



WHITE PEAK Planning

Planning Statement

Southleigh

Bloor Homes Limited

March 2026

ref: 2023.003



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Authorised for and on behalf of White Peak Planning Ltd.

A handwritten signature in black ink, appearing to read 'Rob White', is written over a faint, light blue rectangular stamp.

**Rob White
Director**

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Tel: 0845 410 0117

info@whitepeakplanning.co.uk

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1.0 Introduction

1.1 Southleigh

- 1.1.1 This planning statement supports an outline planning application by Bloor Homes for a new neighbourhood development to the east of Denvilles, Havant, known as 'Southleigh'.
- 1.1.2 Southleigh will be a sustainable development delivering approximately 1,800 new homes together with a Local Centre, a Primary School, community facilities and a Mobility Hub. It will also comprise multi-functional green infrastructure, which will cover approximately 50% of the site and include a new Community Park, informal landscaped areas, local squares, play spaces, surface-water attenuation and new wildlife zones. Active travel will be achieved through new and existing pedestrian and cycle links - including connections to the site boundaries to ensure the delivery of future connections on neighbouring land are not prejudiced – and also a new bus route with its own dedicated access into the site. The site's main vehicular access will be via Southleigh Road, which runs east-west across the site, with additional connections to Eastleigh Road and Bartons Road
- 1.1.3 The planning application package includes a Masterplan, Design and Access Statement and a Design Commitment Statement, as required by the emerging Local Plan and paragraph 77 of the National Planning Policy Framework (NPPF) 2024. The Masterplan sets the framework for the provision of well-designed homes to meet the needs of different groups in the community and Design Commitment Statement establishes the design quality for the development.
- 1.1.4 Southleigh is identified as a strategic housing site (Allocation 1) in the emerging Havant Local Plan 2025. The boundaries of the Site and the allocation are broadly the same, albeit the allocation encompasses some additional land. Southleigh has been proposed as a strategic allocation for some time, having also been first proposed in 2016 as a draft allocation in the now withdrawn Havant Local Plan 2036.
- 1.1.5 The proposals represent a well located, high quality, resilient and sustainable development that is deliverable, viable and able to significantly contribute to Havant's housing need requirements.

1.2 Report Content

- 1.2.1 Following this introductory chapter, this report is structured as follows:

Chapter 2 Development Proposal

Chapter 3 Development Plan and Other Material Considerations

Chapter 4 Accordance with Development Plan and Other Material Considerations

Chapter 5 Scheme benefits and sustainable development

Chapter 6 Conclusions

2.0 Development Proposals

2.1 Background

2.1.1 The Southleigh strategic housing site has been proposed and consulted upon by Havant Council for some time. It was the only strategic housing site included within the 2016 Local Plan Housing Statement, an interim decision-making document put in place while the plan review got underway. It was then carried forward into iterations of the plan, being included in the Pre-Submission version of the plan in 2019. The draft plan proceeded to the Examination stage - with the Inspector issuing an Interim Report which did not present any insurmountable matters in relation to the site. The plan was, however, withdrawn in 2022. A framework Masterplan for Southleigh was also adopted by the Council in 2017 (Denvilles-Emsworth Masterplan Document, 2017). This work has informed Bloor Homes' masterplan work, which has evolved further as a result of the extensive technical diligence undertaken.

2.1.2 As a result of its earlier draft allocation, the site has been subject to a number of rounds of public consultation. This has informed the current proposal.

Public engagement was undertaken from 2025 and involved two well-attended in-person consultation events in June 2025 along with direct engagement with the site's immediate neighbours and the Emsworth Neighbourhood Forum, direct communications with local stakeholders and a bespoke consultation website to support wider community engagement with the proposals. A Developer Forum was held at HBC's offices on 27th January 2026, where the proposals were presented to Officers, Members, and the General Public.

2.2 Site and Surroundings

2.2.1 The site lies in-between Denvilles - a residential area of Havant – and New Brighton – a residential area of Emsworth. Denvilles is situated to the west of the site and Emsworth to the east. Its northern boundary also marks the boundary of Havant Borough and Rowlands Castle Parish which lies within East Hampshire District Council. The Havant to Brighton railway line and the A27 are situated just beyond its southern boundary. The site does not have a landscape designation. It does, however, lie between two nationally important landscapes: Chichester Harbour AONB to the south and the South Downs National Park to the north.

