

Southleigh

Design and Access Statement and
Strategic Design Code | April 2026



BLOOR HOMES[®]



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The Vision for Southleigh

Our vision for the Site at Southleigh is to create a vibrant, inclusive, and sustainable community that enhances the quality of life for all residents.

At the heart of the development is an extensive, publicly accessible community parkland. This will be an attractive open space for all local residents that retains existing wildlife as well as enhancing the connection with nature.



Artistic Illustration of Proposal looking south west

Southleigh will offer affordable new homes for local people and families, ensuring housing is accessible to all. A multifunctional community hub and retail facilities will serve as the social and economic heart of the community.

We are committed to fostering education and growth by proposing a Primary School and early years nurseries, ensuring our youngest residents have access to quality learning environments. A network of safe, attractive footpaths and cycleways will promote healthy, active lifestyles and provide seamless connectivity throughout the community.

Improved bus services will link the Site to the local area, enhancing accessibility and reducing reliance on private vehicles. We aim to support economic vitality by creating opportunities for new local businesses and startups, fostering innovation and entrepreneurship.

We envision play spaces for all ages, attractive green connections and new and enhanced habitats for local wildlife all of which will contribute to biodiversity net gain. By embracing renewable energy opportunities in line with national building standards, we strive to create a sustainable, resilient community for future generations.



1. Introduction

1.1 Document Scope & Purpose

This Design and Access Statement (DAS) and Strategic Design Code (SDC) has been prepared by Stantec on behalf of Bloor Homes to support an Outline Planning Application (OPA) for a new community at Southleigh. The Site is a draft Allocation within the Havant Borough Council 'Building a Better Future' document. The Site is covered in Chapter 3: Development Allocations - Allocation 1 Southleigh.

The Design and Access Statement is related to land controlled by Bloor Homes. However, under the draft policy an accompanying Strategic Design Guide has also been produced covering the whole Allocation area for around 2,100 dwellings.

This DAS has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015 (DMPO), which requires certain applications to be accompanied by a Design and Access Statement.

The purpose of this statement is to explain:

"How the proposed development is a suitable response to the Site and its setting and demonstrate that it can be adequately accessed by prospective users" (para. 34, Planning Practice Guidance ID 26-034-20140306, March 2014)."

This statement should be read in conjunction with the Outline Planning Application and its accompanying documents and drawings.

Description of Development

The application seeks outline planning permission, with all matters reserved except primary vehicular accesses, for a mixed-use development in Havant. Proposals include the demolition of existing buildings, the conversion of farm buildings into a mix of uses, and the construction of new residential dwellings. A Local Centre is proposed, which could accommodate a range of uses including shops, services, healthcare, cafés, restaurants, community facilities, and workspaces. Key infrastructure will include a Primary School, Early Years Provision, Public Open Spaces, a Community Park, Community Food-growing Areas, and Active Travel routes. Additional supporting infrastructure, including Sustainable Urban Drainage Systems (SUDS) and utilities, will also be delivered as part of the scheme.

1.2 Consultant Team

The document draws on a specialist consultant team including:

Stantec:

- Urban Design & Masterplanning
- Landscape Architecture
- Heritage & Archaeology
- Drainage
- Transport
- Utilities

Suono

- Noise Assessment

Air Quality Consultants

- Air Quality Assessment

Ecological Planning & Research:

- Ecology

SJA:

- Arboriculture

White Peak Planning:

- Town Planning and Environment Impact Assessment
- Sustainability

Marengo:

- Consultation and Engagement

1.3 Document Structure

This document has nine main Chapters:

1 Introduction:

Explains the scope and purpose of this document as well as introduces the Site and the Vision for the development.

2 Policy Context:

Covers the policy context affecting the Site focused mainly on planning, design and transport.

3 Local Context:

Provides a contextual analysis of the important issues influencing the Site at a local context level. It covers settlement evolution, transport and movement, as well as landscape and visual setting. The context assessment shows how the Site sits within a multi-layered approach and how this has influenced the design of the masterplan.

4 Site Context:

This section relates to the physical context on a site-specific scale covering a technical assessment of flooding and drainage, landscape, ecology, transport and other supporting work that has helped shape the constraints and opportunities for the Site.

5 Involvement:

Explains how the involvement of the local community, local authority, and stakeholders has informed design proposals.

6 Evaluation:

Identifies key elements from the context appraisal and summarises them into constraints and opportunities.

7 Design Concept and Principles:

Presents the design concept and principles that have been derived from a combination of national and local policies, site assessments, key stakeholder engagements and which form the basis of the development parameters.

8 Illustrating the Principles

This section sets out illustrative material to support the Parameter Plans. This includes a number of strategies focused on landscape, density, street hierarchy, drainage, character areas, and phasing as well as an Illustrative masterplan.

9 Conclusion:

Outlines the key benefits of the new development.

1.4 The Application Extents

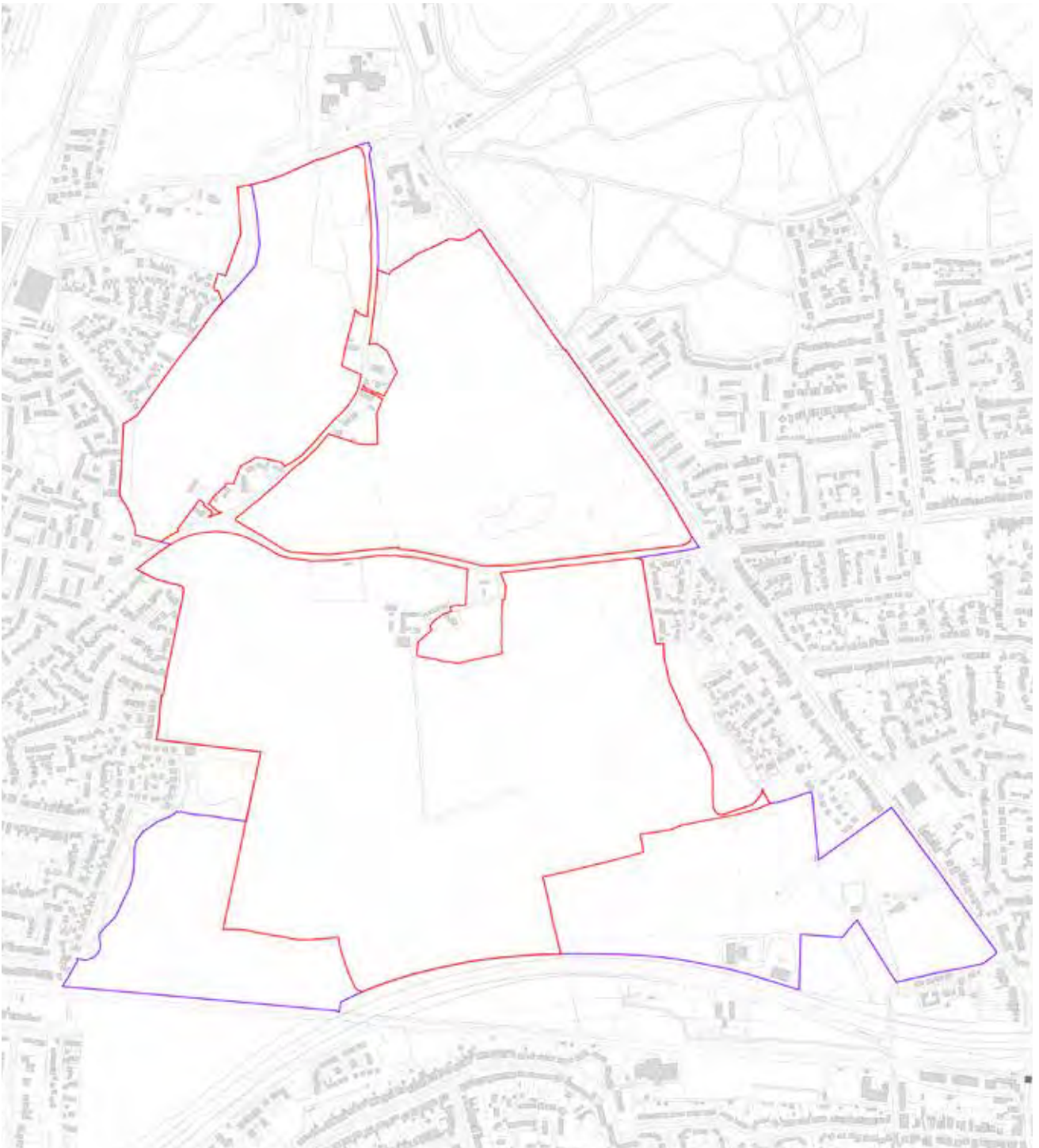
The Site is a draft Allocation for residential-led mixed-use development under “Chapter 3: Development Allocations” in the Havant Borough Council ‘Building a Better Future’ document, January 2025.

Further reference to the draft Allocation requirements are set out later in this section under Planning Policy Context.

This Outline Application is based on land within the control of the applicants only and covers the land identified for housing, public open space, and other community uses.

The outline application proposals have been developed to ensure that access to the wider Allocation Site is retained, and the development of the two sites to the south-east and south-west within the wider Allocation is not prejudiced from coming forward by the proposals contained within this outline application.

Areas of land within the wider Allocation boundary that are not included in this application, are to be bought forward by others. An accompanying Site Wide Strategic Design Guide has also been produced that covers the wider Allocation and demonstrates how the entire Site can come forward comprehensively.



Site Boundary Plan

-  Site Boundary
-  Allocation Boundary



Design and Access Statement



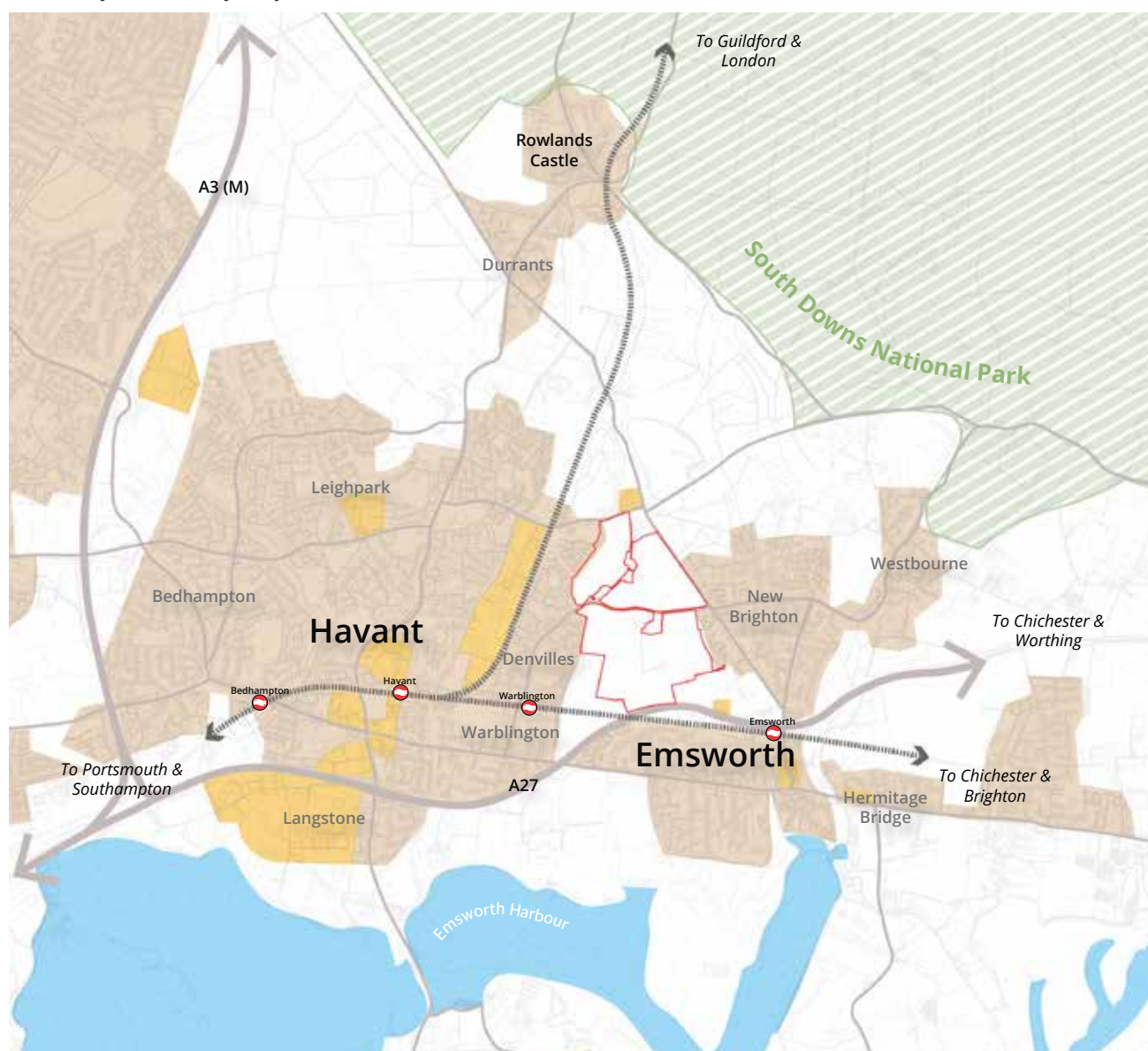
2. The Site

The Site at Southleigh is situated on the eastern edge of Denvilles (Havant), and west of New Brighton (Emsworth) and has a total area of approximately 107ha (264 acres). The Site also lies just south of Southleigh Park House which lies adjacent to the north-western site boundary.

The Site is split into three parts by Eastleigh Road and Southleigh Road. The boundaries of the Site are defined by existing tree and hedge planting along Horndean Road (B2148) along the north-eastern boundary. Normandy Way and Denvilles residential

areas are located to the west. Agricultural fields and the A27 lie to the south and south west. The A27 provides links to the M3 to the west and Chichester to the east. In close proximity to, and south of, the Site lies a railway line with train stations existing in Warblington and Emsworth. These train stations provide direct connections to key locations including Chichester (12km to the east), Portsmouth (10km to the south west) and Southampton (31km to the west).

A wide range of local facilities, services and employment opportunities are located close to the Site in Havant and Emsworth and can be accessed via the road network or other sustainable modes of travel including bus services or by foot or bike.



Wider Context Plan



1 - View looking north from Southleigh Road with Southleigh Park House in the background



2 - View from West Brook View looking west



Site Location Plan

3. Policy Context

3.1 Planning Background and Policy Summary

The Southleigh Site, located between Denvilles (Havant) and New Brighton (Emsworth), has been considered for strategic housing growth in Havant for almost a decade. First proposed as a draft Allocation in 2016 within the now withdrawn Havant Local Plan 2036, the Site has been retained as a draft Allocation in the emerging 'Havant Local Plan – Building a Better Future (2025)' as Allocation 1 (Site BL5).

The Application Site comprises the majority, but not all, of the draft Allocation area. It delivers the principal residential and community elements, with the remaining land expected to come forward separately in a manner consistent with the overall masterplanning approach.

The principle of development is reinforced by the Borough's acute housing need. Havant can currently demonstrate only 1.8–2.1 years' supply against its five-year requirement and is projected to meet only around 40% of its total housing need to 2043 within its boundaries. Strategic Allocations such as Southleigh are therefore central to delivering housing and community infrastructure in a sustainable, plan-led way, with the masterplanning process maximising the delivery of housing.

3.2 Allocation Context

The Southleigh Site formed a draft Allocation in Havant Borough Council's now withdrawn Local Plan in 2016.

A Framework Masterplan for the draft Allocation was adopted by Havant Borough Council in 2017, forming an early spatial vision guided by a high-level technical baseline, for the draft Allocation of the Southleigh Site in the withdrawn plan.

The emerging 'Havant Local Plan – Building a Better Future' (2025) includes Southleigh as Allocation 1 under Policy AL1, which sets specific requirements for housing numbers and mix, affordable housing, green infrastructure, drainage, and sustainable transport, building on the principles of the 2016 draft Allocation. Although not yet adopted, the

Allocation carries significant weight due to its long-standing status in the plan-making process, public consultation, and alignment with the NPPF.

Policy AL1 sets comprehensive requirements for development at Southleigh including:

- Delivery of around 2,100 homes (at least 30% of which to be affordable).
- A coherent green infrastructure and biodiversity strategy.
- Sustainable drainage and flood resilience measures.
- A Primary School and Local Centre.
- Sustainable transport connections, including a bus route, mobility hub, and Active Travel links to surrounding areas.
- Sensitive integration with designated landscapes and heritage assets.

