

District/borough:	Havant Borough Council
Document type:	Planning Application
Reference number:	APP/21/01434
Development:	Outline application for development of up to 300 dwellings (including affordable housing). The proposal includes provision for structural planting and landscaping; informal public open space; children's play areas; sustainable drainage system (SuDS); a new vehicular access from St Mary's Road; and associated ancillary works; and the demolition of an existing agricultural building. All matters reserved except for means of vehicular access. Accompanied by an Environmental Statement.
Comments by:	Hampshire County Council Public Health
Date of comments:	17 th December 2025
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Hampshire County Council Public Health Response

Hampshire County Council Public Health welcomes the opportunity to respond to this planning application. To form the subsequent response and recommendations, the following key documents have been reviewed: Design and Access Statement, Development Framework Plan, Travel plan, Illustrative Masterplan, development layouts, site context, master plan, and covering letter. Other documents, where relevant, were also viewed to provide a complete response. Hampshire County Council Public Health has reviewed the plans for the development and would suggest there are a few points raised below that require clarification and more information.

Response regarding housing development

Having a safe, settled home is a fundamental building block of our health and wellbeing, whether residents own their home or live in socially 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](#)).

The standards within the scheme should support the Lifetime Homes, national internal space standards and sufficient external private space standards. External private space for flats and appartements are key to ensuring these remain tenure blind. The proposed homes should consider sustainability approaches to design and materiality, reducing carbon impacts, fuel use, and lowering maintenance costs. The information contained within the application is unclear on these ambitions and we would seek greater clarification on design responses to these national standards.

Hampshire County Council Public Health also supports the Town and Country Planning Association's (TCPA) Healthy Homes Principles for building new homes [Healthy Homes Principles - Town and Country Planning Association \(tcpa.org.uk\)](https://www.tcpa.org.uk/healthy-homes-principles) and would recommend that the 11 principles are considered in new housing developments. The principles are evidence based [HH-principles-and-evidence-2.pdf \(tcpa.org.uk\)](https://www.tcpa.org.uk/healthy-homes-principles-and-evidence-2)

Public Health endorses the [Building for a Healthy Life](#) design tool for neighbourhoods, streets, homes and public spaces Building for a Healthy Life. The design guidance is broken down into three headings, integrated neighbourhoods, distinctive places, and streets for all. We would recommend that this be considered to improve the design of new and growing neighbourhoods. As presented the scheme is unclear on how this national guidance has been met.

In particular, the development could better consider how the illustrated street design has included the recommendations for well-connected streets and pathways. From the design, there are many internal private cul-de-sacs, and this makes the scheme less walkable and cuts off easier and more direct routes especially for vulnerable and less mobile residents. Being able to provide better connected streets will ensure more people choose to walk/wheel/cycle to local destinations, improving their health while reducing pollution, congestion, and energy use.

The development mentions allocating 30% of the housing stock as 'affordable housing'. Hampshire County Council Public Health welcomes affordable housing options and would recommend that design is tenure blind so that homes are designed to the same high standards as open market housing. Using this method would reduce further impacts of inequalities and ensure that residents from lower-incomes also have access to safe, secure, and quality homes. Being able to utilise a 'tenure-blind' approach prevents visual segregation and stigma associated with social housing. The benefits of consistent design standards encourage social integration, inclusive communities, and supports residents feeling equal and valued.

Considerations for the demographics and population changes

With changes to the demographics of Hampshire populations, it is important to consider designing new residential developments with '[Lifetime Homes](#) and Lifetime Neighbourhoods in mind. The two main elements of this consider enhancing accessibility within the home for all occupants, and ensuring spaces are adaptable for the varying changing needs of residents. Within these plans, it would be useful to understand how the design of the new development will accommodate different life changes of the residents e.g. growing families, residents getting older, reduced mobility. New housing developments attract a range of potential buyers/residents, therefore providing Lifetime Homes is crucial for the open market and affordable

housing needs. The approach to lifetime neighbourhoods accords with guidance set out within the LTP4 and Healthy Streets guidance within that document (see below Response Regarding Walking, Wheeling and Cycling).