2.2.2 Train stations on the Havant-Brighton railway line lie within walking distance of the site. Emsworth Station to the south east and Denvilles to the west. Havant town centre is a main town within the borough and contains a range of shops and services. It lies within approximately 3km from the furthest point on the site.

2.2.3 The site itself is predominantly in agricultural use and gently slopes from north to south. It can be divided into three areas. The north-west, which is more elevated and open with some internal views to the south and the north-east which is a former designed parkland and much more enclosed. Thirdly, the south of the Site is predominantly arable with large open fields and minimal boundary features between the fields. Southleigh Road and Eastleigh Road intersect the site but there are currently no other public rights of way across it. Both the east and west

boundaries of the site abut residential development. The northern boundary with the South Downs National Park is marked by Bartons Road and Grade II Listed Southleigh Park House: part of the historic parkland of the house lies within the site. Eastleigh Road runs north-south through the central section of the northern part of the site. There are a cluster of existing dwellings situated along it, which are not included in the application boundary.

- 2.2.4 There are mature trees in the north of the site, including Priority Habitat woodland and Tree Preservation Orders. There are mature trees within the north-eastern section of the site within the historic parkland of Southleigh Park House but also along the south west and southern boundaries. There is also Priority Habitat woodland in north of site, and substantial woodland in the surrounding area. There are two Grade II Listed buildings (1 and 2 Eastleigh Road) adjacent to the site and one building of Local Historic Interest (Woodbine Cottage). An existing watercourse runs north-south from the historic parkland to the site's southern boundary before passing beneath the A27 in a culvert.

2.3 Proposed Development

- 2.3.1 The Southleigh planning application is seeking permission for:

Outline planning application, with all matters reserved except for means of vehicular access to the public highway and associated highway improvements, for: the demolition of existing buildings; the erection of new residential dwellings (C3); a Local Centre (comprising local retail (E(a)), financial and professional services (E(c)(i), E(c)(ii), E(c)(iii)), restaurants, cafés, and drinking establishments (E(b) and Sui Generis), hot food takeaways (Sui Generis), medical services (E(e)), offices (E(g)(i)) and community facilities ((E(d)), E(f), F2(b), F2(c))); a Primary School (F1(a)); early years provision (E(f)); informal and formal public open space including community park; community food-growing space; Active Travel routes; drainage infrastructure; utilities infrastructure; and all other associated and necessary infrastructure.

- 2.3.2 The planning application package comprises the following forms, plans and supporting documents.

- Planning Application Forms (including ownership certificates)
- Planning Statement
- Statement of Community Involvement (SCI)
- Design and Access Statement (DAS) and Strategic Design Code
- Site Boundary (Location Plan)
- Site Concept Masterplan
- Allocation Concept Masterplan
- Constraints and Opportunities Plan
- A Vision for Southleigh Park
- Strategic Design Guide
- Parameter Plan 1 Land Use and Access
- Parameter Plan 2 Green and Blue Infrastructure
- Environmental Statement (ES)
- Arboricultural Implications Report
- Utilities Appraisal
- Transport Assessment (TA)

- Framework Travel Plan (FTP)
- Ground Conditions Assessment
- Biodiversity Net Gain Calculations
- Nutrient Calculations

2.3.3 The proposed quantum of development is set out in Table 1.

Table 1 – Land Use and Quantum of Development

Land Use	Use Class and Quantum
Housing	Approximately 1,800 new houses including affordable housing
Education	A 3FE primary school
Local Centre	Mixed use local centre including a mobility hub, retail, community facilities, early years facility and car parking
Green Infrastructure	<p>To include:</p> <p>Existing retained vegetation</p> <p>Public Open Space including Community Park, local squares and other recreational facilities</p> <p>Formal equipped play spaces including, NEAP and LEAPs.</p> <p>Allotments</p> <p>Surface water infrastructure including flood storage and attenuation basins</p>

2.3.4 Approximately 1,800 new homes are proposed. The mix of house sizes and tenures will provide a range of accommodation, ranging from smaller 1- and 2-bedroom apartments to larger 4 and 5 bedroom detached, with a focus on family and affordable homes. The precise mix will be determined at the reserved matters stages, informed by local evidence and knowledge of the market at the time. Affordable housing will be provided in accordance with identified need.