3.3 The Development Plan

The statutory development plan for Havant comprises the following, with relevant policies identified:

Havant Local Plan – Core Strategy (2011)

Although the strategic housing and settlement distribution policies (CS9 and CS17) are out of date, several policies remain relevant to Southleigh:

- CS1, CS2, CS3, CS4, CS5 – Supporting healthy communities, employment opportunities, and vibrant local centres.
- CS7, CS8, CS16 – Requires inclusive engagement during the application process, and safe, high-quality design.
- CS11, CS12, DM8, CS13 – Protect and enhance the natural environment, heritage assets, and green infrastructure.
- CS14, CS15 – Address climate change, resource efficiency, and flood risk.
- CS19, CS21 – Ensure timely delivery of infrastructure required to support the development.

Havant Local Plan – Allocations Plan (2014)

- AL1 – Presumption in favour of sustainable development.
- AL2 – Safeguards the ‘undeveloped gap’ between Havant and Emsworth, respected in the proposals.
- DM17, DM18 – Requires assessment and mitigation of land contamination and pollution.
- DM20 – Conservation and enhancement of historic assets.
- DM23 – Protection of habitats used by Brent Geese and waders.

Emsworth Neighbourhood Plan (2021) – Relevant to the southeastern part of the Site only

- L1, L2 – Affordable housing and housing mix to meet local needs.
- H1 – Respect for heritage assets and local character.
- D1-D7 – Design quality, resource efficiency, and mitigation of light pollution.

Hampshire Minerals and Waste Plan (2013)

- Policy 15 – Minerals safeguarding. Development is permissible where benefits outweigh safeguarding. Southleigh’s strategic role meets this test.

3.4 Other Material Considerations

Emerging Local Plan - Building a Better Future (2025)

Other emerging policies of note that have informed the design of the application proposals include:

- Policy 1 – Spatial Strategy supporting growth in sustainable locations.
- Policy 4 – Infrastructure delivery alongside development.
- Policy 5 – Housing requirement for Havant and recognition of significant unmet housing need.
- Policies 8, 14, 15, 19, 26, 27, 30, 31, and 32 – Climate change, design quality, biodiversity net gain, flood risk, drainage, heritage, trees, and affordable housing.

The National Planning Policy Framework (2024)

The National Planning Policy Framework (NPPF, 2024) establishes a presumption in favour of sustainable development. Where a five-year housing land supply cannot be demonstrated, paragraph 11(d)(ii) applies, meaning that planning permission should be granted unless adverse impacts significantly and demonstrably outweigh the benefits.

Key NPPF sections relevant to the Southleigh Site include:

- Section 2 – Achieving sustainable development, balancing economic, social, and environmental objectives.
- Section 4 – Decision-making, encouraging early engagement, and front-loading information.
- Section 5 – Delivering a sufficient supply of homes, with a focus on addressing needs for different groups, and accelerating delivery.
- Section 8 – Promoting healthy and safe communities through high-quality public spaces, access to facilities, and integration of green infrastructure.
- Section 9 – Promoting sustainable transport, prioritising walking, cycling, and public transport.
- Section 12 – Achieving well-designed places, underpinned by influences from local character and community identity.
- Section 14 – Meeting the challenges posed by climate change, flooding, and coastal change.
- Section 15 – Conserving and enhancing the natural environment, including valued landscapes, and biodiversity.
- Section 16 – Conserving and enhancing the historic environment, including designated and non-designated heritage assets.

The application proposals directly respond to the NPPF’s aims of boosting housing supply, supporting healthy and sustainable communities.

Local Planning Guidance

- Borough Design Guide (2011) – Carries limited weight but provides design principles (covered in more detail in Section 2.3).
- Housing SPD (2011) – Guidance on housing mix and affordable provision.

3.5 Transport Policy

As part of the evolution of the transport strategy for Southleigh; national, regional, and local policy has been drawn upon to guide the process of developing the transport strategy. The key policies relevant to transport that have been highlighted within this DAS are the National Planning Policy Guidance, the Department for Transport (DfT) Circular 01/2022, the Hampshire County Council (HCC) Local Transport Plan 4, and the Havant Borough Council emerging Local Plan 'Building a Better Future Plan'. Each of these is highlighted opposite in turn.

National Planning Policy Framework (NPPF), December 2024

The National Planning Policy Framework (NPPF) sets out the Government's economic, environmental and social planning policies for the country, to then be interpreted and applied locally to meet local development aspirations.

The NPPF sets out the Government's commitment to ensuring that the planning system does everything it can to support sustainable economic growth. Significant weight is placed on the need to support economic growth through the planning system.

The revised National Planning Policy Framework (NPPF) came into force in December 2024 and replaced the 2023 edition of the NPPF. The presumption in favour of sustainable development remains the core objective of the NPPF, with Paragraph 10 stating *"So that sustainable development is pursued in a positive way, at the heart of the Framework is a presumption in favour of sustainable development."*

In Section 9 of the NPPF 'Promoting sustainable transport', Paragraph 109 states that: "Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

- a. Making transport considerations an important part of early engagement with local communities;
- b. Ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;
- c. Understanding and addressing the potential impacts of development on transport networks;
- d. Realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;
- e. Identifying and pursuing opportunities to promote walking, cycling and public transport use; and
- f. Identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

Department for Transport (DfT) Circular 01/2022

Paragraph 110 follows this up by stating *“The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural area, and this should be taken into account in both plan-making and decision-making.”*

Paragraphs 109 and 110 underpin the transport strategy for Southleigh as a strategic Site in Havant. It is considered that the Site can be made highly sustainable through the on-site design and access arrangements proposed, while also providing an appropriate choice of transport modes which promote sustainable options. The fundamental methodology in achieving this sustainable development is the utilisation of the vision-led approach or ‘Vision & Validate’.

NPPF Paragraph 116 states, *“Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.”*

The National Planning Policy Framework, therefore, promotes development in sustainable locations, maximising the use of existing infrastructure while supporting further infrastructure improvements to benefit the wider local economy. It prioritises access by public transport, walking, and cycling, while the residual traffic impact of development needs to be addressed if it is considered severe.

It is considered that Southleigh is sustainably located and can be delivered in accordance with the NPPF.

The Department for Transport (DfT) published the Circular 01/2022 on the 23rd of December 2022. This guidance document titled ‘Strategic Road Network and the Delivery of Sustainable Development’ explains how National Highways will engage with the planning system and fulfill its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient Strategic Road Network (SRN). This document replaces the Circular 02/2013

Paragraph 12 states that *“New development should be facilitating a reduction in the need to travel by private car and focused on locations that are or can be made sustainable”*.

Paragraph 13 outlines that as set out in other Government documentation, “walking, wheeling, cycling and public transport must be the natural first choice for all who can take it”.

Paragraph 15 outlines that local planning and highway authorities need to be *“moving away from transport planning based on predicting future demand to provide capacity (‘predict and provide’) to planning that sets an outcome communities want to achieve and provides the transport solutions to deliver those outcomes (vision-led approaches including ‘vision and validate,’ ‘decide and provide’ or ‘monitor and manage’)”*.

Paragraph 17 states, *“Successful development depends upon a movement network that makes connections to destinations, places and communities, both within the site and beyond its boundaries”*.

Paragraph 44 indicates that *“Travel plans are an effective means of incentivising the use of sustainable modes of transport. Where these are required, development promoters must put forward clear targets and commitments to manage down the traffic impact of development and maximise the accessibility of and within sites by walking, wheeling, cycling, public transport and shared travel. Targets for achieving a modal shift to sustainable transport will need to be subject to sustained monitoring and management by an appointed travel plan coordinator.”*

As with the NPPF, the national policy document of the DfT Circular 01/2022 focuses on supporting sustainable new developments and facilitating a reduction in the need to travel or travel by sustainable modes.

Hampshire County Council

Local Transport Plan 4

Hampshire County Council has a statutory requirement to have a Local Transport Plan, which sets out its vision for future transport and travel infrastructure. In February 2024, Hampshire County Council adopted its Local Transport Plan 4 (LTP4), which supersedes LTP3.

The proposed vision for LTP4 summarises what the County Council want the transport system to look like by 2050:

“A carbon neutral, resilient and inclusive transport system designed around - and with - people, which: supports health, wellbeing and quality of life for all; supports a connected economy and creates successful and prosperous places; and respects and seeks to enhance Hampshire’s unique natural and built environment.”

The LTP4 is underpinned by two guiding principles which are considered essential in delivering the vision of the LTP4, and these guiding principles have been reflected in developing the proposals for Southleigh.

Guiding Principle 1 is to “give people a choice of high quality travel options” while reducing the dependency on the private car. This can be achieved by:

- Providing better walking, cycling and public transport choices
- Creating opportunities to ‘live locally’ (including homeworking)
- Owning fewer cars and using them less

Guiding Principle 2 is to “provide a transport system that promotes high quality, prosperous places and puts people first”

Hampshire County Council - Local Transport Plan 4

Figure 15: Our Approach to giving people a choice of high quality travel options and reducing dependency on the private car

Hampshire County Council - Local Transport Plan 4

Figure 16: Shifting towards planning for people and places

The development proposals for Southleigh and the transport strategy for the development has been produced along the same lines as the two guiding principles of the LTP4. The ‘Vision & Validate’ approach focuses on planning for people and places and ensuring Southleigh is to be developed as a sustainable community with local facilities, sustainable transport infrastructure, and providing people with a choice of travel modes.



Figure 15 - Hampshire County Council, Local Transport Plan 4

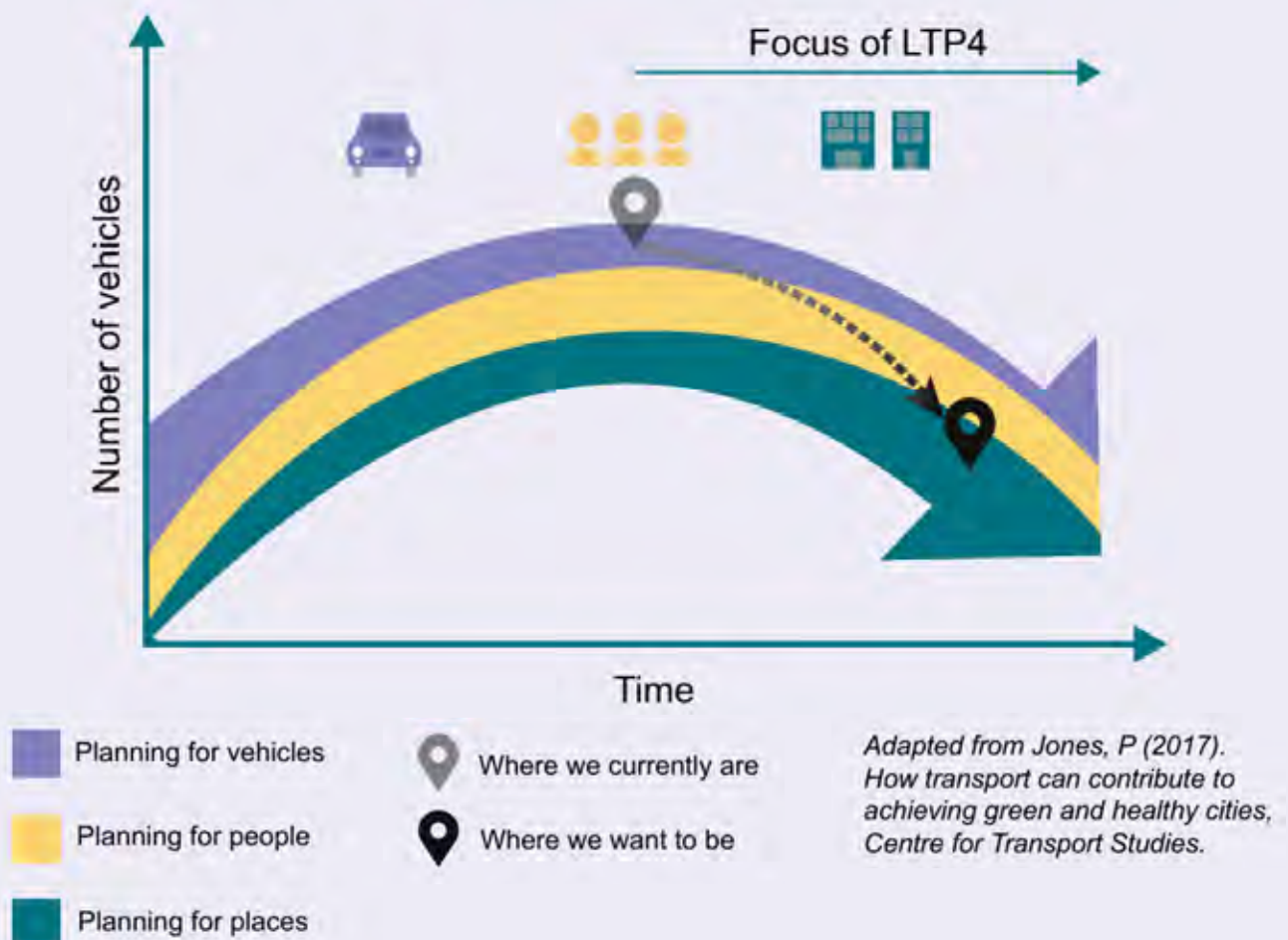


Figure 16 - Hampshire County Council, Local Transport Plan 4

Havant Local Plan

Havant Borough Local Plan 2036 has been withdrawn; hence, once the adopted Local Plan expires in 2026, there will be no Local Plan in place.

Havant Borough Council have begun the development of a new Local Plan “The Building a Better Future Plan”. This emerging Local Plan is currently in draft and was available for consultation between 6 May 2025 and 1 July 2025. It proposes a number of policies relevant to transport and infrastructure, as well as outlining the development Allocations including Southleigh.

Southleigh is identified as Allocation 1 within the emerging Local Plan. The Allocation Requirements outlined highlight the transport provision the development is required to deliver as it comes forward and:

C) Provide a comprehensive access and movements strategy focused on sustainable transport options. This should include, but is not limited to:

- vii. *A masterplan for transport connectivity within the site and to integrate with surrounding areas.*
- viii. *Direct connections to the south of the A27 and railway line by sustainable modes. These must include:*

A bus and active travel bridge over the railway from Emsworth Road / A27 Warblington junction into the site

Connections to the A259 via the underpass to Emsworth via the Washington road underpass.
- ix. *Proposals for how the site is to be accessed by vehicles, including consideration of the constrained nature of the local highway network.*
- x. *The creation of a walkable neighbourhood.*
- xi. *Improvement to Local Cycling and Walking Infrastructure (LCWIP) routes 270 (A259), route 372 (along Southleigh Road), route 277 (Southleigh Road), route 371 (along New Lane) and route 373 New Brighton Road with new connections from site to existing LCWIP routes including the Bartons Road cycle corridor.*
- xii. *A bus route to serve the site, as part of future South East Hampshire Rapid Transport extension from Havant town centre.”*

These Allocation requirements associated with the access and movement strategy of the Site have been considered and incorporated into the Site design where possible.



Public Transport



Wheelchair accessibility



eBike / eScooter facilities



Pedestrian and cycle routes

3.6 Design Policy

National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was published in July 2018 and updated in 2024. It sets out the Government's planning policies for England and how these are expected to be applied. By setting out these principles and expectations, the NPPF helps ensure that developments are well-designed, sustainable, and acceptable to the communities they serve. It provides a clear framework for developers to follow, promoting consistency and high standards across all developments.

On design, the NPPF is clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve. The National Design Guide (2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It forms part of the Government's collection of planning practice guidance. The document provides in-depth guidance and expands on the 10 characteristics of good design.

The NPPF also emphasises the creation of high-quality, beautiful, and sustainable buildings and places as a fundamental goal of the planning and development process. Good design is seen as a key aspect of sustainable development, creating better places to live and work, and making development more acceptable to communities.

The NPPF stresses the importance of being clear about design expectations and how these will be tested, which is essential for achieving high-quality design. Plans should set out a clear design vision and expectations, providing applicants with as much certainty as possible about what is likely to be acceptable.

National Design Guide 2019

The National Design Guide (NDG), published in 2019 focuses on the three overarching themes of Character, Community and Climate to describe 10 characteristics that make up a well designed place. The NDG graphic opposite illustrates these themes in more detail.



"Well-designed places have individual characteristics which work together to create its physical Character. The ten characteristics help to nurture and sustain a sense of Community. They work to positively address environmental issues affecting Climate. They all contribute towards the cross-cutting themes for good design set out in the National Planning Policy Framework."

The 10 Characteristics of a Well Designed Place



Context - enhances the surroundings.

