

Hampshire County Council Public Health Response

District/borough:	Havant Borough Council
Document type:	Reserved Matters Planning Application
Reference number:	APP/25/00573
Development:	Land West of, Hulbert Road, Havant Reserved matters application for 100 dwelling and improved site access, landscaping, footpaths, SuDS and other associated works. Matters relating to appearance, landscaping and scale to be considered.
Comments by:	Hampshire County Council Public Health
Date of comments:	4th August 2025
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Hampshire County Council Public Health welcomes the opportunity to respond to this reserved matters planning application. To form the subsequent response and recommendations, the following documents have been reviewed the design and access statement, associated design drawings, landscape general arrangement plan and tenure plan. We have also used the [Building for a Healthy Life](#) design toolkit to provide detailed feedback in line with the aspirations set out within the NPPF.

HCC PH has some concerns that need to be raised regarding these reserved matters application. These concerns have been detailed below.

Response Regarding Access and Connectivity of the site

The position of the new site creates a separation with local services that are located to the south and east. Looking at the proposed site, access to and from the East is important to enable residents to access the nearest local amenities within local areas. Walking and cycling distances to local facilities have not been properly assessed as they include distances as the crow flies rather than by actual routes, paths and streets. The main route south is along an unlit road with limited width and no natural surveillance. It is likely that the position of this site and its lack of inclusive access will simply encourage greater need for car use and a lack of other transport choices for new residents.

It is currently unclear whether the new footpath/cycleway will be lit, wide enough, accessible and inclusive for all active travel options. Public Health would recommend that detailed information is provided on how Hulbert Road (B2150) will be adapted to provide a safe walking, wheeling and cycling route for alternative access to local amenities. Furthermore, the current scheme does not address access to other community facilities such as schools, community uses and GP surgeries. Illustrating a safe route and crossing to Nevilles Park to the east of the development should be clarified also.

Public Health would recommend that the design of the internal roads of the street would consider greater use of space over the design for turning. For example, certain junctions could function as spaces for social interaction as illustrated in some of the previous design options. Previous design options also show a greater focus on street based green infrastructure which appears to have been stripped out in this

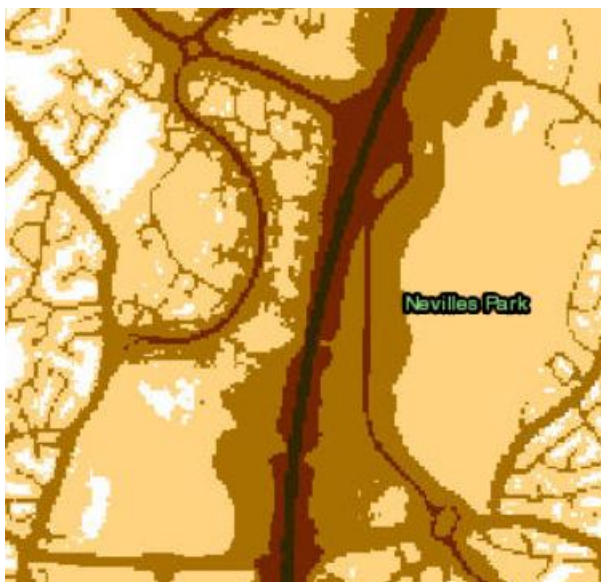
latest iteration. The physical and mental health impacts of increase green infrastructure is well known and the ability to create street that are climate resilience appear to be lacking in the current design.

Response Regarding Noise pollution

Evidence shows that noise pollution from transport not only has mental impact on health such as sleep and but can lead to various long term health conditions such as stroke, heart disease and diabetes. These affects have been evidenced by [Noise pollution: mapping the health impacts of transportation noise in England – UK Health Security Agency](#). The JSNA Mental Health Wellbeing Index suggests that neighbouring areas such as Leight Park and Waterloo Central and Waterloo East are areas with lowest estimated mental health and wellbeing (lowest 10% and 20% in Hampshire).

It has been noted that Research work has been undertaken in the local area to identify the effects of noise pollution during the nigh time and over a 24 hour period: [Levels of Noise Pollution in Hampshire and the Isle of Wight Integrated Care System \(ICS\) during Nighttime and 24-Hour Periods Based on Data from Strategic Noise Mapping. An Interactive Map Application](#). The study not only maps areas which exceed the recommended 55db but also takes account of reported effects from residents.

With reference to the map below proposed housing developments adjacent to the A3M are subject to noise pollution between 55 – 65db. With note from the noise assessment that the proposed barrier will be approved with provided double glazed windows and a standard copy window vent is installed. This sort of mitigation takes little account for the quality of outdoor space and the need to purge houses to avoid damp and the ability to open vent in extremes of temperature.



