

Policy CS21 Developer Requirements

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

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

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

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

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

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

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

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

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

Where else to look:



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

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

Monitoring

- 9.27 An important part of the Core Strategy is putting in place adequate processes to monitor implementation. It is essential to check that the Core Strategy is being implemented satisfactorily and to monitor whether the outcomes from its implementation are as intended. The main way to check and report on the implementation of the Core Strategy is through the production of an Annual Monitoring Report (AMR).
- 9.28 The council has produced an AMR since 2001 relating to its Local Plans. Recent AMRs have included information relating to the Havant Borough Local Development Framework (HBLDF) process including reporting progress in producing Development Plan Documents (DPDs) set against the programme in the Local Development Scheme (LDS). As the various DPDs are adopted the AMR will monitor the objectives, policies and proposals contained within them.
- 9.29 AMRs have to include a housing trajectory which is a forecast of housing delivery set against requirements. Housing delivery is afforded a high priority by the government and will be a key component of monitoring the implementation of the HBLDF. A housing trajectory based on the data in the 2009 AMR is contained in Appendix 2 to this Core Strategy. The trajectory will be updated annually in accordance with the updates of the Strategic Housing Land Availability Assessments (SHLAA) and published in the AMR. The council produced its initial SHLAA in March 2008. The SHLAA will inform the choices of sites that are available to meet the housing target.
- 9.30 In accordance with national guidance, monitoring will continue to assess progress in achieving the plan objectives. The contributions of the policies of the Core Strategy and subsequent DPDs in achieving these objectives will also be monitored. Where practicable, targets relating to the implementation of policies will be established and progress towards achieving these targets will be measured using local and core indicators in the AMR. Where it is shown that the HBLDF policies are not delivering the vision for the borough then they will be reviewed.
- 9.31 Whilst the AMR monitors the HBLDF, there is a comprehensive system for monitoring the overall impacts of the HBLDF on the wider community objectives and ultimately the vision for the borough. The Comprehensive Area Assessment (CAA), Local Area Agreement (LAA) and

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

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

Design

Policy CS16 High Quality Design

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

1. Responds to, draws inspiration from and respects local context and:
 - a) Identifies and responds positively to existing features of natural, historic or local character within or close to the proposed development site;
 - b) Integrates with existing local landscape features, promotes wildlife and biodiversity and/or applies characteristics of the local area into the design of a scheme wherever possible to create variety and interest;
 - c) Uses the characteristics of the locality to help inform the design of the new development including heights, massing, existing buildings lines, plot widths and depths, materials and proportions of windows and doors;
 - d) Is well connected to and integrates with the immediate local area and the wider area by linking to existing pedestrian and cycle routes and encouraging people to use public transport where possible; and
 - e) The development does not cause unacceptable harm to the amenity of neighbours through smell, the loss of privacy, outlook, noise and overlooking.
2. Produces a positive relationship between buildings, street and spaces both existing and proposed, where:
 - a) The layout of the development reduces opportunities for crime and antisocial behaviour; contributes to improving community safety; and makes provision for the management and maintenance of the development;
 - b) New streets are not dominated by vehicular traffic;
 - c) The layout of the development is legible, meaning it is easy to orientate oneself and move through.
3. Contributes to the improvement of the public realm close to the development, particularly sites close to town, district and local centres and other priority regeneration areas by using high quality hard and soft landscape material and street furniture; and where development is of a significant scale or prominence makes provision for public art.
4. Is inclusive by considering the needs of those with disabilities, ensuring safe and convenient access for all; and integrating affordable and supported housing with market housing through tenure blind design to minimise social exclusion and promote social integration.
5. Maximises opportunities for mixed use developments, particularly in town and district centres; and encourage higher densities (50+ dwellings per hectare) where appropriate.
6. Mitigates negative environmental impacts through sustainable design and construction methods, resource efficiencies, particularly water and the provision of facilities for waste recycling.
7. Adapts to the changing needs of the users and the changing climate over the lifespan of the building.

Waterlooville Urban Design Framework: Provides supplementary planning guidance for new development in Waterlooville.

Safer Places: The Planning System and Crime Prevention (2004): Considers crime prevention and prompting community safety through the planning system.

Infrastructure - Transport

DM11 Planning for More Sustainable Travel

The council will seek to ensure that every opportunity is taken to increase integration of sustainable travel modes and availability of non-motorised modes by appropriate measures including:

1. Securing on-site and/or off-site interventions that promote integrated travel and access by non-motorised modes.
2. Requiring safe and secure vehicular and cycle parking and turning facilities to adopted standards.
3. Securing appropriate improvements to public and community transport (including infrastructure requirements) in accordance with the Hampshire Local Transport Plan and (where applicable) the relevant sub-regional transport strategy.
4. Proposals for reducing opportunities for informal parking in the area surrounding the development where this would impact on the capacity, operation and safety of the local highway network and/or the amenity of the locality.
5. Ensuring that new developments are located and designed at the outset to encourage lower vehicle speeds and safe, permeable, inclusive layouts that integrate with existing pedestrian, cycle and public transport routes. This will facilitate and encourage short distance trips by cycle and walking, including to public transport interchanges.

DM12 Mitigating the Impacts of Travel

New developments will be required to mitigate their travel impact, including the environmental impacts of travel (such as noise, air and visual pollution) and impacts on amenity, health and climate change by ensuring that, where relevant, the following criteria are met:

1. Adequate provision is made for integrated and improved transport infrastructure or appropriate mitigation measures, through direct improvements and S106 contributions in accordance with the Hampshire County Council Transport Contributions Policy.
2. The submission of a transport assessment and travel plan alongside any planning application on proposals for major development or where a proposal is likely to have significant transport implications.
3. The submission of a transport statement must accompany planning applications to explain changes to travel demand.
4. A bond is provided which will be used to mitigate negative travel impacts of the development, should the travel plan fail to achieve its targets. This bond will be held by the relevant local transport authority.
5. In relation to outline planning applications, a framework for the preparation of travel assessments and travel plans will be submitted with the planning application proposals.