Development needs to understand the immediate historic, built and cultural context in order to develop design proposals that are relevant and reflective of the place.



Identity - attractive and distinctive.

Ensuring the character of a place is developed through the way buildings, streets, spaces, the landscape and infrastructure come together as a distinctive offer.



Built form - a coherent pattern of development.

The three dimensional arrangement of residential blocks, streets, buildings and open spaces and how these elements relate to each other drives quality place making. This often includes compact, walkable forms of development, recognisable streets and memorable features.



Movement - accessible and easy to move around.

Places need to provide convenient opportunities to integrate bus services and Active Travel routes and provide a green infrastructure that promotes social interaction whilst the prioritisation and encouragement of walking and cycling.



Nature - enhanced and optimised.

Integrate the existing natural features of a place such as trees and hedgerows into a masterplan as much as possible and create meaningful open spaces which will be accessible to the public. This will not only enhance the biodiversity of a place but also encourage physical activities and promote health, well-being and social inclusion.



Public spaces - safe, social and inclusive.

The design of streets and spaces should connect all parts of the development, link all internal public spaces and join with the larger green spaces.



Uses - mixed and integrated.

New places should provide a policy compliant mix of private and affordable residential dwellings to be distributed across the Site and support a tenure blind design approach. Uses such as Primary Schools and Local Centres will also help contribute towards activity and vibrancy and conveniently located to promote Active Travel over car usage.



Homes and buildings - functional, healthy and sustainable.

House types provided should be adequate in size, fit for purpose and stimulate an attractive and positive place to live.



Resources - efficient and resilient.

Houses will be developed and designed to minimise carbon emissions and conserve natural resources such as land, water, energy and materials to minimise the impact of climate change.



Lifespan - made to last.

Dwellings should be designed to allow for changing needs and evolving technologies. Furthermore, open spaces will be well-designed to differentiate between private and public spaces. This will add to the quality of the development but also enable the opportunity for residents to create a sense of ownership over public open spaces.

Havant Borough Council “Borough Design Guide” – Supplementary Planning Document (2011)

The Havant Borough Design Guide Supplementary Planning Document (SPD) aims to enhance design standards across the Borough, supplementing Policy CS16 of the Havant Borough Core Strategy. It provides detailed guidance for developers, planning professionals, and the public on creating high-quality, sustainable developments that respect and improve the Borough’s distinctive character. The SPD is aiming to create attractive, functional, and sustainable places for the benefit of the environment and community.

Key elements of the SPD include:

- The Seven Key Principles of Good Design which focuses on 1. Creating distinctive character, 2. Enable ease of movement, 3. Provide good legibility within the development, 4. Deliver continuity and enclosure, 5. Provide quality public realm, 6. Focusing on diversity and detailing as well as 7. Adaptability and sustainability.
- Providing specific guidance on residential and other developments, backland and infill developments, and extensions to existing properties.
- Creating a Planning Policy Framework that aligns with local and national policies, ensuring developments contribute positively to the Borough’s environment and community.
- Encourages early engagement with the Council and community, and the use of Design Review Panels to ensure high standards.



Exemplar images from the Havant Borough Design Guide



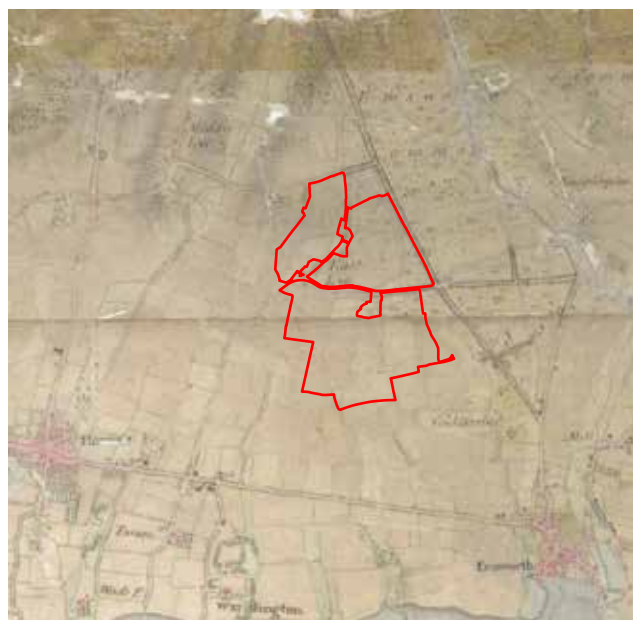
4. Local Context

4.1 Settlement Growth

Havant has signs of early settlement, dating back to prehistory. Excavations at St Faith's Church in the town centre found evidence of Mesolithic, Neolithic and Roman occupation, and evidence of a Roman villa has been found south of the town. Havant's popularity as a settlement likely grew out of the development of the Chichester to Wickham Road, sometime after 43AD.

Havant's historic centre is formed of a crossroads, named North Street, East Street, West Street and South Street, with St Faith's Church at the centre of the crossing. The settlement developed along these main streets in the post-medieval period. Emsworth's settlement, to the east, similarly grew around a linear street pattern in the medieval period, now known as High Street and King Street, and concentrated around the quay and shipyard to the south as a result of the fishing industry. The suburb of New Brighton, to the north of Emsworth, gradually developed from a small rural settlement of villas in the mid 19th century along New Brighton

Road, throughout the 20th century, but grew rapidly following the end of the Second World War and became a denser settlement focused around New Brighton Road, Horndean Road and Southleigh Road in the late 20th century. East Leigh is recorded as a small farm to the northwest of the Site during the mid-19th century



1797 Map

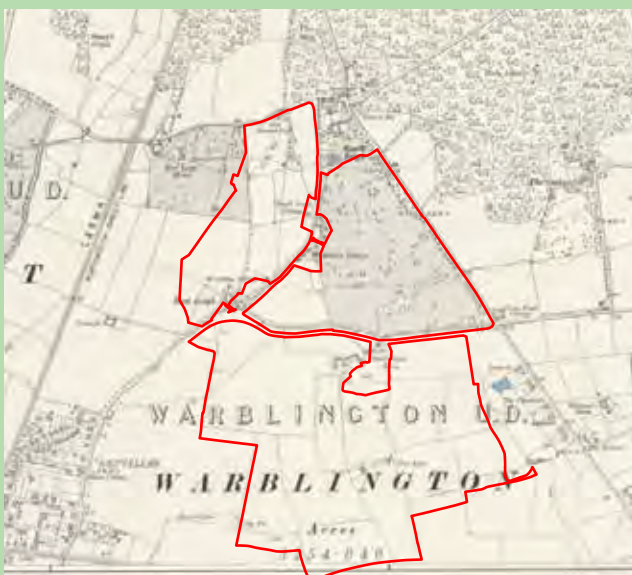


1870 Map

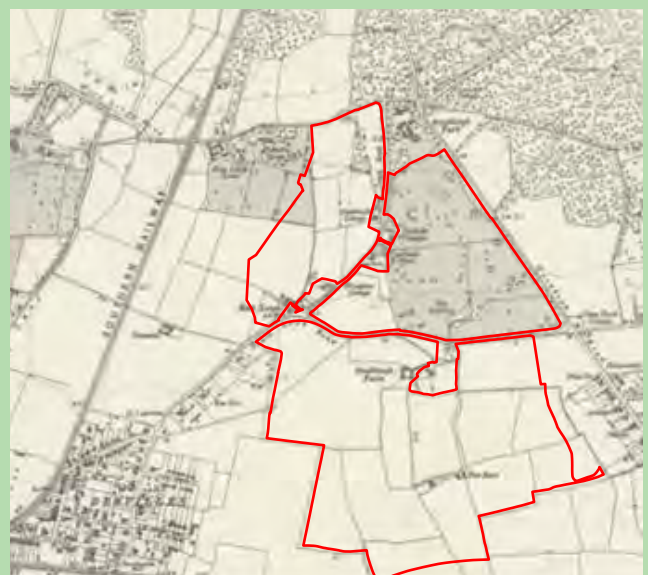
Havant developed through the medieval and early post-medieval periods by exploiting its natural resources and establishing a widespread agricultural economy. Its ready-supply of water from fresh springs naturally indisposed it to water-based industries, such as watermills, and parchment paper manufacture, but this evolved to include tanning and glove making by the 17th century. In 1760, Havant was devastated by a fire which destroyed the majority of the town, leaving only the church and its adjacent 16th-17th century cottages. Despite this, its local industries survived well into the 20th century.

In the late 18th century Havant's settlement is focused around its central crossroads, but by the early 19th century additional streets had been created, enlarging the overall settlement to extend along its crossroads axis in all directions. The settlement expanded further during the later 19th century in all directions but particularly to the west. The settlement expanded from the historic cores of both Havant and Emsworth towards each other

during the early 20th century, initially with the suburb of Denvilles east of Havant and along the Chichester to Wickham Road west of Emsworth. Southleigh Park was located centrally between the two settlements historically, forming part of the agricultural hinterland for both townships. It became enclosed on the east and west by the settlement spreading from Emsworth and Havant during the later part of the 20th century. The latest housing development to enclose the Site was to the northwest of Eastleigh Road, between 2016 and 2019, enclosing the former East Leigh farmhouse and its ancillary buildings. The East Leigh housing development forms part of the suburban sprawl from Havant to the west.



1898 Map



1933 Map

4.2 Landscape Character

The Site and surrounding landscape are situated within National Landscape Character Area (NCA) 128: South Coast Plain. At the level of the Hampshire Integrated Landscape Character Assessment, the south of the Site (south of Southleigh Road) is part of Landscape Character Area (LCA) 9G: Havant and Emsworth Coastal Plain. The north of the Site lies within LCA 2F: Forest of Bere East.

At a district level, the Havant Borough Townscape, Landscape and Seascape Character Assessment identifies that the Site lies within two borough Landscape Character Types (LCTs), LCT B: Lowland Settled Wooded Farmland and LCT F: Open Upper Harbour Plain. The north of the Site lies within LCT B, LCA 21: Southleigh Forest and the south of the Site lies within LCT F, LCA 22: Southleigh Agricultural Plain.

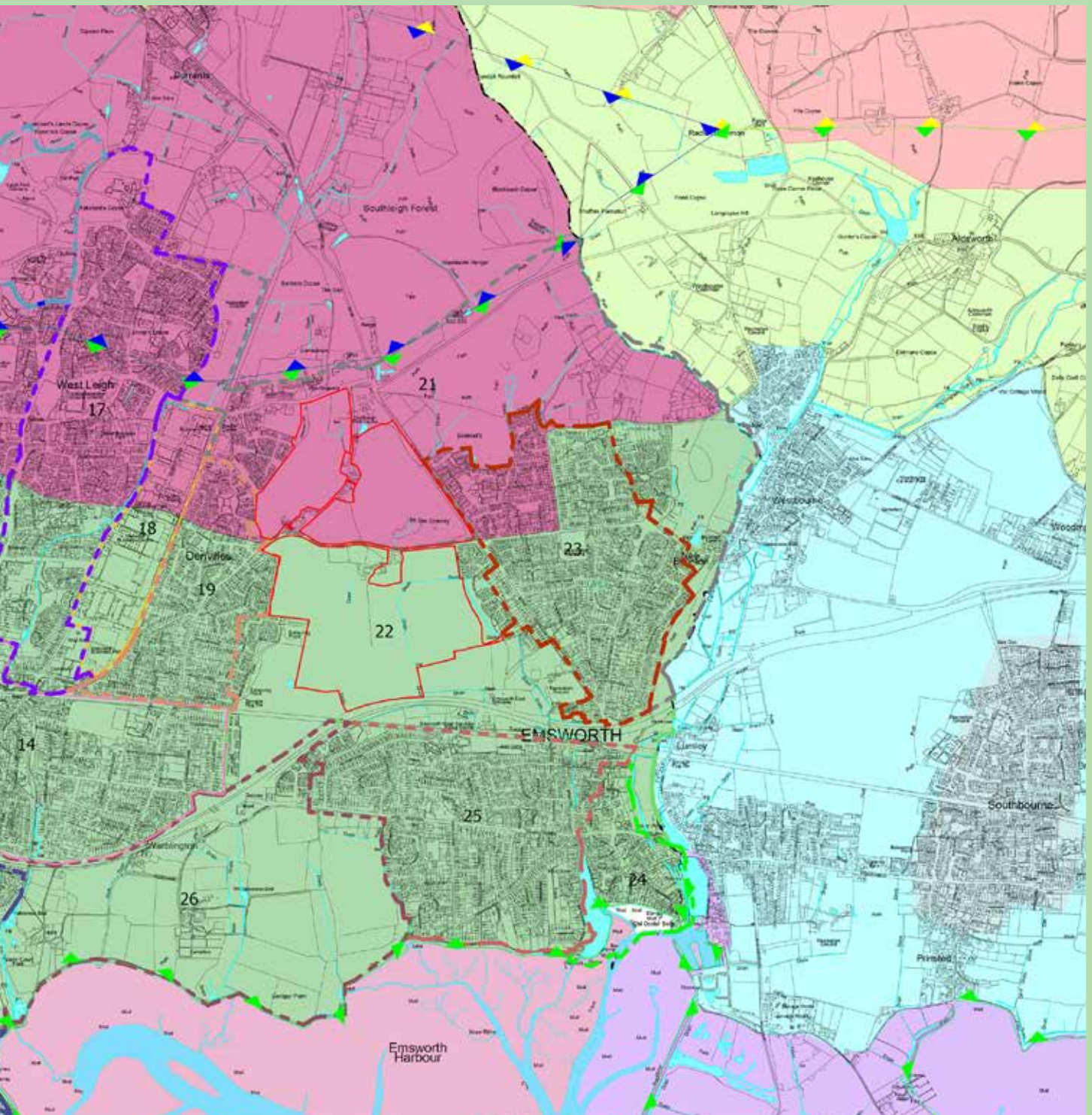
The published Character Assessment highlights, in particular: the urban influences on the area and declining levels of tranquility; the openness of the Site, adjoining settlement to east and west; the pattern of north-south watercourses and, within the southern part of the Site, a network of ditches; the distinctive parkland at Southleigh and cluster of buildings at Southleigh Farm; the wooded enclosure of land in the northern part of the Site; the lack of access to the landscape of the Site; the degradation of hedgerow patterns; pressure on land providing separation between settlements.

Design prompts from published character guidance include the following, in particular:

- Creating new areas of multifunctional greenspace;
- Promoting and enhancing the rights of way network;
- Protection of woodland;
- Retention and enhancement of the parkland character of Southleigh Park;
- Distinctive identity of Southleigh Farm; and
- Improving boundary treatment of urban areas.



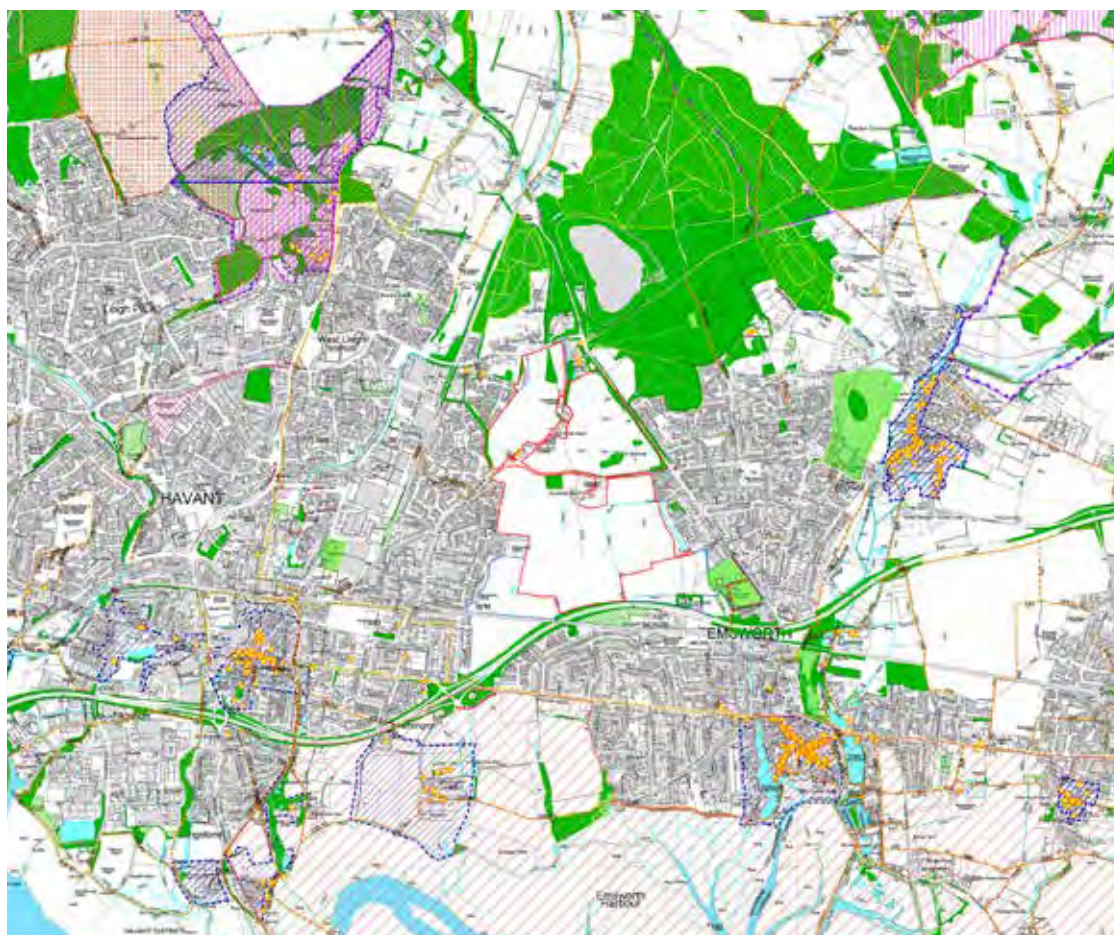
Landscape Character Plan



4.3 Landscape & Visual Setting

The Site is situated to the north of the A27, between the towns of Havant and Emsworth. The Site lies between two nationally important landscapes, Chichester Harbour National Landscape to the south and the South Downs National Park to the north, albeit is well contained from both by intervening vegetation and built form.

