swales and attenuation basin and includes for a provision for exceedance overflow into the basin in the event of a pump failure, thus ensuring flows would continue into the SuD's attenuation systems.

5.134 A Utilities Report has been prepared for the proposed development, which confirms that it could connect with the gas, water, electricity and telecommunications network within the immediate area.

Noise and Air Quality

5.135 WYG have undertaken an Air Quality Assessment for the proposed development. The potential effects during the construction phase include fugitive dust emissions from site activities, such as construction and trackout. The impacts during the operational phase take into account of exhaust emissions from additional road traffic generated due to the proposed development.

5.136 The air quality background concentrations in the vicinity of the proposed development site are well below the Air Quality Objective (AQO) of $40\mu\text{g}/\text{m}^3$ for NO_2 and PM_{10} . The DMRB screening assessment concluded that during the operational phase, there will be no significant effects on local air quality from the additional development traffic on the local road network. Therefore, further detailed operational air quality assessment is not required. Implementation of mitigation during the construction and operational phase of the development, and adherence to good practice measures will be implemented. Based on the assessment undertaken and methodology within this assessment, it is concluded that the site is suitable for the proposed development and no further air quality assessment is required.

5.137 The Noise Assessment submitted in support of the application concludes that the proposed development is not expected to have an 'adverse impact' on health or quality of life. Similarly regards to NPPF (123) point B, it is considered that all 'adverse impacts on health and quality of life' (relating to noise) are mitigated by the glazing and ventilation strategy. It is not considered that any nearby businesses would be restricted by the introduction of the sensitive use of the site.

5.138 Accordingly, the proposed development satisfies the relevant policy considerations set out in the NPPF and the PPG: Noise.

Ecology

5.139 WYG were commissioned to undertake an extended Phase 1 habitat survey of the site. It recommended that further surveys were carried out on bats, reptiles and winter birds. The bat survey concludes that lighting across the development is designed to reduce impacts on bat foraging and commuting habitat; Avoidance of breathable roof membranes; enhancement of connectivity between open space areas through hedgerow planting; and incorporation of grassland areas and planting of native species of value to foraging and commuting bats into landscape plan.

5.140 A reptile survey was carried out and identified a low number of adult slow worms. As such the site is considered to have a 'low population' of slow worms. The population is also considered to be breeding as a maximum of three juvenile slow worms were also recorded. No other reptile species were recorded onsite and as such are considered to be likely absent from the application area. All reptiles were found on the field margins of the site, with no reptiles recorded within the arable area.

Winter Bird Mitigation Strategy

5.141 The proposed development will result in a loss of 5.7ha of potential foraging habitat for Brent Geese in field H34C (Area B and C identified on the plan below). However, it should be noted that the extensive winter bird surveys conducted have never recorded any use of Area C (and minimal use of Area B) by Brent Geese or other waders, including when conditions were optimal.



5.142 H34C is currently listed as a Primary Support Area for Brent geese under Policy E17 of the Draft Havant Local Plan. In consultation with the RSPB it was identified that the aim of the enhancement of this area, followed by appropriate management in perpetuity, is to improve the quality of the site such that it supports a larger number of Brent geese consistent with a Core site. This will adequately mitigate any adverse effects as a result of the proposed development.

5.143 In order to maintain and improve the quality of foraging habitat within the mitigation area it is proposed that the land is reverted to grassland which will be suitable for waders and Brent geese every year. The objective is to create wet grassland with a mix of perennial rye grass and white

clover which provides a nutrient-rich food source for foraging geese. It is anticipated that management of the grassland will be through cutting although grazing could be used as an alternative should a suitable local herd be identified. Previous measures to prevent Brent geese from damaging the crop, including the use of bird scarers (audible or visual) and shooting under licence will cease. To improve the habitat suitability for other wading birds (either qualifying species for the SPA or part of the qualifying assemblage) it is proposed that six wader scrapes are created within the mitigation area. These will be of irregular shape with an average area of 50m². To create a range of conditions and support different species the scrapes will be of variable depth with shallow margins and a deeper centre of 0.5m depth. Water supply for the scrapes will come from rainfall and surface water runoff.