SOTON_NIGHT_NOISE_All_WTL1

Road_Noise_Lnight_England.tif

Noise levels in decibels (dB)

35.00 - 44.99 (dB)

45.00 - 54.99 (dB)

55.00 - 64.99 (dB)

65.00 - 74.99 (dB)

≥75 (dB)

Response Regarding Air quality

Air pollution is one of the UK's biggest Public Health concerns. It has been found not only to affect physical health of individuals but also has an impact on natural environment and the economy. It has been found that nitrogen oxide (NO) and particulate matter (PM) are the major components of urban air pollution [Hampshire JSNA: Air Quality Report](#). Havant has been rated decile 4 for PM10 and decile 2 for NO2, demonstrating that there is poor air quality risk for residents. Public Health recommends that an air quality assessment be considered.

With respect to physical health risks, air pollution can cause many respiratory and cardiovascular conditions in both adults in children. Some of these risk factors are summarised in the image below. Public Health would maintain there are no safe levels of air pollution.

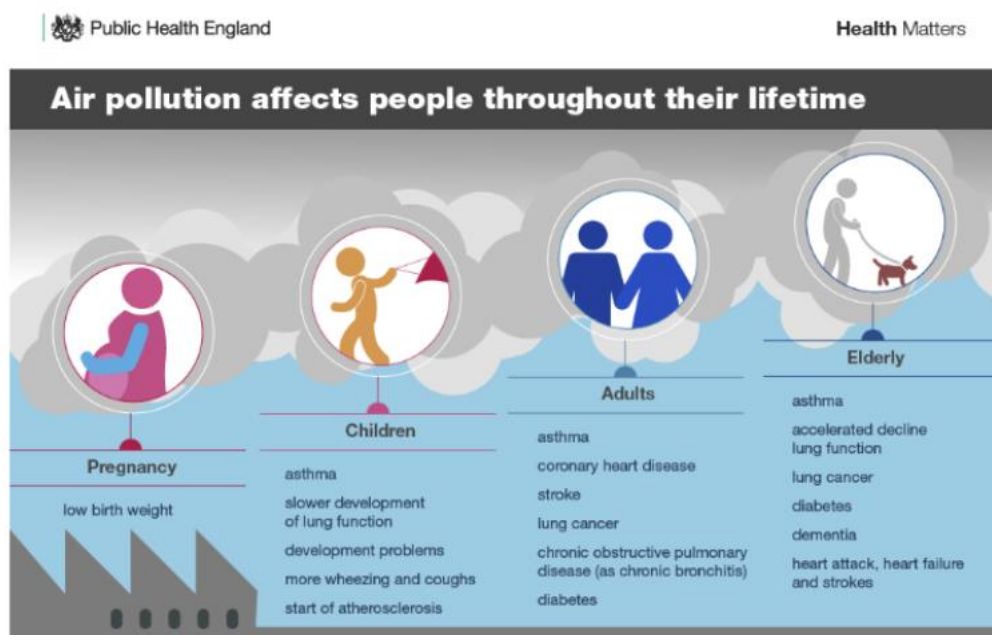


Image 1. Air pollution affects people throughout their lifetime, Public Health England (2022)

Response Regarding Street Layout and Design, Legibility and Parking within the scheme

Adopting a healthy streets approach will ensure that people who are walking, wheeling and cycling are prioritised and how the scheme supports active travel, physical activity, social cohesion, improved mental health, as well as a reduction in air and noise pollution. The healthy streets approach are based on 10 evidence-based principles which reflect human experience on the street, this is underpinned through the Hampshire County LTP4 and details can be found on [What is Healthy Streets? — Healthy Streets](#). The short straight lengths of road, those terminated by buildings are supported and the use of parking build outs to calm speeds is also welcomed. It is noted that corner radii across the scheme are still overly large and compliance with Manual for Streets to reduce vehicle speed appears to not have been used. The current wide splays are likely to do little to discourage higher speeds, and they should be tightened where possible to reduce speed. Pavements along roads are not always continuous, some of them just end and where they swap sides there isn't always a suitable crossing. In order for the scheme to achieve greater use for all users and provide a healthier more accessible layout it is suggested that further work is required to this aspect of the scheme.

It is noted that efforts have been made to develop a new cycling route on the eastern edge of the proposed site. The movement of walking, wheeling and cycling towards Asda it is unclear from the design access statements whether the route will provide sufficient widths for all users. There is no indication of lighting provision to ensure this route is suitable and accessible for vulnerable road users such as wheelchair users and parents with young children in line with guidance within Manual for Streets and Policy within the LTP4. For this access route to provide a meaningful healthier and inclusive choice this should have greater focus if it is to provide a genuine alternative to the car.