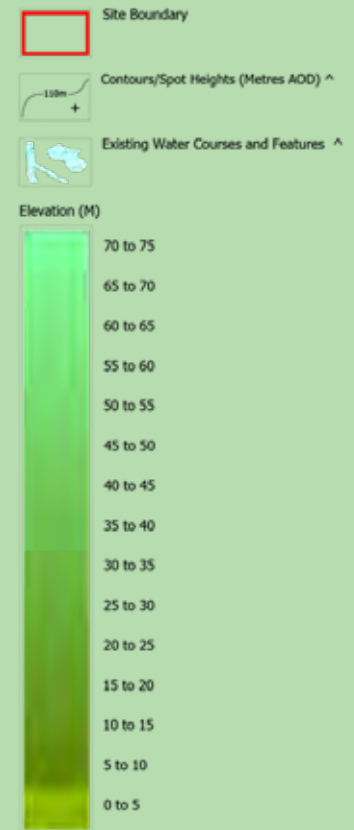
The settlement pattern in the area has responded to topography: the context is formed of a wider conurbation extending along the coastal plain and slopes to the north. Havant has expanded north-west, north and east onto gently rising slopes. Similarly, Emsworth has expanded north, albeit contained between the River Ems to the east and the stream corridor in the south-eastern corner of the Site, to the west.



Site Context Plan

The Site is broadly separated into three areas. The north-west is more elevated and open with views south; the north-east is a former designed parkland with visual enclosure provided by trees (subject of TPO); and the south of the Site has an open and expansive character with minimal boundary features between fields. These three areas are separated by Southleigh Road and Eastleigh Road, which traverse the Site.

The Site is only readily perceived in views from the immediate vicinity from where the southern and north-western parts of the Site appear open, largely as a result of hedgerow removal. The Site is not readily visible in more distant views and, from the very limited locations from where it can just be perceived, is seen in the context of immediately adjacent existing development along the coastal plain amid wider panoramas of nationally designated landscapes within which existing settlements do not form focal elements in the view.



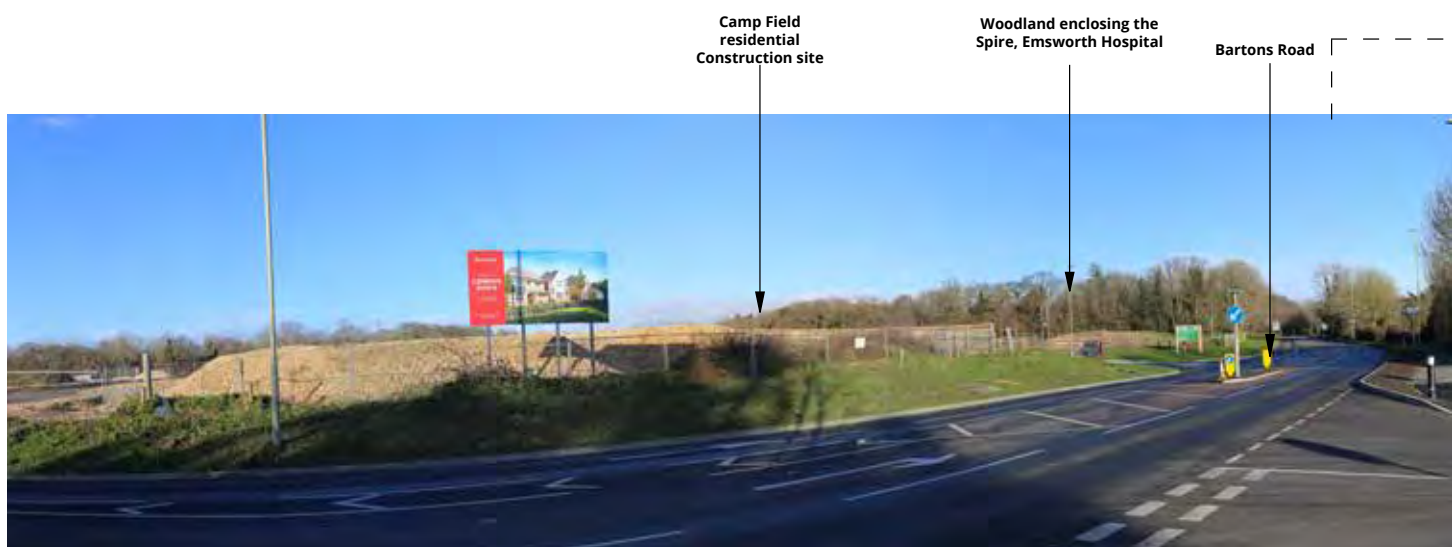
Topography Plan



Site Appraisal Photograph

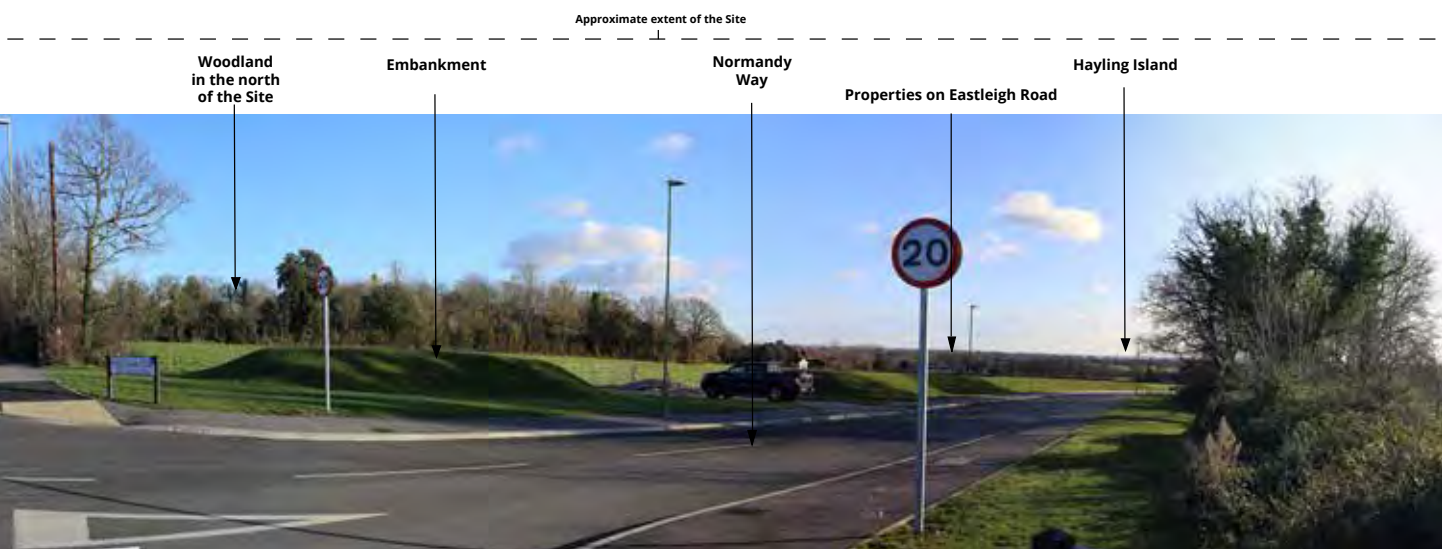


Site Context Photograph: View south-west from West Brook View



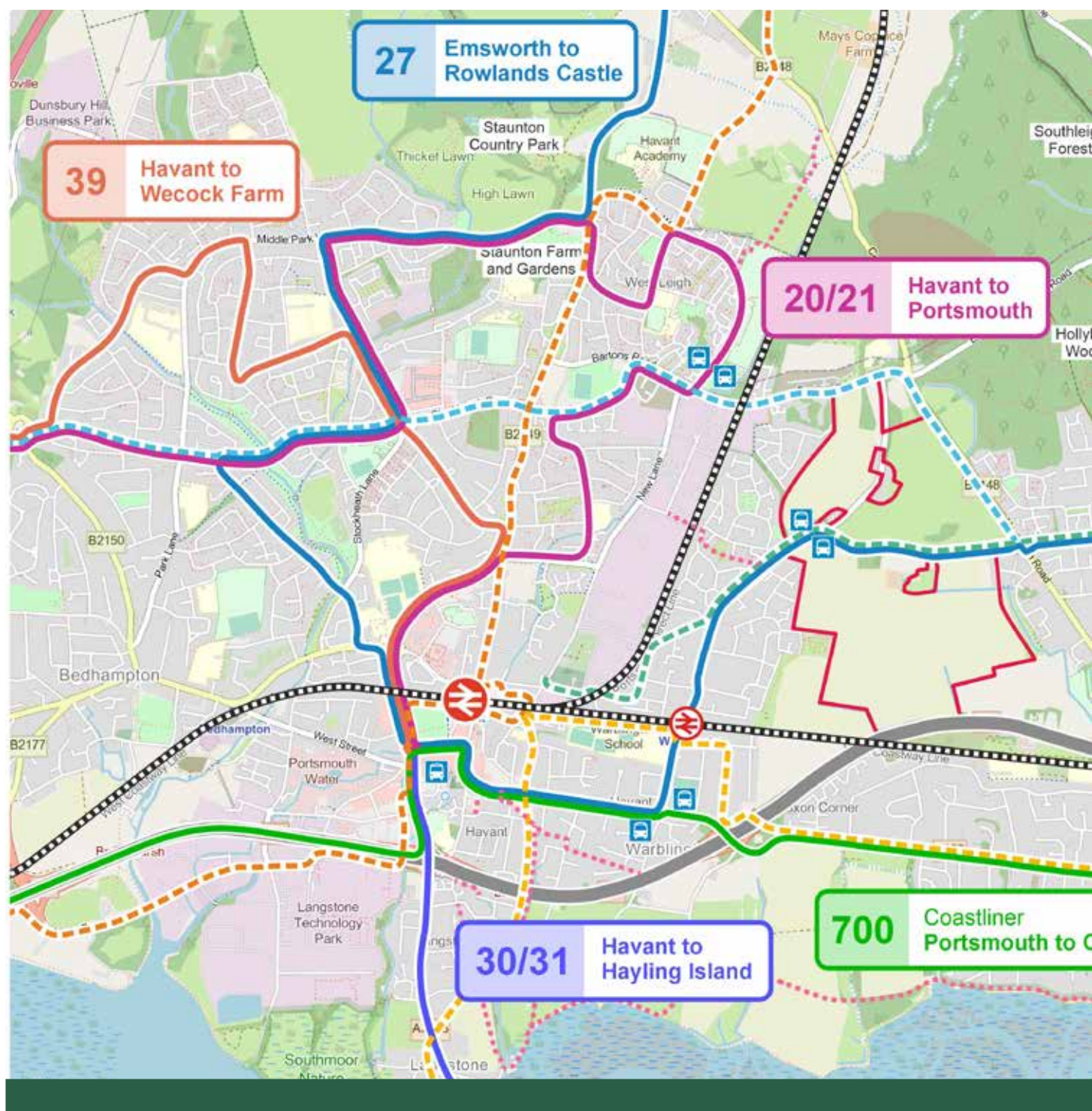
Site Context Photograph: View south-east from the junction of Normandy Way and Bartons Road

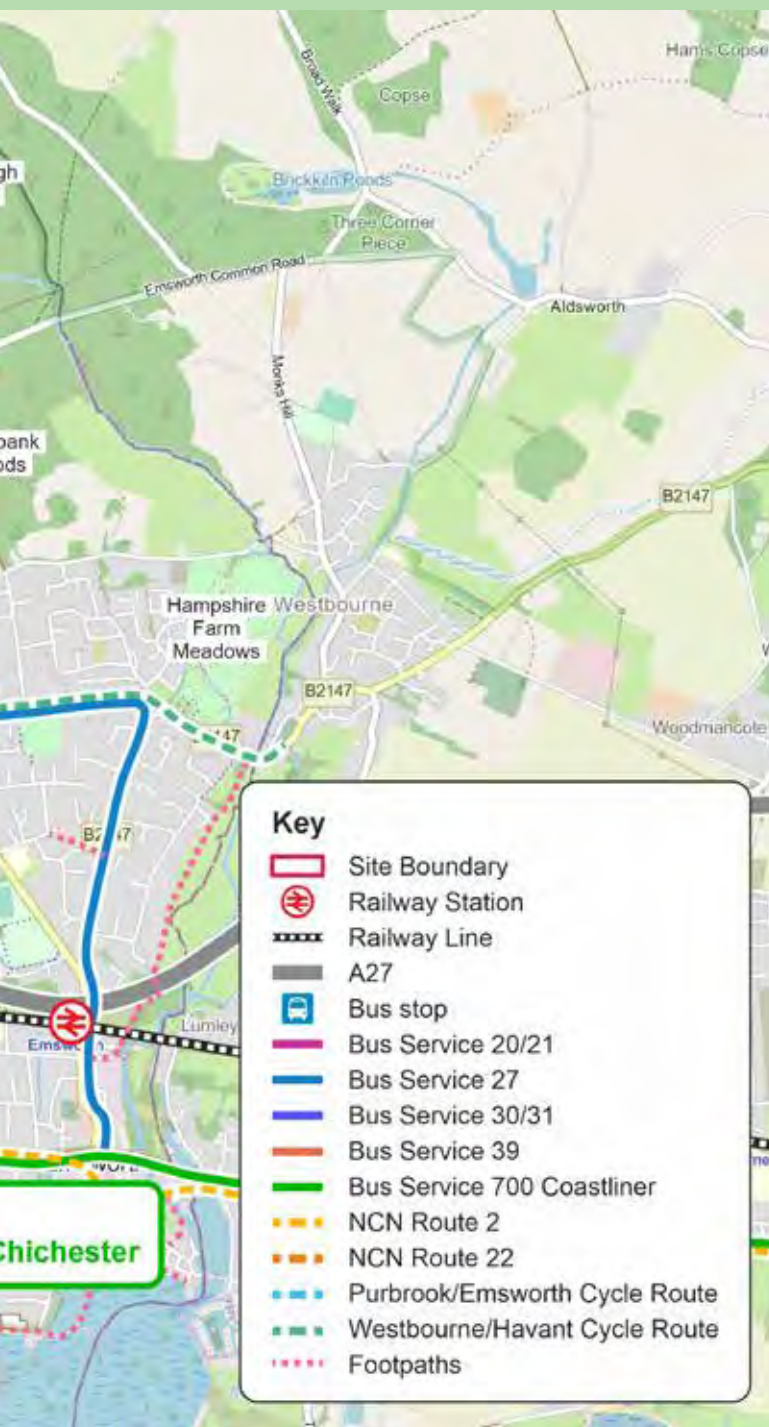
Extent of the Site



4.4 Transport & Movement

The Site at Southleigh is divided by Southleigh Road running east to west through the Site's centre. Eastleigh Road runs between Bartons Road on the northern boundary of the Site and Southleigh Road to the south.