5.144 The primary objective is to hold perched water during the winter, but it is anticipated that deeper areas will also hold water for part of the summer and provide an enhancement for breeding birds. The deeper central section of the scrape will occupy approximately 50% of the total area to maximise the likelihood of water retention. Scrapes will be created using an excavator with risings piled adjacent to the margins to improve water retention and provide bare ground areas suitable for invertebrates. The scrapes will be located to the north of the mitigation area, to minimise potential disturbance from the residential development to the south and maximise the likelihood of use by birds. It is proposed that access to the mitigation area is provided via a new farm gate at the northern extent of the residential development which will be clearly identified as being for management purposes only with no unauthorised access. This will be a 2m mesh gate to make sure access by residents is not possible. The creation of the scrapes and new farm gate should be undertaken before the management of the land is transferred to suitable conservation body. This offers a guarantee that works are undertaken.

5.145 Further details on this can be found in the Winter Bird Mitigation Strategy submitted in support of this application.

Biodiversity Net Gain

5.146 A Biodiversity Net Gain Assessment has been submitted in support of the application. The purpose of this assessment is to quantify the biodiversity value of the site prior to development, and the predicted value post development. This is measured in biodiversity units calculated according to the habitats present and their size, distinctiveness and condition. Risk factors are taken into account when quantifying habitats post-development. This enables the quantitative calculation of the predicted change in biodiversity value as a result of the proposed development, with the objective of achieving a net gain in biodiversity. Based on these calculations it is predicted that the proposed development will achieve a net gain for biodiversity.

Ecological Mitigation and Management Plan

5.147 The proposed development will retain some of the current habitats present in addition to the creation of new habitats. The management/creation of habitats at the site will include the following:

- Hedgerows and Mature Trees
- Grassland
- Attenuation Pond

5.148 The attenuation pond and swales are to be located to the north of the site. Seeding around the attenuation pond's surrounding grass areas will use a suitable wetland species seed mix, containing native species of local provenance. The use of this seed mix will be used on the grassland surrounding the pond to provide an ecologically valuable habitat. Tall emergent plants will be planted around the pond margins of both waterbodies. An Ecological Mitigation and Management Plan has been submitted in support of the application.

S106 Heads of Terms

5.149 The proposed development would make significant contributions via a S106 Agreement towards affordable housing, education, highway and transport infrastructure, and community facilities. The final list of Heads of Terms will need to be reviewed and refined when all consultation responses have been received, and justified against CIL Regulations.

6, Conclusion

6.1 The application site has been allocated as a housing site in the Emerging Local Plan 2036 for approximately 160 dwellings subject to the Council understanding the implications on infrastructure on Hayling Island and providing mitigation for Wintering birds. The site has previously been identified in the 2016 SHLAA as a developable housing site. As such the principle of residential development has been established. The application seeks approval for 195 new homes in a sustainable location which will make a significant contribution towards meeting the housing needs and targets of the borough.

6.2 The layout of development will create a high quality living environment with good levels of amenity as well as access to private and public open space. The mix of unit sizes and tenures will provide housing choice, contributing to the creation of sustainable communities. Further, the density of development are in accordance with national and local policy objectives to make the most efficient use of land in sustainable and accessible locations.

6.3 The design of the development positively responds to the local context and draws upon traditional design features and street patterns found in the local area. The height and scale of the

development is appropriate to the immediate and surrounding context and the use of appropriate design features are successful in ensuring that the scheme sits comfortably within its surroundings. The design respects the amenity of neighbouring and future occupiers and ensures good levels of privacy and security for all.

- 6.4 The proposals offer the opportunity to implement a comprehensive landscaping scheme with a play area, SUD's pond and the provision of a "core" Brent Goose Refuge Area which will not only provide visual amenity, but will also enhance the ecological value of the site and improve on-site surface water attenuation.
- 6.5 The site is well located in terms of access to local services, shops and facilities as well as the public transport network. An appropriate level of car and cycle parking has been provided to reflect both the site's accessible location and the needs of future occupants. In addition, measures have been incorporated to improve walking and cycling links both through and around the site.
- 6.7 In conclusion, the principle of the proposed development is supported in policy terms and follows consultation with Havant Borough Council, local community groups and residents. The proposals will deliver a high quality residentially led scheme that will have demonstrably positive social, economic and environmental benefits for the local area.