2.3.5 The local centre, mobility hub and recreational facilities are proposed in the central section of the site, adjacent to Southleigh Road and close to existing residential development in Denvilles. The local centre will be mixed-use, involving residential and community uses, car parking, incidental public open space and a public square. Its co-location with the mobility hub will maximise linked active travel trips.

2.3.6 The location of the Primary School (3-form entry with supporting Early Years Provision has been discussed with Hampshire County Council Education Department and will create a 'heart' to the new community. As a result of the need to address site constraints but ensure accessibility from all parts of the site, the

school has been located on the primary route through the site. It is acknowledged that this is not fully aligned with best practice; yet accessibility must take precedence to enable the school to optimise inclusion and sustainability. Additionally, the principle of 'park and stride' facilities will be incorporated into the detailed design of the layout to encourage cycling and walking to school. This The mobility hub will be a focus point for travel options and interchange. It will include, secure cycle storage, real time public transport information, seating areas and EV charging points.

- 2.3.7 The facilities will all be accessible by active travel modes. The bus route will run directly through the site including the local centre and mobility hub. Pedestrian and cycle routes will provide access from proposed residential parcels of development in both the north and south of the site as well as the existing residential development in Denvilles and New Brighton.
- 2.3.8 The more characterful existing farm buildings will be retained and refurbished for residential accommodation or small-scale business uses, with the modern agricultural buildings demolished with bespoke new houses developed around the retained buildings.
- 2.3.9 Two active travel connections from the site to the west into Denvilles are proposed at Southleigh Road and Normandy Way. The eastern access on Southleigh road will also enable onwards travel into Emsworth, using the improved pedestrian and cycle infrastructure on Southleigh Road. Subject to further discussions on connectivity, there is the potential for two additional pedestrian and cycle accesses into Denvilles to the east, and an additional link to the west of the site. The proposals show additional points of connection into the wider draft allocation site in the southeast and southwest. In addition, pedestrians and cyclists will benefit from a number of offsite improvements including the junctions at Horndean Road and Bartons Road, Southleigh Road and Horndean Road, Bartons Road and Eastleigh Road, and at the Warblington Interchange.
- 2.3.10 Pedestrian and cycle routes are also proposed through the public Community Park in the north east of the site and a link through to Southleigh Park House. A new pedestrian and cycle route will extend to the site boundary allowing for future connections into the southern section of the allocation. Provision for a potential future public transport route to the south will also be made by way of a connection to the boundary of the Bloor land.
- 2.3.11 The primary vehicular access into the site will be from Southleigh Road and Eastleigh Road, with the primary route running east-west forming a loop through the central section of the site containing the local centre and primary school, before linking north to Eastleigh Road. The bus route will continue to the north.
- 2.3.12 Green infrastructure will cover almost 50% of the total site including: public open space, including a Community Park south of Southleigh House; local squares; recreational facilities, including equipped children's play areas; informal open space, community growing space; new wildlife habitats, including wetlands; and retained mature trees and hedgerows.

2.4 Summary

- 2.4.1 The proposed development lies between the Denvilles residential area of Havant and the New Brighton area of Emsworth. The application is in outline with all matters reserved except for the means of access to the site. The proposed development comprises a residential-led mixed use development, which involves: approximately 1,800 homes, including affordable homes; a new primary school; and a local centre including retail, health and community uses, a mobility hub and recreation. Almost 50% of the site is proposed as multi-functional Green Infrastructure. This includes public open space involving a Community Park south of Southleigh House, local squares, recreational facilities - including equipped children's play areas - community growing space, new wildlife habitats including wetlands, retained mature trees and hedgerows.

3.0 Development Plan and Material Considerations

3.1 Introduction

- 3.1.1 This chapter sets out the documents which make up the development plan and highlights relevant policies within it. It also sets out the documents which are considered to be other material considerations for decision making purposes.

3.2 Development Plan

- 3.2.1 The Development Plan comprises of the Havant Local Plan (2011), the Hampshire Minerals and Waste Local Plan (2013) and the Emsworth Neighbourhood Plan (2021). The emerging Havant Local Plan 'Building a Better Future' (2025) was issued for public consultation in May 2025. It holds some weight in decision making along with the emerging Hampshire Minerals and Waste Local Plan Update (2024), the National Planning Policy Framework (NPPF) and the other material considerations listed in Chapter 3.0 of this report.