Existing Access and Movement Plan

Southleigh Road is part of the existing local cycle network, with a shared, traffic-free route running along the southern side of the carriageway. Southleigh Road also accommodates a local bus service, with bus stops located towards the western edge of the Site

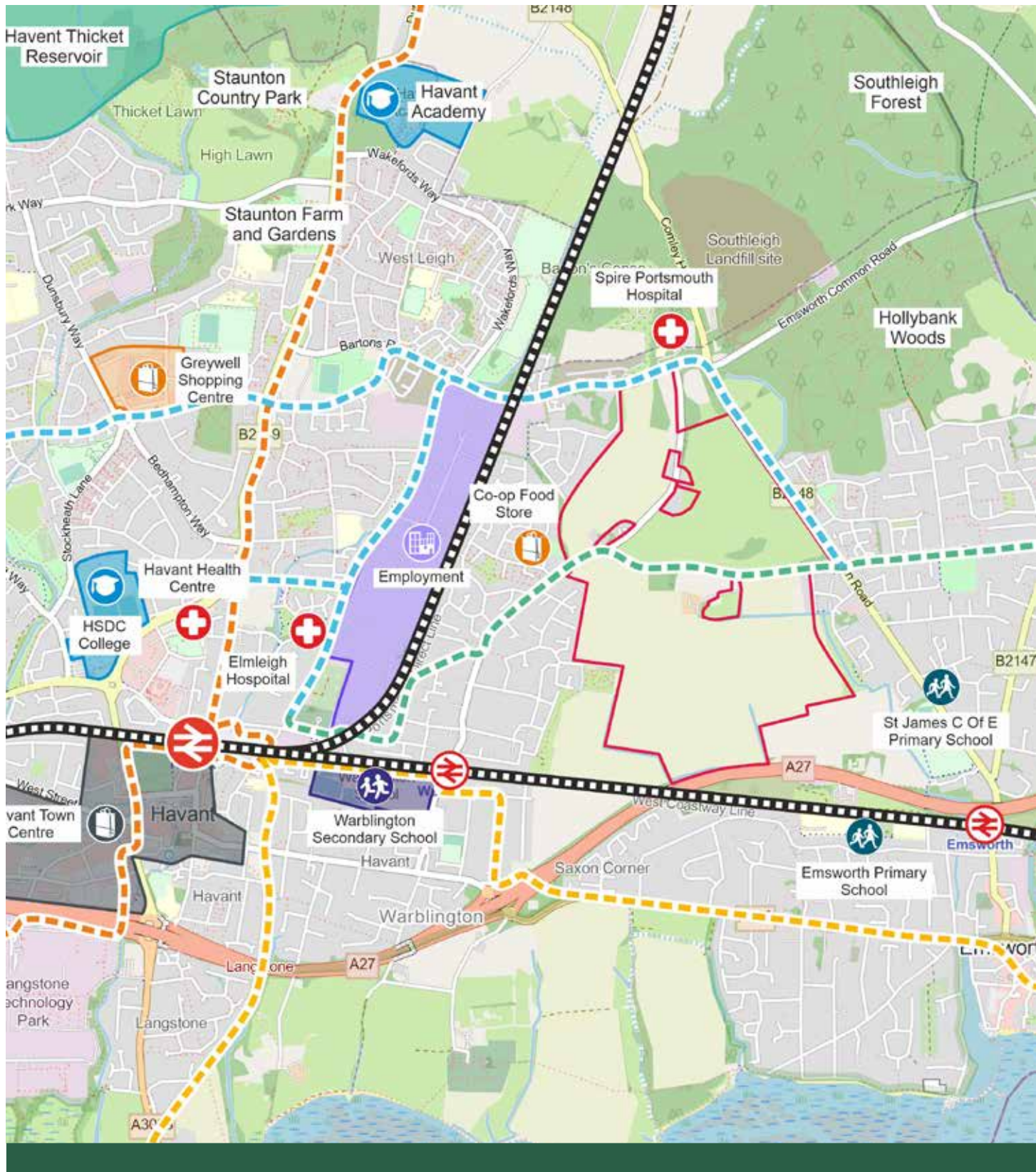
Bartons Road, which forms the northern boundary of Southleigh and is similarly part of the local cycle network. The area of Leigh Park can be accessed via Bartons Road, along with bus stops on Wakefords Way providing access to and from Havant Town Centre.

Both Havant Town Centre and Emsworth Town Centre area are accessible from Southleigh via walking and cycling routes through the local area. Additionally, two National Cycle Network (NCN) Routes are present through Havant and Emsworth providing dedicated cycle routes and Active Travel connectivity.

Three rail stations – Emsworth, Warblington, and Havant – are located in close proximity to the Site. All within practical walking and cycling distance of Southleigh, while also being accessible via local bus services. Emsworth and Warblington rail stations facilitate connections to regional destinations along the south coast, while Havant rail station, as the largest station in the area, offers more frequent services and wider regional and national connectivity.

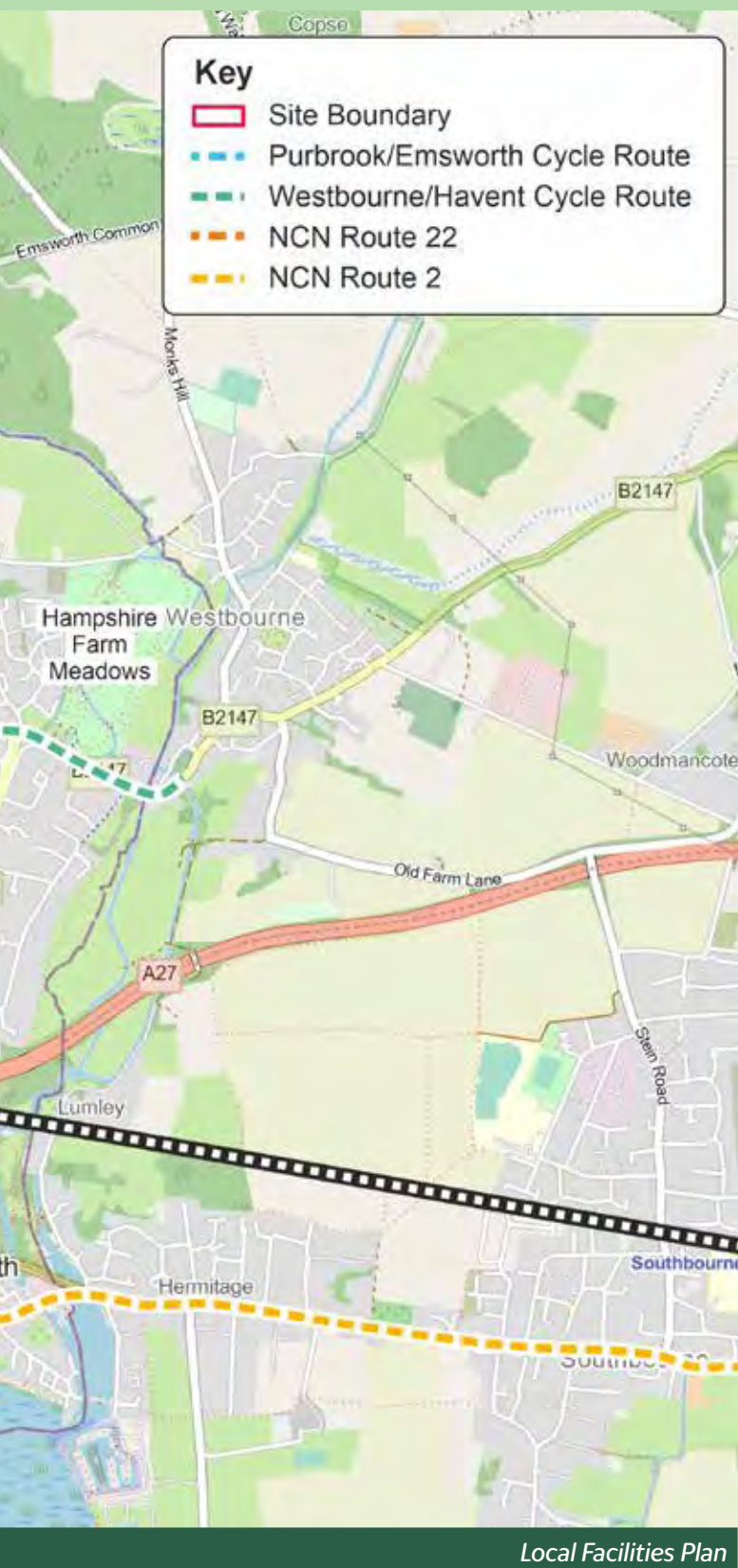
4.5 Local Facilities

Southleigh is well located in relation to existing local amenities and key destinations, including Havant and Emsworth Town Centre, as well as Emsworth and Warblington railway stations, which offer further connectivity opportunities.



Situated between Havant and Emsworth, Southleighs' location enables future residents to benefit from the services and facilities of both towns. A number of local amenities, including retail outlets, nurseries, and primary schools, are located nearby off Southleigh Road and Horndean Road, providing convenient access to everyday needs

Beyond the residential areas adjacent to Southleigh, Havant and Emsworth Town Centres offer access to a broad range of facilities and services, including retail, leisure, healthcare, and education facilities. These centres are accessible by walking and cycling from Southleigh, enabling Active Travel opportunities and reducing the reliance on private vehicles.



List of Local Amenities				
	Name	Distance	Walk	Cycle
Rail	Warblington Railway Station	1.4km	19 min	4 min
	Emsworth Railway Station	2.1km	30 min	7 min
Retail	Co-Op (Snowberry Crescent)	650m	9 min	2 min
	Co-Op	1.5km	19 min	4 min
	Solent Retail Park	3.1km	50 min	11 min
Health	Spire Portsmouth Hospital	1.2km	15 min	4 min
	Elmleigh Hospital	1.8km	25 min	6 min
	Parkway Centre	2.1km	29 min	
	Oak Park Community Clinic	2.2km	30 min	7 min
	Havant Health Centre	2.6km	36 min	9 min
Leisure	Stride Centre	1.1km	15 min	3 min
	Hollybank Recreation Ground	1.4km	19 min	
	My Fitness Hub	1.6km	22 min	
	Emsworth Park (Bowling and Cricket Club)	1.7km	23 min	
	Emsworth Bowling Club	1.7km	23 min	5 min
	Emsworth Cricket Club	1.7km	23 min	
	The Avenue Lawn Tennis, Squash and Fitness Club	1.7km	23 min	
	Havant & Waterlooville Football Club	2.2km	31 min	7 min
	Emsworth Community Centre	2.4km	33 min	
Education	Bright Beginnings Nursery	650m	7 min	2 min
	St James C of E Primary School	1.6km	21 min	
	St Albans Primary School	1.6km	22 min	5 min
	Warblington School	1.6km	22 min	
	Glenwood School	2.3km	32 min	7 min
	Emsworth Primary School	3.1km	42 min	10 min

4.6 Local Character

To ensure that the development proposals at Southleigh blend in with the surrounding built environment, an assessment of relevant local areas has been conducted to identify characteristics that can be interpreted and applied to the Southleigh Site.

The Site is located between two well established communities in Havant to the west and Emsworth to the east. Southleigh Park House to the north of the Site is a historic mansion and Grade II listed building which dates back to the early 18th Century when the previous Dairy Farmhouse was converted and altered to the mansion it is currently.

We have identified five areas adjacent to the Site and examined each area to highlight key characteristics such as built form, scale, massing, materials, and architectural details, which will serve as positive contextual references for the development proposals.



Study Area 1
Denvilles



Study Area 2
Normandy Way



Study Area 3
Emsworth - Centre



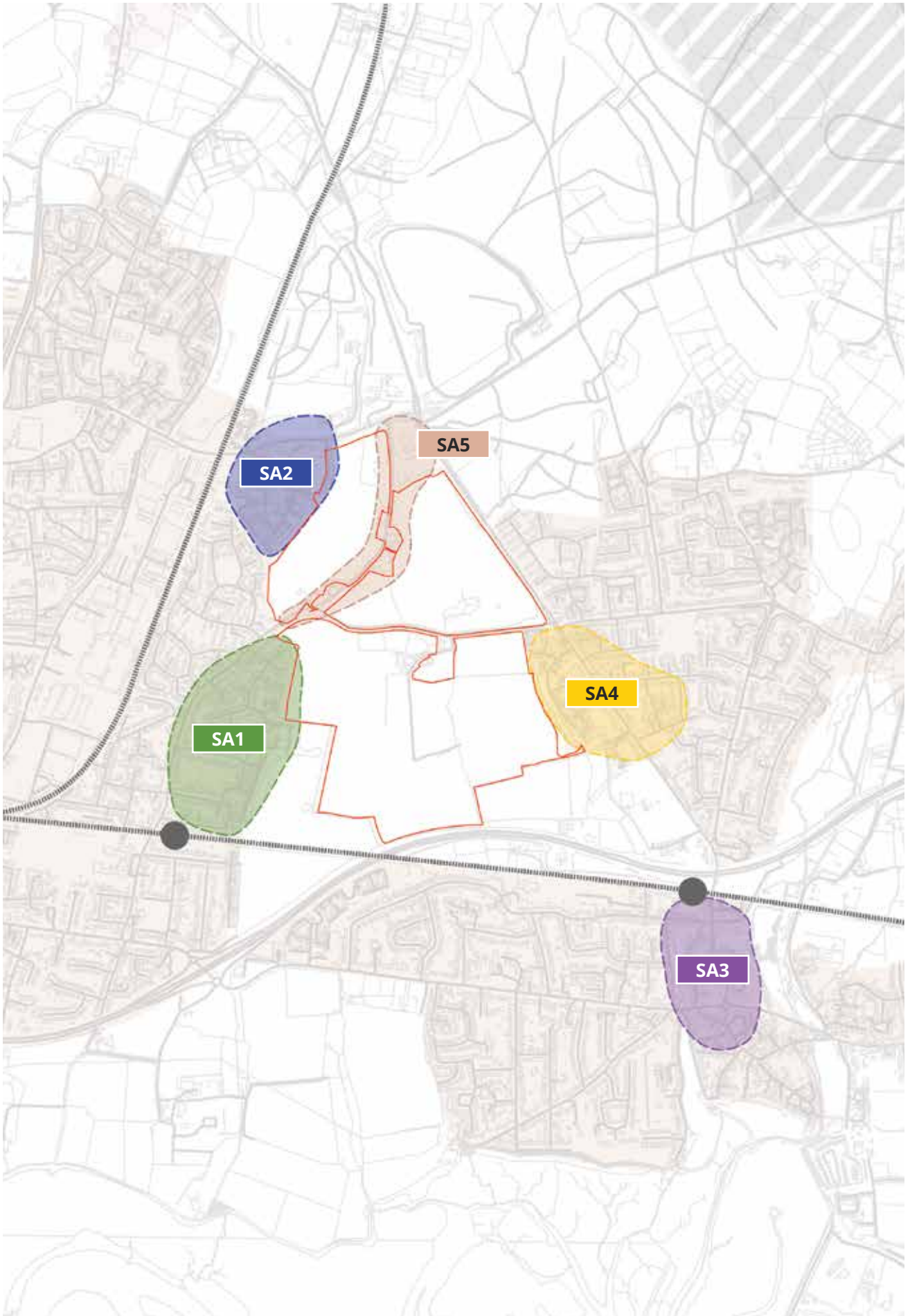
Study Area 4
New Brighton



Study Area 5
Eastleigh Road



Study Area 3 - Emsworth - Centre



Local Study Area Location Plan

Study Area 1

Denvilles

This study area has been selected due to the close proximity to the Site. It is comprised of the older parts of Denvilles but also the more modern development at Manor Farm, on the western boundary of the Southleigh Site. There is a significant mix and diversity of character in this area but we have aimed to summarise the key characteristics opposite.