With reference to parking, the access and design statement shows that the parking courts on the northern and western edge of the development appear to lack natural surveillance (combined with blank end gables to housing). Parking courts that lack overlooking may result parking on street parking as owners won't feel safe using the courts, it is suggested that this aspect is clarified further. Public Health does commend the inclusion of active frontages, defensible space, terrace runs and a clear and legible block structure. It is noted that timber sheds for bikes are located at the back of each plot and this should be revised to more prominent cycle storage in line with guidance within LTN1/20 and LTP4.

Response Regarding Green Space

Public Health welcomes the proposed Public Open Space (POS) which includes a play area for children as well as public open space for residents. Public Health also welcomes the green frontages outside each home. However, it is unclear what opportunities have been designed for adults and older children regarding play, areas to socialise and opportunities to create intergenerational contact.

The spaces to both the north and south of the proposal appear to link into exiting woodland and natural green space and Nevilles Park sits to the east of the site. It is unclear within the proposals how this links to these areas. We would also repeat comments made previously regarding the lack of green and blue infrastructure within the proposed street design.

Response Regarding Homes for All

Having a safe, settled home is a fundamental building block of our health and wellbeing, whether residents own their home or live in social rented or private rented accommodation. The condition and nature of homes, including factors such as stability, space, tenure and cost, can have a big impact on people's lives, influencing physical and mental wellbeing and health [Hampshire Public Health Strategy 2023-2026](#).

Public Health endorses the Building for a Healthy Life design tool for neighbourhoods, streets, homes and public spaces. The design code is broken down into three headings, integrated neighbourhoods, distinctive places, and streets for all. It is suggested that the scheme is tested against these criteria to reinforce its health and wellbeing outcomes.

Public Health welcomes the distribution of affordable housing and shared ownership (70% and 30%). However, it is noted from the design and access statement, that most of the affordable homes are distributed along the western edge of the site, placing residents closer to the A3M Motorway, where they are at greatest risk of air pollution. With reference to the Building for Healthy Life guidance, Public Health recommends that affordable housing is distributed more evenly across the development. Tenure blind design of affordable housing applies also to location in addition to building design.

Public Health also welcomes consideration for changes in family size based on local need. It is unclear if consideration for an ageing population has been considered with due regard to adaptable homes provision. We know from the Joint Strategic Needs Assessment (JSNA) that the pressure of an increasing ageing population will have an impact on housing provision. The report shows that between 2024 – 2031 there will be a predicted increase of 12.9% adults aged 65 and over and 26.6% increase of adults aged 85 and over (see figure below). The LPA should consider the wider use of both M4(1) and M4(2) and percentages should be informed by this local evidence base.

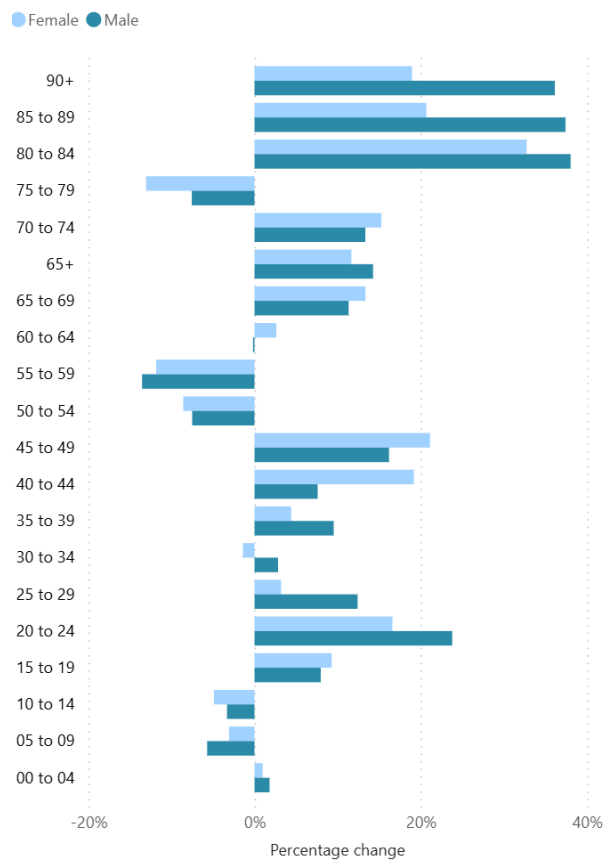


Figure 2. Population percentage change of Havant between 2024 and 2031. [Hampshire JSNA Demography Report. \(2024\).](#)