Havant Core Strategy (Adopted 2011)

- 3.2.2 The adopted Havant Local Plan comprises the Core Strategy and Allocations Plan and it guides development up until 2026. Policies most relevant for the determination of this application, which relate to the volume and distribution of new homes, are out of date due to the Council having a housing land supply below 5 years. The Council's latest housing land supply amounts to between 1.8 (20% buffer applied) and 2.1 years (no buffer applied) (Havant Five Year Housing Land Supply Update (2024)). Correspondingly, less weight must, therefore, be applied to policies CS9 Housing and CS17 Concentration and Distribution of Development within the Urban Areas which restrict development in the countryside.
- 3.2.3 Some plan policies remain relevant to the application and hold some weight according to their degree of alignment with the current NPPF.
- 3.2.4 **Policy CS1 Health and Wellbeing** aims to provide for the health of communities through appropriate provision of employment, community, cultural, leisure and recreation facilities and green infrastructure. **Policies CS2 Employment, CS3 Skills and Employability, CS4 Town, District and Local Centres** and **CS5 Tourism** seek to promote employment and support the local economy.
- 3.2.5 **Policy CS16 High Quality Design** sets the criteria by which good design will be assessed **Policy CS7 Community Support and Inclusion** aims to ensure that development is informed and shaped through community and stakeholder engagement and that the needs of everyone in the community have been provided for. **Policy CS8 Community Safety** seeks to ensure that the development design process takes safety into consideration from an early stage.
- 3.2.6 **Policy CS11 Protecting and Enhancing the Special Environment and Heritage of Havant Borough, Policy CS12 Chichester Harbour Area of Outstanding**

Natural Beauty (AONB), DM8 Conservation, Protection and Enhancement of Existing Natural Features and CS13 Green Infrastructure seeks to protect and enhance the natural environment, landscape designations and built heritage. **Policies CS14 Efficient Use of Resources and CS15 Flood and Erosion Risk** seek to ensure that development addresses the challenges of climate change and flooding.

- 3.2.7 **Policies CS19 Effective Provision of Infrastructure and Policy CS21 Developer Requirements** seek to ensure the appropriate provision of infrastructure to meet need.
- 3.2.8 **Policy CS20 Transport and Access Strategy** seeks to reduce the need to travel and to encourage development which does not increase congestion but enhances enhancing opportunities for public transport, walking and cycling. DM11 Planning for More Sustainable Travel emphasis the Council's commitment to facilitating Active Travel. **DM12 Mitigating the Impacts of Travel** similarly requires new developments to mitigate their travel impacts.
- 3.2.9 **DM1 Recreation and Open Space** seeks to retain open space unless there is a surplus of provision, no alternative open use can be found and the impacts on Brent Geese can be mitigated.
- 3.2.10 Parking standards are set out in policies **DM13 Car and Cycle Parking on Residential Development** and **DM14 Car and Cycle Parking on Development (excluding residential)**

Havant Allocations Plan (2014)

- 3.2.11 Havant Allocations Plan was adopted in 2014. It focuses on site allocations but also includes some additional strategic and development management policies.
- 3.2.12 **Policy AL1 Presumption in Favour of Sustainable Development** is the model policy which reflects paragraph 11 of the NPPF. **Policy AL2 Urban Area Boundaries and Undeveloped Gaps between Settlements** clarifies that land between Havant and Emsworth is an 'undeveloped gap' between settlements. Here, development will be limited to small scale householder development; an overriding public need that cannot be met elsewhere in the borough, such as for a community or recreation use; or a rural exception scheme.
- 3.2.13 **Policy DM17** seeks to ensure that the risks of contaminated land have been addressed. **Policy DM18 Protecting New Development from Pollution** seeks to prevent an adverse level of pollution for the occupants and users of future development.
- 3.2.14 **Policy DM20 Historic Assets** seeks to conserve and enhance historic assets.
- 3.2.15 **Policy DM23 Sites for Brent Geese and Waders** sets out that development proposals on or adjacent to an important Brent Goose and/or wader site outside of the statutory designated areas will need to demonstrate levels of impact, alone and in combination with other proposals subject to the tests of the Habitats Regulations.