Key Characteristics

Criteria	Study Area 1 Denvilles
Movement	<ul style="list-style-type: none"> • Clear streets hierarchy with Southleigh Road as the main street through the area • Generously sized front gardens with usually low level boundary treatments • Street planting, pockets of amenity green spaces and front garden greenery soften the impact of car usage and parking
Building types	<ul style="list-style-type: none"> • Generally semi-detached buildings with some detached • Short terraces in selected locations
Building heights	<ul style="list-style-type: none"> • Mostly 2 storeys with some 1 and 1.5 storeys bungalows • Occasional 2.5 or 3 storeys in recent developments
Building line and Set back	<ul style="list-style-type: none"> • Continuous and formal set back of buildings with instances of more irregular building line within recent developments • Generous set backs in older parts of the area
Parking	<ul style="list-style-type: none"> • Predominantly on plot to the side of building • Greater variety of parking arrangements within recent developments including to the front
Density	<ul style="list-style-type: none"> • Mix of densities • Higher densities in the more modern developments such as Manor Farm
Architectural Style and Detailing	<ul style="list-style-type: none"> • Detailing includes use of hanging tiles, bay windows, quoins, simple door canopy and chimneys
Materials - walls	<ul style="list-style-type: none"> • Predominantly red, dark red brick • Occasional white and cream render • Red and brown hanging tiles
Materials - roofs	<ul style="list-style-type: none"> • Red / grey plain tiles
Boundary Treatment	<ul style="list-style-type: none"> • Planted, fenced or open boundaries • Vertical black metal railings or wooden post and rail fence along larger open space areas



Southleigh Road - Larger detached housing and generous front gardens and drive



Hallett Road - Mix of detailing and material choice



Lupine Road - Higher density area focusing on green open space minimise impact of parking



Poppy Way - Streetscape with focus on repetition, focal buildings, material choice, and green verges

Study Area 2

Normandy Way

The Normandy Way area has been selected due to the fact it runs adjacent to the northwest boundary of the proposed Site and represents new and emerging development that will be linked to Southleigh. The southern and north western parts of the study area have been built recently with Harbour Views northeast of the study area off Bartons Road currently being built by Redrow.



Key Characteristics

Criteria	Study Area 2 Normandy Way
Movement	<ul style="list-style-type: none"> • Clear streets hierarchy with Normandy Way and Admiralty Crescent as the main street • Shared surface streets indicate prioritisation of walking and cycling • Narrow front garden sizes and very limited amount of street planting • Provision of connecting footpaths across the site and within green spaces as well as links to adjacent residential area to the north and south
Building types	<ul style="list-style-type: none"> • Formal perimeter blocks with use of small rear courtyards for apartment units • Mix of semi-detached and detached building types with runs of short terraces and apartment blocks
Building heights	<ul style="list-style-type: none"> • Generally 2 storeys with occasional 2.5 and 3 storeys
Building line and Set back	<ul style="list-style-type: none"> • Mostly continuous building line set closer to the main streets and is more generous along the tertiary streets and private drives • Generally houses are arranged along strong building line framing the street
Parking	<ul style="list-style-type: none"> • Parking mainly on plot to the side or front of properties with some on street parking
Density	<ul style="list-style-type: none"> • Higher density area
Architectural Style and Detailing	<ul style="list-style-type: none"> • Detailing includes use of hanging tiles, double bay windows • Simple door canopies/porches • Occasional chimneys
Materials - walls	<ul style="list-style-type: none"> • Predominantly red brick • Black weatherboarding and occasional use of stone and render • Red and brown hanging tiles
Materials - roofs	<ul style="list-style-type: none"> • Red and grey plain tiles
Boundary Treatment	<ul style="list-style-type: none"> • Use of planting, railings or open boundaries • Vertical black metal railings or wooden post and vertical rail fence along larger open space areas



Harrison Way - Working with the topography



Anchor Lane - Variety of house types and sizes



Normandy Way - Use of hanging tiles

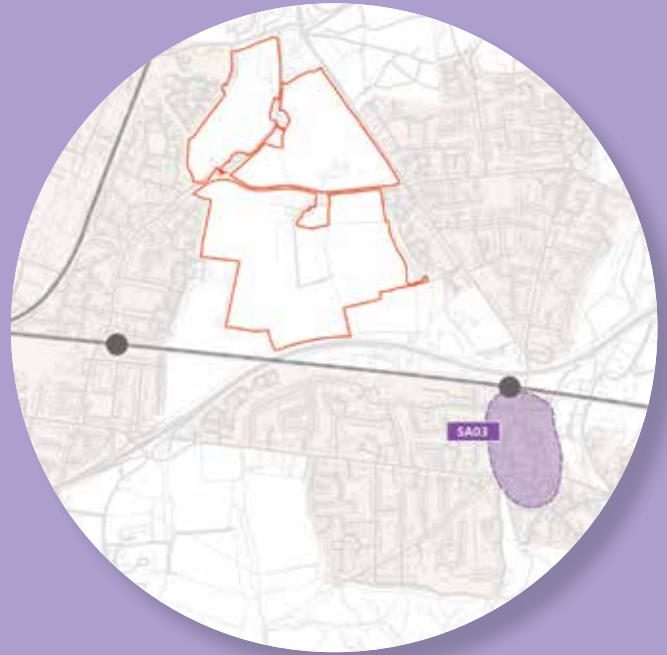


Normandy Way - Use of red brick and weatherboarding

Study Area 3

Emsworth - Centre

This area has been selected due to being one of the older, more historic parts of Emsworth. This central area is characterised by the very active North Street and its multifunctional uses. Building types and the great mix of architectural detailing reflects the significance and history of this area. Beyond North Street, buildings also show a mix of architecture, building height, material choice, and boundary treatments.



Key Characteristics

Criteria	Study Area 3 Emsworth - Centre
Movement	<ul style="list-style-type: none"> • Clear street hierarchy with North Street as the main street displaying edge of footpath housing and some on-street parking • Residential streets are dominated by on street parking softened by occasional mature front gardens planting • Well connected streets provide footpath linkages throughout the area and to North Street
Building types	<ul style="list-style-type: none"> • Terraces along North Street with some detached and semi-detached buildings in areas beyond
Building heights	<ul style="list-style-type: none"> • Building heights along North Street mainly 2 storeys with occasional 3 storeys • Residential areas generally 2 storeys with some 1 / 1.5 storey bungalows and 2.5 storey units
Building line and Set back	<ul style="list-style-type: none"> • Continuous building line following the street alignment with greater set backs provided away from North Street
Parking	<ul style="list-style-type: none"> • Parking includes on street, on plot and courtyard parking
Density	<ul style="list-style-type: none"> • Higher density area
Architectural Style and Detailing	<ul style="list-style-type: none"> • Great mix of architectural detailing along North Street • Mixed architectural detailing in residential areas which include bay windows, hipped roofs, quoins, and chimneys
Materials - walls	<ul style="list-style-type: none"> • Mix of red brick and render • Some hanging tiles and weatherboarding
Materials - roofs	<ul style="list-style-type: none"> • Red and grey plain tiles • Occasional use of red pantiles
Boundary Treatment	<ul style="list-style-type: none"> • Buildings along North Street and close to the Centre located along edge of footpath • Low walls where buildings are set back behind front gardens • Some low walls or hedges and a combination of both



North Street - Historic high street buildings with retail in groundfloor and residential above



St James Road - building heights vary between 1 and 2 storeys



St James Road - Consistent architectural detailing and material choice



Church Path - Historic narrow street overwhelmed by street parking

Study Area 4 New Brighton

The New Brighton study area is a mix of residential architectural styles. In a similar way to Denvilles this study area has been chosen to due to the close proximity to the Site and a combination of more modern housing with older properties to the east of Horndean Road.



Key Characteristics

Criteria	Study Area 4 New Brighton
Movement	<ul style="list-style-type: none"> • Legible street hierarchy with Horndean Road as primary street • Secondary streets predominantly connect to short cul-de-sacs • Occasional use of green verges with and without tree planting separating the footpath from carriageway • Occasional provision of footpath linkage at end of cul-de-sac • Similar approach to street hierarchy and connectivity adopted in more recent developments
Building types	<ul style="list-style-type: none"> • Frontage formed by continuous alignment of detached and semi-detached houses with some runs of terraces within more recent developments • Mix of building types with narrow gaps formed by parking spaces and garages
Building heights	<ul style="list-style-type: none"> • Generally 2 storeys with occasional 2.5 to 3 storeys
Building line and Set back	<ul style="list-style-type: none"> • Formal perimeter blocks with a variety of setbacks and larger front gardens along the primary routes • Narrow set backs behind short front gardens in recent developments including West Brook View
Parking	<ul style="list-style-type: none"> • Generally on plot parking is provided either in front or on side of building
Density	<ul style="list-style-type: none"> • Lower to medium densities
Architectural Style and Detailing	<ul style="list-style-type: none"> • Detailing includes use of bay windows, chimneys, dormers, and hipped roofs
Materials - walls	<ul style="list-style-type: none"> • Predominantly red brick and render • Occasional use of black weatherboarding and hanging tiles in the recent developments
Materials - roofs	<ul style="list-style-type: none"> • Red and grey pantiles or plain tiles
Boundary Treatment	<ul style="list-style-type: none"> • Generally a mix of low walls and hedges • Mainly open boundaries in more recent developments



Horndean Road - Older grand buildings with more bespoke architectural detailing



Kennett Way - Frontage of varying house types and open space beyond



Woodlands Avenue - Lower density area with large detached units with generous front gardens



West Brook View - Consistency in material choice, architectural language and building line

Study Area 5

Eastleigh Road

Eastleigh Road runs through the centre of the Site and mainly has a rural and green character. Housing is only glimpsed between the mature vegetation along the road which generally contravenes along both sides. Properties are either located directly along the carriageway or are set behind generous front gardens and a green boundary.



Key Characteristics

Criteria	Study Area 5 Eastleigh Road
Movement	<ul style="list-style-type: none"> • Eastleigh Road has a mainly rural character, dominated by the car usage without footpaths either side of the carriageway • The road is predominantly framed by mature hedges with only a small number of houses directly located adjacent to the road • Most dwellings have a private drive with a very small number sharing a private drive • Sparse footpath linkages from the dwellings along Eastleigh Road to the surrounding area
Building types	<ul style="list-style-type: none"> • Mainly detached housing with a small number of semi-detached houses • Southleigh Park House lies out of view from Eastleigh Road and is a transformed former farmhouse on private grounds
Building heights	<ul style="list-style-type: none"> • Generally 2 storeys with occasional 1 to 1.5 storeys
Building line and Set back	<ul style="list-style-type: none"> • Typical ribbon development along main street with majority of housing set back behind existing vegetation and/or large front gardens • A small number of houses are located close to the road with only one house located directly adjacent to the road
Parking	<ul style="list-style-type: none"> • Generally on plot parking
Density	<ul style="list-style-type: none"> • Very low density
Architectural Style and Detailing	<ul style="list-style-type: none"> • Variety of detailing includes of chimneys, dormers, bay windows, quoins, porches, and hipped roofs
Materials - walls	<ul style="list-style-type: none"> • Mix of external materials used including red brick, render, stone, flint, and black weatherboard
Materials - roofs	<ul style="list-style-type: none"> • Generally brown, red or grey pantiles or plain tiles • Occasional thatched roof
Boundary Treatment	<ul style="list-style-type: none"> • Generally a mix of mature hedges, flint walls, or fencing



Southleigh Park House - Historic landmark building overlooking Southleigh Park



Group of buildings arranged along very short private drives beyond Eastleigh Road edge



Thatched roof house with generous front garden and mature vegetation



House along Eastleigh Road showing flint, red brick and weatherboard

5. Site Context

5.1 Access & Movement

The Site is located along and close to key local cycling routes and existing National Cycle Networks (NCNs). Further signposted cycle routes within the Emsworth and Havant areas can be accessed off the key routes. A comprehensive map of the cycle routes in the local area can be found on the Havant Borough Council Interactive Cycle Map.

Southleigh Road, through the Site and towards Havant and Warblington, has a shared footway/cycleway c.1.5–2.0m wide along the southern side of the carriageway from Horndean Road to c.60m northeast of Rowan Road, where cyclists are directed to join the carriageway. On the northside of Southleigh Road, there is a short, unprotected cycle lane across the Rowan Road junction to direct cyclists to join a c.2.7m wide shared footway/cycleway that provides the connection on the southern side via a drop kerb crossing with tactile paving. This route is part of the Westbourne/Havant Cycle Route, the key cycle route running between Southleigh and Havant Town Centre.

Horndean Road connects towards Emsworth, including Emsworth Park and Emsworth Rail Station. Footways are present on both sides of the Horndean Road carriageway with a width of c.2.3–2.5m. The junctions off Horndean Road have drop kerbed crossings with tactile paving, while a toucan crossing provides access across Horndean Road between Emsworth Park and St James' C of E Primary School.

Southleigh Road to the south connects to NCN Route 2, which runs between Havant, Warblington, and Emsworth and beyond to Chichester. Within Chichester NCN Route 2 connects to NCN Route 288. Additionally, NCN Route 2 connects Havant to Hayling Island and accesses NCN Route 22 in Havant. Beyond Havant, NCN Route 22 connects to the NCN Route 236 and Route 222, providing a route to the west of Portsmouth and a route around the perimeter of Portsmouth.

Two footbridges facilitating the crossing of the rail line are present to the west of Southleigh, these are accessed from Nutwick Road and Third Avenue, with the Third Avenue connection being a ramped shared pedestrian/cycle bridge. These existing connections help to significantly reduce the potential severance between the Site and Havant Town Centre of the rail line for pedestrians and cyclists.

A pair of bus stops are currently present at the Southleigh Road / Eastleigh Road junction. These provide access to the 27-bus service, an irregular service that runs during off-peak hours. Further bus stops are located on the A259 south of the Site. These stops in both Warblington and Emsworth provide access to the 700 Coastliner, a service that runs every 20-minutes between Portsmouth and Chichester via Havant. Given the current provision of bus services around Southleigh, the development proposals consist of providing a new / extended service to serve the Site directly along its spine road. This provision will ensure that all residents of Southleigh have the choice to travel by public transport, and it is seen as a direct and attractive option.

The Southleigh Site is within close proximity to three railway stations: Emsworth Rail Station (2.6km southeast, 35-minute walk), Warblington Rail Station (1.1km southwest, 15-minute walk) and Havant Rail Station (2km southwest, 26-minute walk). Emsworth and Warblington Rail Stations are located on the West Coastway line and operated by Southern, while Havant Rail Station is also located on the Portsmouth Direct Line and operated by South Western Railway. These rail stations are all located within reasonable walking and cycling distance of Southleigh and provide rail connections to key destinations such as Portsmouth, Southampton, Brighton, and London.

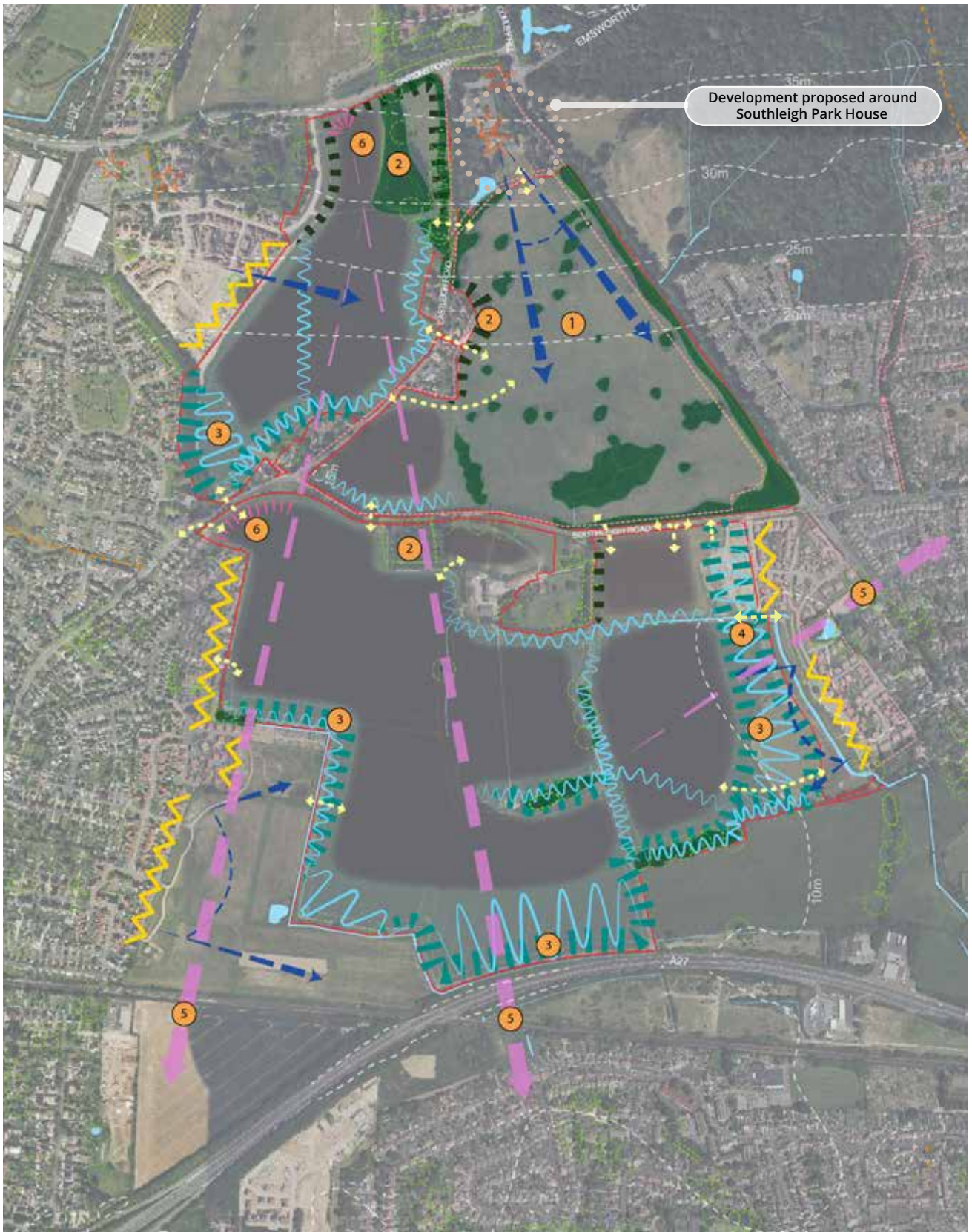
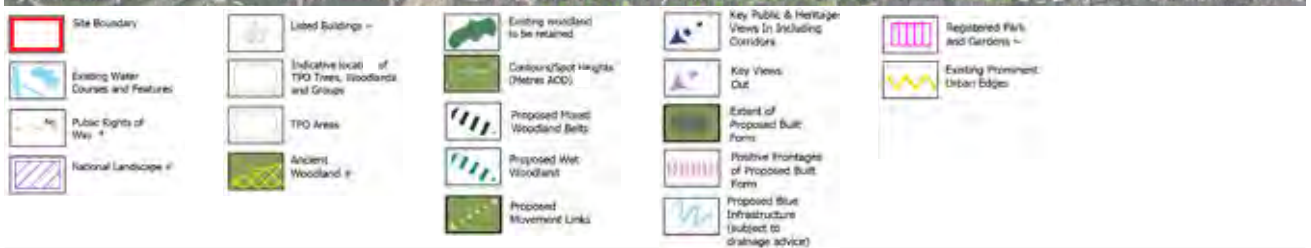