Response Regarding Walking, Cycling, and Wheeling

A single main access will be appropriate to serve this development, and it is suggested that vehicular speed will be limited to 20mph. It is noted that the layout aims to focus on the needs of pedestrians, cyclists and public transport users, create a sense of place and will recognise the needs of people of all ages and abilities. However it is noted that while suggesting 20mph the proposed street layouts do not indicate any of the techniques set out within Manual for Streets to moderate speeds and the layout is likely to result in much higher speeds.

The development should follow user priority parameters set out in Hampshire's [Local Transport Plan 4](#) (LTP4) and those set out within Manual for Streets. This would mean access for modes other than vehicles are considered as the highest priority. This would also enable the more comprehensive consideration of the LTP4 Healthy Streets approach. As set out within the LTP4, this puts people who are walking, wheeling and cycling as the priority and supports active travel, physical activity, social cohesion, and improved mental health, as well as other benefits such as reductions in air and noise pollution to new local streets ([What is Healthy Streets? — Healthy Streets](#)). Currently the illustrative scheme does not achieve this and indicates a road design similar to those set out in outdated guidance such as Design Bulletin 32. It is suggested that this is revisited.

While it is understood that this is an outline application with indicative layouts it does set parameters for development envelopes, landscape areas and access points. The proposed street network also helps define buildings position, development numbers and arrangement. Based on the indicative plans it raises a series of questions regarding its approach the Healthy Streets approaches. Throughout the scheme, there are proposed walking and cycling routes. However, those that are within streets include sweeping curves, uniform street widths, standard wide corner radii and a lack of side road cross overs – all of which reinforce vehicular priority and encourage higher vehicle speeds.

The suggested layouts use numerous cul-de-sac designs and associated private drives which again limit connectivity, increase vehicle turning, hamper accessibility and legibility of the proposal. As a result, the general street layout doesn't respond to the aims for a clear legible street network guidance set out in Manual for Streets 1 and 2 ([Manual for Streets 1](#), [Manual for Streets 2](#)). The applicant should give consideration to whether this could be improved to ensure the site creates better permeability, pedestrian priority and connection between blocks as a network of streets. Cyclist accessibility could also be reviewed against the [Cycle Infrastructure](#)

[Design](#) (Local Transport Note 1/20) which contains repeated advice on this approach.

Access to Services and Amenities

Main amenities appear accessible within 10-15mins walk (e.g. health centres, places of worship, libraries and schools) The Ped-sheds analysis used are regularly defined as the area covered by a 5-minute and 10-minute walk. For true walking, wheeling and cycling distances it would be helpful if this analysis used asymmetrical shapes so they cover the actual distance walked, not the linear (as the crow flies) distance.

Although responses have suggested the proposed Pedestrian Access and cycleway provisions at the top of the illustration, it remains unclear whether these will be overlooked for natural surveillance, adequate lighting provisions, resurfaced and/or safety measures in place to ensure these additional footways are adequately used. It would be prudent to ensure this is picked up more clearly at reserved matters stage.

We ask the local authority to seek clarity on these matters as if there are not safe alternatives to the main road access points into the development, then this may be encouraged car dependency across the development.

Green spaces

The development included a good proportion of green spaces in their design. Proposed designs includes 4.24 hectares of green spaces to include recreational space, footpaths, attenuation basins and structural planting. This space will also include a play area and teenage provision with proposed 'natural surveillance'.

[Town and Country Planning Association \(TCPA\)](#) highlight the importance of providing safe 'Doorstep play' without having to cross a road, and/or play spaces 'close by'. These spaces are essential for the development of children and young people of all ages and builds strong communities. In addition to green and blue spaces, new developments should provide these spaces within a safe 15-minute walk from homes.

Providing a diversity of spaces and ensuring they are accessible and inclusive for all is important in allowing and maintaining play and physical activity for all children and teenagers, regardless of sex, ethnicity or other protected characteristics. More information on how to make these spaces accessible can be found at [Raising the healthiest generation in history: why it matters where children and young people live](#)