Emsworth Neighbourhood Plan 2019-2036 (Adopted 2021)

- 3.2.16 The southeastern section of the site falls within the designated area for the Emsworth Neighbourhood Plan. Relevant policies are listed below and refer to the need to include affordable housing, an appropriate housing mix, high quality design, good connectivity and resource efficiency.
- 3.2.17 **Policy C3 Public Realm Design** – provides support for development proposals that improve the public realm across the neighbourhood plan area, including those which involve or facilitate improvements in pedestrian connectivity and connections with public transport, encourage cycling and make streets and spaces feel safer.
- 3.2.18 **Policy L1 General Housing Policy** – affordable housing to be provided, respect heritage assets,
- 3.2.19 **Policy L2 Housing Mix** – 10+ dwellings development should respond to the needs of Emsworth.
- 3.2.20 **Policy H1 Design & Heritage** – new development should respect heritage assets, respect design guidance in the plan.
- 3.2.21 **Policies D1 General Design Policy** and **D2 Height, Scale and Massing** require good design and consideration of the existing character of the area. **Policy D3 Layout, Form and Density** requires the efficient use of land. **D4 Design and Public Spaces and External Areas** expects good design within the public realm. **Policy D5 Integration & Strong Connection** and **D6 Resource Efficiency** seek to achieve the sustainability goals of the neighbourhood. **Policy D7** seeks to mitigate light pollution.

Adopted Hampshire Minerals and Waste Plan (2013) and Hampshire Minerals and Waste Plan Partial Update Submission Version (July 2024)

- 3.2.22 The site falls within the Minerals Safeguarding Area within the adopted Hampshire Minerals and Waste Plan (2013) and the emerging Partial Update (July 2024). The emerging plan is at the Main Modifications stage. The 2013 plan is part of the statutory development plan and the 2024 plan is a material consideration.
- 3.2.23 **Policy 15** of both plans relates to the safeguarding of mineral resources. It specifies that development, without the prior extraction of mineral resources, in the Mineral Safeguarding Area may be permitted subject to a number of conditions, including if the merits of the development outweigh the safeguarding of the mineral.

3.3 Other Material Considerations

Emerging Havant Local Plan – Draft Building a Better Future Plan 2025

- 3.3.1 The site encompasses the vast majority of Draft Allocation 1 (Site BL5) in the emerging Havant Local Plan 'Building a Better Future' 2025. The allocation extends beyond the boundary of the site - to the southeast and southwest -

reaching to the edge of the defined Emsworth settlement boundary and encompassing Horndean Road Recreation Ground.

- 3.3.2 The Southleigh allocation is identified as an allocation capable of providing 2,100 dwellings, with 1,650 expected to be delivered within the plan period. The development should be planned comprehensively to integrate infrastructure and mitigate impacts on the surrounding area. A masterplan and design guide/code must be prepared before planning permission, ensuring a phased approach to infrastructure and housing delivery. This policy is included in full within Section 4 Compliance with Policy and Other Material Considerations.
- 3.3.3 Aside from Southleigh, the draft plan also includes draft allocations for residential development adjacent to Southleigh: Allocation 3 Coldharbour Farm (circa 44 dwellings); Allocation 4 Helmsley House (circa 30 dwellings and 78 bed care home); Allocation 5 Southleigh Park House (circa 61 dwellings) and Allocation 6: Land East of Castle Avenue (circa 184 dwellings).
- 3.3.4 **Policy 1: Spatial Strategy** sets out broad principles for development in the borough up to 2043 aligned with the latest NPPF (2025).
- 3.3.5 **Policy 2: Defined Urban Areas** clarifies that development can take place on an allocation outside of a defined urban area.
- 3.3.6 **Policy 4: Infrastructure and Environmental Mitigation to Support Development** states that the Council will work with infrastructure providers and other partners to bring about the strategic infrastructure investment needed in the Borough to accommodate planned development. Criteria (n) specifies the requirement for '*a road and/or active travel link to the southwest to serve Southleigh (BL5) (exact requirements to be determined through transport assessments for the Local Plan and the site)*'.
- 3.3.7 **Policy 5: Amount of Housing** sets out that the Plan makes provision for at least 7,197 net new homes (net) across the Borough during the Plan period (2023-2043), an average of 360 dwellings per annum. This amounts to 40% of its identified need (17,840), resulting in large shortfall of 10,650 dwellings. A further 1,330 has been identified in the emerging Winchester Local Plan, leaving a considerable proportion of Havant Borough's unmet need still to be met elsewhere within neighbouring areas.
- 3.3.8 **Policy 8: Health and Climate Change** requires all development to lead to high quality, sustainable and environmentally sensitive places. This involves development being low carbon, promoting opportunities for active travel, informal play and social interaction, enabling healthy lifestyles and access to facilities. A Health Impact Assessment (HIA) will be required for planning applications involving 40 or more dwellings.
- 3.3.9 **Policy 9: New Homes for Sustainable Communities** identifies the Southleigh Strategic Site as an allocation which will serve a new community. It also requires efficient housing densities, a mix of homes to meet needs, including affordable homes.
- 3.3.10 **Policy 11: The Role of Applicants and the Local Planning Authority in Delivering Development** sets out the Council's commitment to determining planning applications aligned with the Plan without delay and encourages

applicants to engage in pre-application consultation and timely response to consultee comments during the application process.