- Site Boundary
- Railway Station
- Railway Line
- Bus Service 27
- Bus Stop
- Bartons Road/New Lane Cycle Route
- Southleigh Road Cycle Route
- Pedestrian / Cycle Access
- Potential Pedestrian / Cycle Access
- Active Travel and Bus Connection
- Potential Active Travel and Bus Connection
- Primary Vehicular Access
- Potential Secondary Vehicular Access

5.2 Landscape

Through the analysis of landscape and visual baseline conditions, it is considered that there is potential for development on the Site, that responds to landscape character and visual sensitivities, based on the following key opportunities and constraints:

- To mitigate the encroachment of urban character into open land and the reduction of the gap between settlements, consideration should be given that the Proposed Development be set within an environment that enables a strong sense of the landscape setting, in the form of green and blue infrastructure. A positive and holistic approach to green and blue infrastructure permeating and enveloping the built development will provide some mitigation of the loss of openness of the existing predominantly low value agricultural landscape.
 - Retaining separation between Havant and Emsworth through considered use of the existing features that provide separation, without reliance on significant distance: the existing wetland corridor on the south-eastern edge of the Site, which already forms the settlement edge of Emsworth, reinforced with associated tiers of structural vegetation. These features will provide robust physical and perceptual separation, reinforced by an increasing visual separation.
 - Expand and vary existing wetland features, to form key elements of the green and blue infrastructure network across the Site, providing a range of functions beyond a strong sense of place, including flood management, nutrient control, biodiversity and recreation.
 - Retention and enhancement of Southleigh Parkland, providing in particular public access into a significant new community open space in this area; as well as containing new and existing development along the western edge of the parkland from the wider area through new belts of woodland planting, complementing the wooded structure to the south and east.
 - Retention of TPO vegetation and reinstatement of the formerly small-scale character of the landscape through additional planting.
 - Visual connections to the wider landscape of the South Down to the east and Hayling Island to the south.
 - Providing enhanced access to green space at the urban edges for existing residents of Emsworth and Havant, as well as new residents.
- 1 Create an accessible greenspace at Southleigh whilst protecting, conserving and enhancing the parkland features. Views of the designed parkland from Southleigh Park House will also be maintained.
 - 2 Retain and enhance existing tree belts and woodlands whilst introducing new mixed woodland belts to: reinforce and extend the structural network of the landscape; maintain a sense of separation of settlements; and soften and integrate built form in views.
 - 3 Introduce mixed wetland areas with wet woodland providing visually interesting and ecologically rich corridors and basins as focal features.
 - 4 Ensure the proposed built form is set back from the edge of New Brighton to retain a sense of separation between the settlements.
 - 5 Long distance views towards Hayling Island and the coast to the south, Warblington Castle to the south-west and to the landform of Walderton Down and Racton Monument to the north-east, should be retained where feasible in framed corridors.
 - 6 Positive frontages of proposed built form to provide a sense of place and arrival.



Landscape and Visual Opportunities and Constraints Plan

5.3 Arboriculture

An arboricultural survey has been undertaken of trees growing within and adjacent to the Site in accordance with British Standard BS 5837:2012, Trees in relation to design, demolition and construction.

A total of 249 individual trees, 42 groups, three hedges and two woodlands were surveyed within and directly abutting the application boundary. Of these trees, eleven individuals display attributes consistent with them being of considerable age and are identified as “veteran” specimens.

The Site comprises both arable farmland as well as woodland pasture, within and adjacent to the historic grounds of Southleigh Park House and whilst none of the woodlands, tree belts or groups of trees within or adjacent to the Site are classified as “ancient woodland”, the north-east section of the Site, directly south of Southleigh Park House is shown on MAGIC maps to be designated wood pasture and parkland, which meets the criteria for designation as irreplaceable habitat. This is also designated as a BAP priority habitat, and containing six out of the eleven individual trees identified as veteran specimens. The remaining veteran trees are located along Eastleigh Road and approximately 100m from the wood pasture designation.

Many of the trees are located along field boundaries around the periphery of the Site, with the occasional specimen retained along internal boundaries. The most dominant arboricultural features of the Site are the trees lining Horndean Road, Southleigh Road and Eastleigh Road along with the trees within the wood pasture to the south of Southleigh Park House and a small, wooded copse located directly to the west of Eastleigh Road.

“Tree-friendly” access points

“Tree-friendly” access points, as shown on the plan by the above symbols, are those locations where the impacts on existing trees whose removal is likely to be considered contrary to planning policy are minimised. These locations have been chosen to avoid the removal of any significant specimens and to minimise encroachment into their root protection areas (RPAs). (If highway or drainage constraints make these locations unsuitable, please refer back to SJATrees for advice on other possible access locations.)

Veteran tree buffer zone

UK Planning guidance defines veteran trees as trees of significant age, with characteristics that contribute to their local identity, cultural and heritage value. It considers them to be irreplaceable. The National Planning Policy Framework (NPPF) states (paragraph 175) that “development resulting in the loss or deterioration of irreplaceable habitats (such as ancient woodlands or veteran trees) should be refused, unless there are clearly exceptional reasons and a suitable compensation strategy exists.”

Where development is proposed close to veteran trees, current planning guidance advises the use of planning conditions or obligations to ensure that schemes avoid and mitigate against damage to these specimens. Mitigation is recommended to include a buffer zone around veteran trees of at least 10 times larger than the diameter of the trunk. The buffer zone should be 15 times the edge of the tree’s canopy if that area is larger than 15 times the trunk diameter.

In addition it is recommended that buffer zones should contribute to wider ecological networks, and be part of the green infrastructure of the area. They should consist of semi-natural habitats such as woodland or scrub, grassland, scrubland or wetland planting. They should not include gardens.

Many of the potential adverse effects of development on veteran trees (and other trees or wildlife) changes to the water table, damage to surface roots, vandalism) can be particularly harmful adjacent to residential development, and so some co-terminous planning authorities may seek to stipulate a buffer zone wider than the minimum then recommended.

Arboricultural Constraints

The built red line represents the closest to trees to be retained that proposed development can be located without encroaching into root protection areas (RPAs).

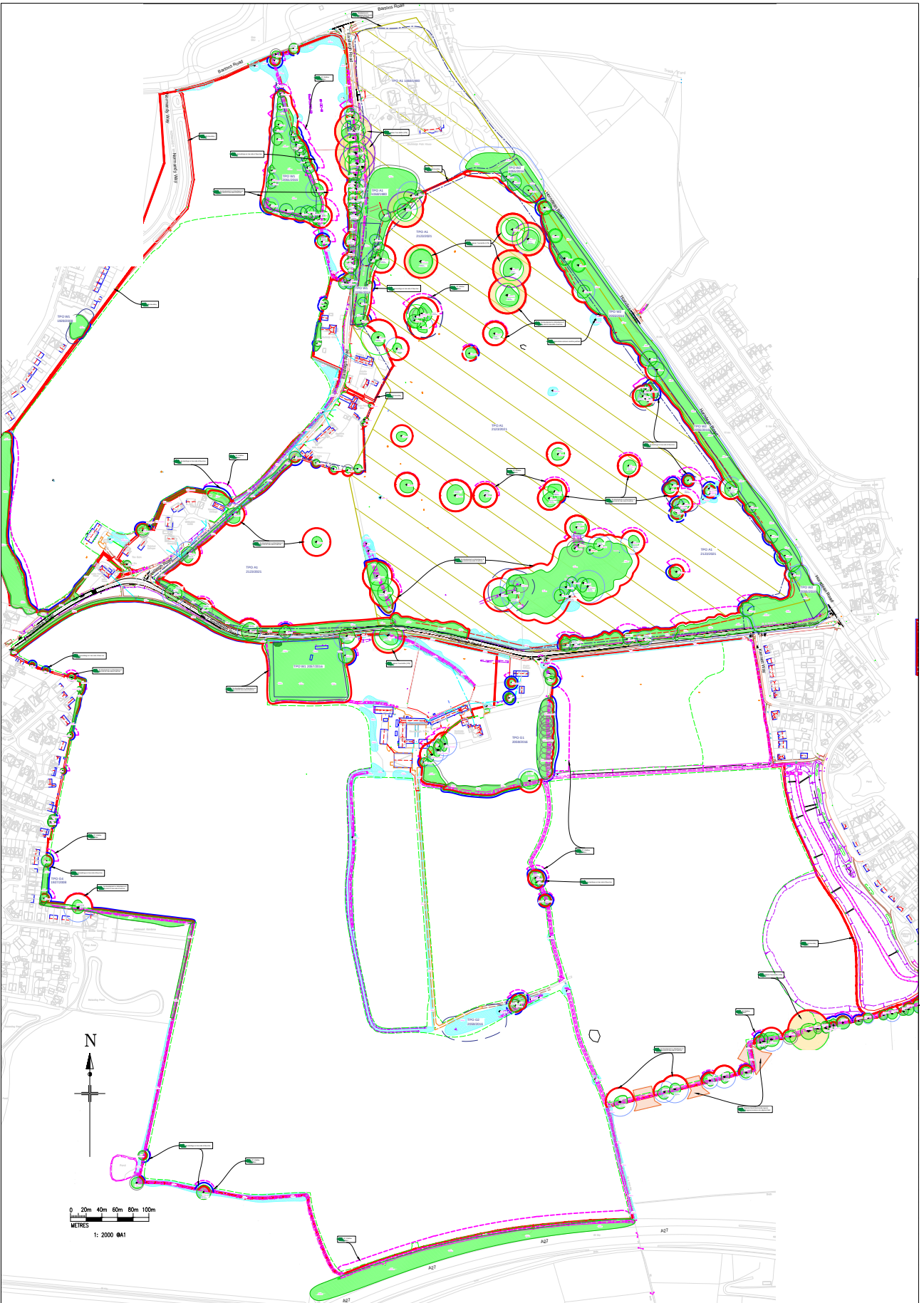
The built blue line represents the closest to the canopy of trees to be retained that dwellings may be located without encroaching into root protection areas (RPAs).

Subject to tree species, habit, size and condition, proposed dwellings can be located as close to 3m from the canopy of trees of large ultimate size and no closer than 2m from the canopy of small or ornamental species, as long as hard or partially hard landscaping face the trees. Non residential structures such as garages, sheds or lean stores may be located up to and even beneath tree canopies, but must not encroach into RPAs.

Where proposed dwellings are located within an arc between the north-west and east of retained trees (their shadow pattern through the main part of the day), elevations containing windows of living rooms or bedrooms (habitable rooms, used for long periods during the day - BS 8206 Part 2), should not be sited so they directly face the trees within a distance equivalent to their present heights. These areas are indicated by the shaded pink segments on the plan.

Where the built red and blue lines are dashed rather than continuous, they represent the scenario of trees whose removal might be justified, but might also be considered by the LPA to conflict with planning policy. Consequently, to ensure the avoidance of a recommendation for refusal based on tree loss and a subsequent refusal of planning permission, it will be best to show such specimens retained and to design around them.

Tree nos.:	● 285	Category 'U' trees:	● [73]	Canopies of trees to be retained:	
Category 'A' RPA:		Category 'B' RPA:		Category 'C' RPA:	
Dev't. area:		Shadow pattern:		'Tree-friendly' access:	
Veteran Tree:		Wood pasture:			



Tree Constraints Plan

5.4 Ecology

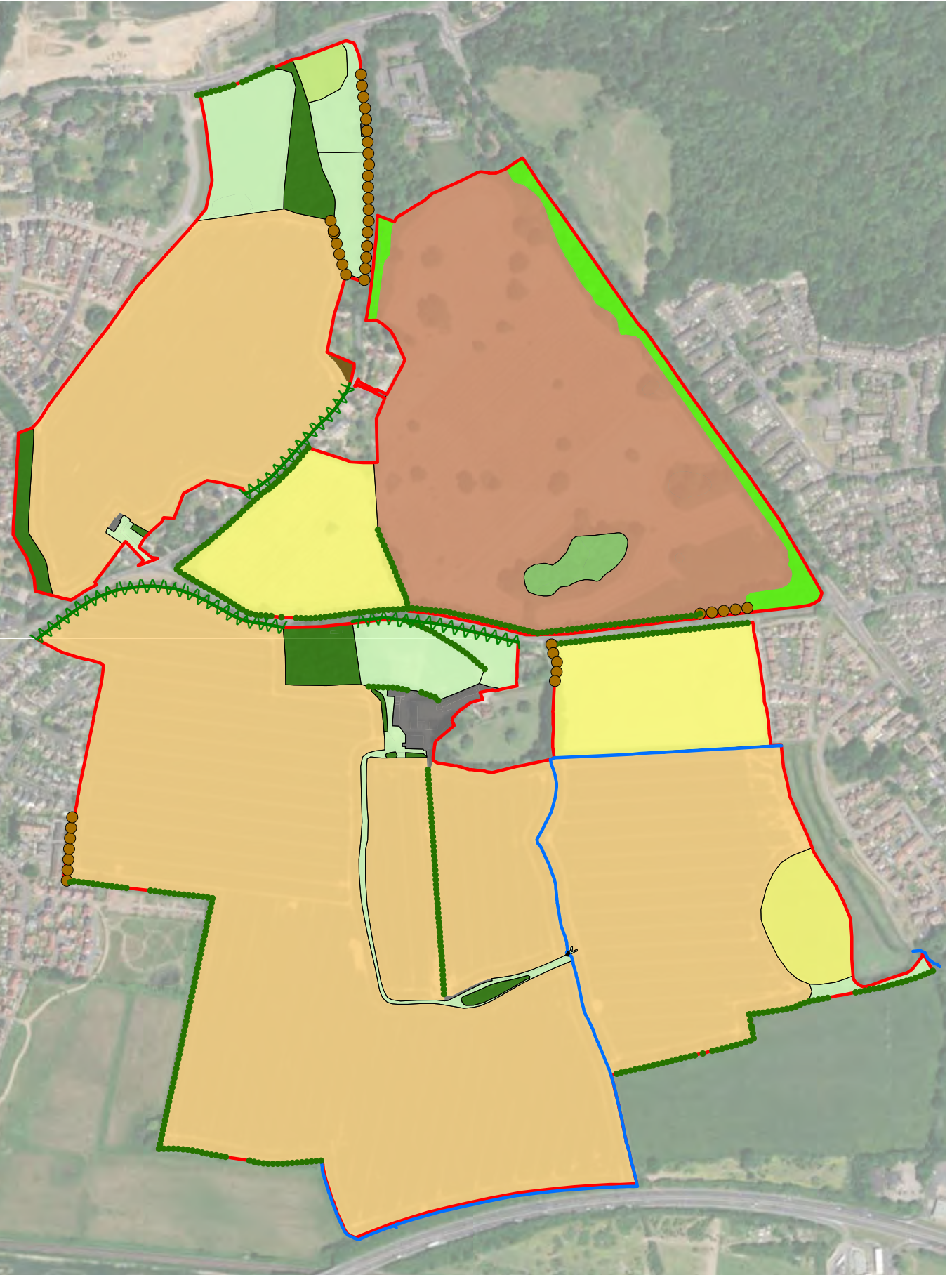
The remnant parkland, together with other associated wooded habitat in the north-eastern part of the Site, is the main focus of ecological interest and constraint within the Application Site. This is both in terms of its inherent importance and in view of its high suitability as habitat for rare woodland bat species, particularly Bechstein's bat, which occupy Southleigh Forest, in close proximity to this part of the Site, and the broader complex of East Hampshire woodlands to the north.

Aside from its potential utilisation by Annex II bat species, the parkland area was found to be the principal feature of importance for the bat assemblage in general, with particularly high levels of Myotis genus activity – a proportion of which is likely to be attributable to Natterer's Bat, a 'less common' species, of which two individuals were captured during trapping surveys.

There is considerable scope to enhance the parkland – both in real-world terms and against the specific condition assessment criteria applied within the Biodiversity Metric – through introduction of a species-rich grassland layer, planting of scrub and future cohorts of veteran trees, and control of baseline nutrient enrichment and Sycamore invasion. The same suite of measures, together with localised provision of additional wetland habitat features, would also enhance its suitability as a foraging resource for bats.

The magnitude of ecological importance and constraint beyond the parkland part of the Site is more limited: the majority of the Site is occupied by intensively managed cropland with negligible inherent importance for nature conservation – although typical farmland constraints, such as skylark territories and populations of common reptile species within field margins, occur. The semi-natural habitat resource within this area is largely limited to a series of small woodland belts and copses, occasional pockets of herb-poor permanent grassland, and field boundary hedgerows, which are largely species-poor in composition.





Habitat and Vegetation Plan

5.5 Heritage & Archaeology

The settings of all surrounding heritage assets have been thoroughly considered in the development design process.

The main considerations were:

- That historic parkland and views looking south from Southleigh Park House should be maintained as a priority albeit within the context of new development proposed at the Southleigh Park House Site.
- Non-designated built heritage assets are to be sensitively refurbished and reused as part of the proposed development.
- The evidence for potential archaeological remains within the Site is low, according to evidence from the local Historic Environment Record.

Considering the above, the development is in accordance with the relevant legislation (the Planning (Listed Buildings and Conservation Areas) Act 1990, section 66(1)) and national and local policy (NPPF 2024 and Havant Borough Local Plan 2011 policy CS11 and CS16, and policy 30 from the emerging Local Plan).

Heritage assets

Southleigh Park was historically used as a dairy farm named 'Woodlands', its surrounding fields used for pasture, until it was purchased by Charles Short in the early 19th century. Short was responsible for several changes, not least the conversion of the Woodlands farmhouse to Southleigh Park House, the grounds forming part of its vast parkland.

Southleigh Park was sold as an estate with 160 acres in 1839 to Lancelot Archer-Burton, whose wife was cousin to famous painter John Constable. By 1903, the Southleigh Park estate covered 360 acres of land and was owned by the White family. It would pass into different ownership again in 1968 to the Plessey Company as a centre of military research, and again in 1994 to Snell & Wilcox.

Furthermore, the list of heritage assets listed below have been identified through desk-top research as having the potential to be affected by the proposed development:

Designated heritage assets

- Southleigh Park House (excluding attached 1983 corridor and office building) – Grade II Listed
- Southleigh Park Clock Tower Building – Grade II Listed
- Southleigh Park Lodge - Grade II Listed
- Nos. 1 and 2 Eastleigh Road – Grade II Listed
- East Leigh House – Grade II Listed
- Barn (10 yards west of East Leigh farmhouse) – Grade II Listed



View from the south of Southleigh Park House looking south towards Southleigh Road. The more distant belt of trees aligning the A27 form the horizon.

Non-designated heritage assets

- Home Farm Barn, Eastleigh Road – Non-designated heritage asset (HER)
- Woodbine Cottage, Eastleigh Road – Non-designated heritage asset (List of Buildings of Local Interest)
- Agricultural Building Range (NE) at Southleigh Farm - Non-designated heritage asset (HER)
- Agricultural Building Range (North) at Southleigh Farm - Non-designated heritage asset (HER)
- Barn Range (West) at Southleigh Farm - Non[1] designated heritage asset (HER)

Heritage enhancement opportunities

The aims of the masterplan should be to limit the overall impact on the settings of the heritage assets, through the following opportunities:

- The area west of Horndean Road has an open parkland character which should be preserved, and the introduction of built form and associated infrastructure avoided within this area to minimise impact.
- Open green space with pedestrian routes could be implemented along the alignment to the west of the houses fronting Eastleigh Road.
- The mature landscaping aligning Southleigh Road and the tree belt aligning the A27 should be strengthened.
- The area between Southleigh Farm and Southleigh Road should be kept free from built form so as to retain its agricultural character and historic association with the farmstead.
- An open space buffer could be provided to the west of the Nos. 1 and 2 Eastleigh Road.
- Landscaping and setback of built form should be provided on the east side of Eastleigh Road.
- There is low potential within the Site for buried archaeological remains to be present, dating from the post-medieval period. From a review of previous archaeological investigations nearby and the local Historic Environment Record, any remains yielded from the Site are deemed likely to be of low to moderate significance only, and there is the potential for remains to survive in areas that have not been subject to previous below ground impacts. The local Historic Environment Record (HER) identifies several cropmarks across the Site, however, upon review of the historic maps these predominantly date to the post-medieval period and are unlikely to represent buried heritage assets of high significance.



The north and west ranges of Southleigh Farm arranged around the farmyard (No. 12760-12764)



The west elevation of East Leigh House (No. 1196)



The south elevation of Southleigh Park House (No. 1700)



Nos. 1 and 2 Eastleigh Road viewed from the west (No.24703)

① **East Leigh House** - Grade II

② **Southleigh Park Lodge**
Grade II

③ **Southleigh Park Clock Tower**
Grade II

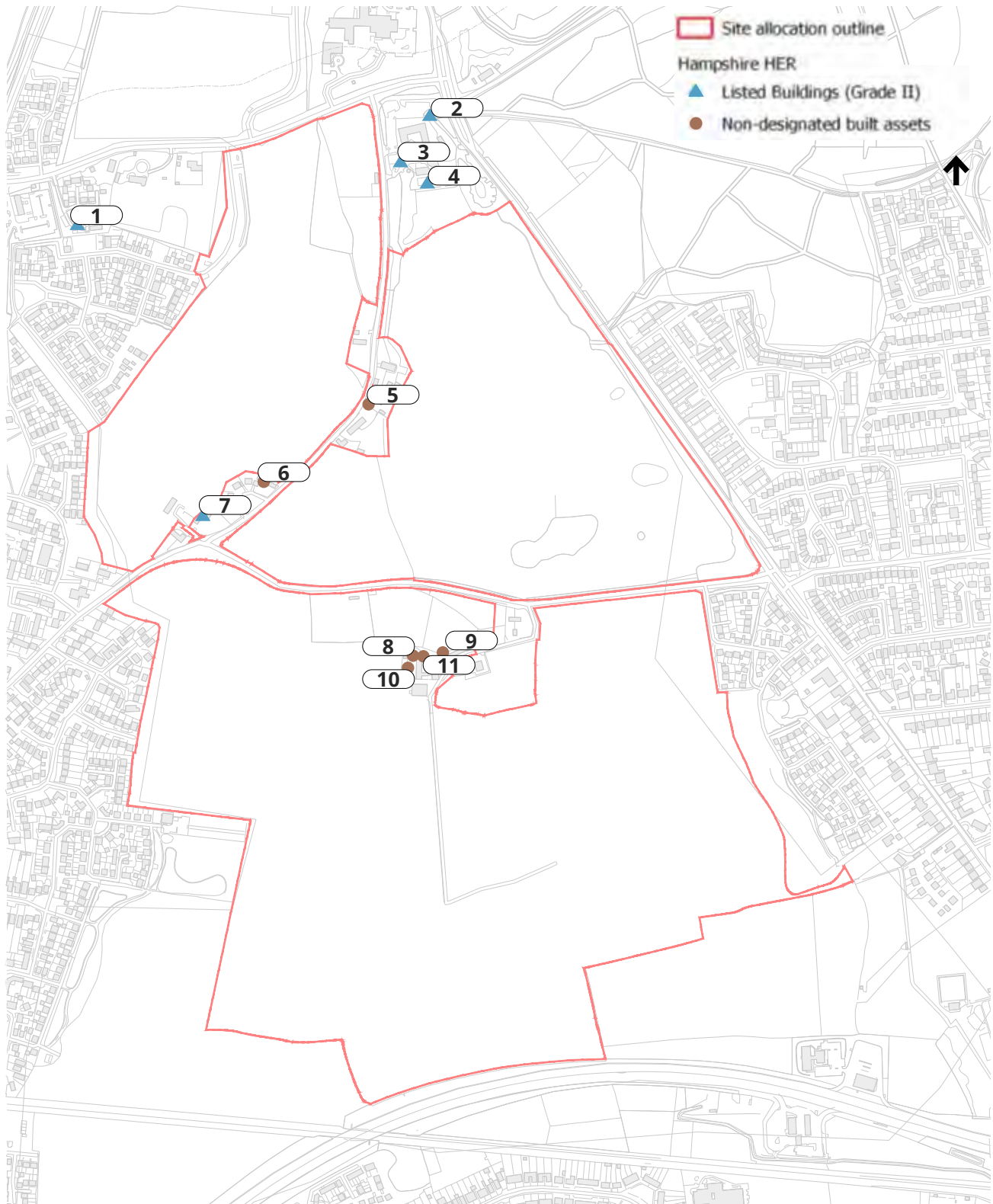
④ **Southleigh Park House**
Grade II

⑤ **Home Farm Barn**
Non designated asset

⑥ **Woodbine Cottage**
Non designated asset

⑦ **No. 1 and 2 Eastleigh Road**
Grade II

⑧ } **Southleigh Farm**
⑨ } Non designated assets
⑩ } including Barn and
⑪ } Agricultural Buildings



Historic Asset Location Plan

5.6 Drainage & Flood Risk

There are a number of ordinary watercourses on Site which ultimately drain to either the West Brook, in the southeast of the Site, or to the Nore Farm Stream, located south and southwest of the Site. West Brook is designated by the Environment Agency (EA) as a 'Main River' adjacent to the eastern Site boundary, and Nore Farm Stream is designated a 'Main River' south of the A27.

The Environment Agency (EA) Flood Zone map indicates the Site is primarily within Flood Zone 1, with areas of Flood Zone 2 'Medium Probability' and Flood Zone 3 'High Probability' along the route of watercourses through the area, as defined in Planning Practice Guidance (PPG), Flood Risk and Coastal Change, Table 1.

Previous Flood Zone mapping – and the Council's flood mapping within their Strategic Flood Risk Assessment (SFRA) – showed additional flow routes crossing the Site, so Stantec completed a hydraulic modelling exercise to more robustly assess river (fluvial) and surface water (pluvial) flood risk as part of the Flood Risk Assessment (FRA).

The comparison between the modelled extents and the SFRA Flood Zones demonstrates that modelled flood extents on both the West Brook and Nore Farm Stream are less extensive than the SFRA mapping. Both the fluvial and pluvial modelling results demonstrate that the majority of the overland flow routes on Site are less than 150mm deep during the 1 in 100-year plus climate change event. One overland flow route is identified as cutting across the south west corner of the Site, due to the capacity of the Nore Farm Stream being exceeded. Sensitivity testing has confirmed that this can be mitigated and contained in-channel through localised channel widening of the watercourse by 500mm into the Site, which can be accompanied by ecological enhancements to the channel, and such changes cause a local reduction in flood levels in the Stream, with no detrimental impact elsewhere. Further opportunities to manage local pluvial and fluvial flooding through channel improvements will be explored at the detailed design stage.

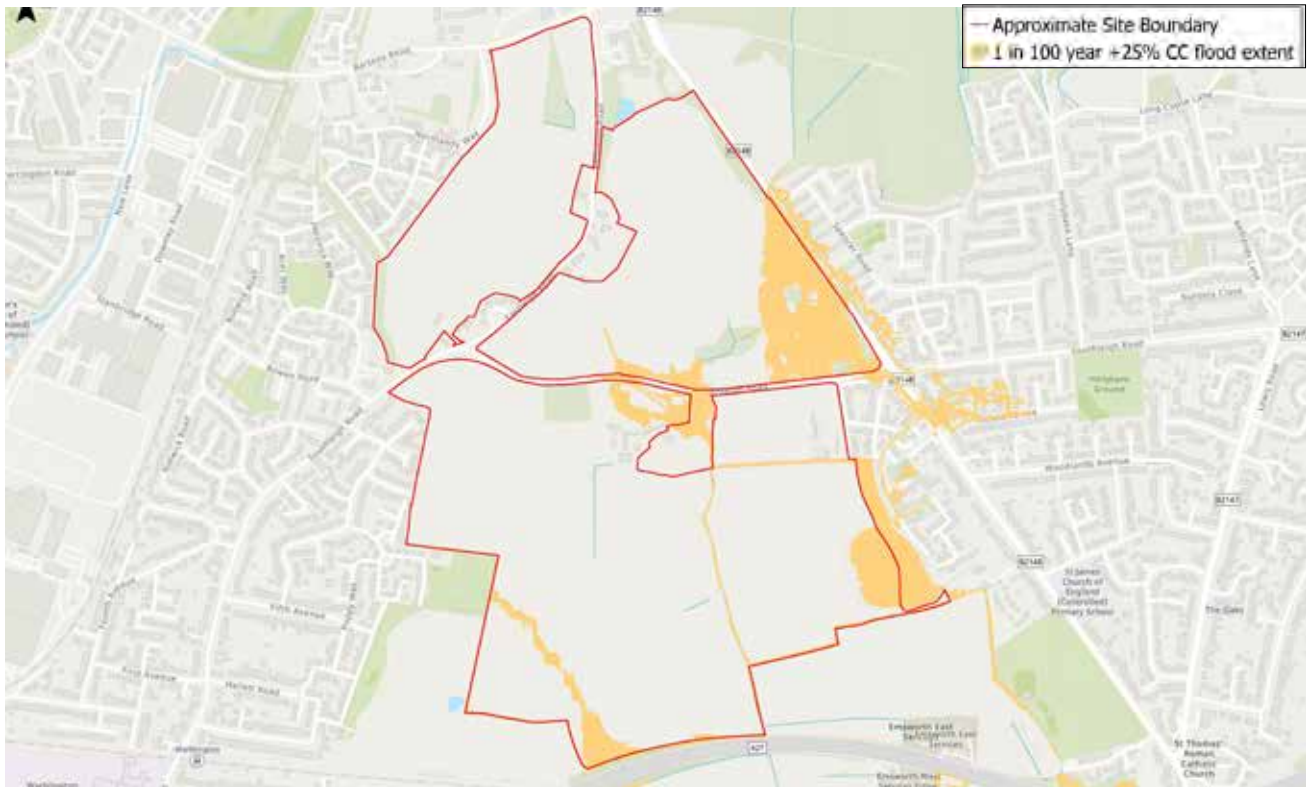
The proposals for this development comprise both 'Less Vulnerable' and 'More Vulnerable' development, all of which will be located within Flood Zone 1 and predominately within 'very low' surface water flood risk areas, and is therefore considered appropriate. Finished floor levels (FFLs) of all development will be raised above the 1 in 100-year plus climate change fluvial flood level (including a freeboard allowance of at least 600mm). As the modelled surface water overland flow routes on



EA Flood Zone Map (October 2025)

Site are less than 150mm deep for the 1 in 100-year plus climate change event, raising floor levels to this level will also mitigate this pluvial flood risk. Surface water will be sustainably managed over the Site through a drainage strategy that will include on-site attenuation features to limit the discharge

rates to greenfield flows. SUDS features will include cascading and conventional swales, cellular storage and a number of basins across the Site. This will reduce current discharge rates and will provide overall betterment to the risk of flooding arising from the proposed development.



Stantec Modelled 1 in 100 Year Plus Climate Change Fluvial Extent - Baseline Scenario



Stantec Modelled 1 in 100 Year Plus Climate Change Pluvial Event - Baseline Flood Extent and Depths