- 3.3.11 **Policy 14 High Quality New Homes** specifies that 20% of all dwellings should be designed to meet the M4(2) standard with an equal proportion across market and affordable housing on new build developments of 10 dwellings or more (gross).
- 3.3.12 **Policy 15 Low Carbon Development** sets standards for space heating and energy consumption energy efficiency standards on residential and non-residential development. **Policy 16: Preventing Overheating**; **Policy 17: Sustainable Construction Methods, Materials and Waste** and **Policy 18: Water Efficiency** are also relevant although more so at the Reserved Matters stage.
- 3.3.13 **Policy 19: Biodiversity Net Gain** will apply. **Policy 24 Protected and Notable Species** will require consideration along with **Policy 25: Solent Wader and Brent Goose Strategy Sites**
- 3.3.14 **Policy 26: Flood Risk** seeks to ensure development does not increase the risk of flooding and **Policy 27** seeks to ensure development is adequately drained.
- 3.3.15 **Local Plan Policy 29: Designated Landscapes.**
- 3.3.16 **Policy 30 Heritage and the Historic Environment** will apply to ensure that new development complements and enhances the historic environment. Trees and Woodland will be protected through **Policy 31: Trees, Hedgerows and Woodland.**
- 3.3.17 **Policy 32 Affordable Housing** requires development a minimum of 30% affordable housing on greenfield sites of 10 or more dwellings and sets out an affordable housing tenure mix (42.5% social rent, 20% affordable rent and remainder to be affordable home ownership. Policies 33-36 control housing mix. **Policy 36 Self and Custom Build Housing** expects 5% of dwellings on sites of 200 dwellings to be made available for self or custom build.
- 3.3.18 **Policy 33: Housing Mix** seeks to ensure an appropriate range of dwelling types and sizes to meet identified local housing need and foster balanced, sustainable and integrated communities.
- 3.3.19 Relevant amenity-related policies including **Policy 43: Amenity and Pollution**, **Policy 44: Air Quality** and **Policy 46 Contaminated Land.**
- 3.3.20 Detailed transport policies of relevance including **Policy 47: Accessibility, Transport and Parking** and **Policy 48: New Accesses onto Classified Roads.**
- 3.3.21 **Policy 50 Provision of Public Open Space in New Development** indicates that amenity green space and play provision will be expected to align with the Fields in Trust quantitative and design guidance set out in the policy. **Policy 51** seeks to ensure adequate provision of sports and recreation facilities.

Plan Weight

- 3.3.22 In line with paragraph 49 of the NPPF, the policies in this plan should be given some weight. It has been published and consulted upon since the NPPF was

published and has a high degree of consistency with it. Additionally, the Southleigh allocation has been in the public domain for some time. It was a draft allocation in the withdrawn Havant Local Plan 2036, which was first consulted upon in 2016. This plan reached the Examination stage but was withdrawn following the publication of the Inspector's Interim Findings. The Inspector did not raise fundamental issues with the soundness of the Southleigh allocation but did request further information to demonstrate that dwellings could be delivered prior to the delivery of new road infrastructure (Paragraph 51, Inspector's Interim Findings).

3.3.23 With reference to paragraph 50 of the NPPF, the emerging plan is at too early a stage to be considered premature.

3.3.1 The Framework sets out parameters for decision-taking, directing local planning authorities to approve sustainable development through the sustainable approach in a development plan or by applying the policies of the Framework. Within this context, the most relevant sections of the Framework for assessing the proposal are set out as follows: -

2. Achieving Sustainable Development

4. Decision Making

5. Delivering a sufficient supply of homes

8. Promoting health and safe communities

9. Promoting sustainable transport

12. Achieving well-designed places

14. Meeting the challenge of climate change, flooding and coastal change

15. Conserving and enhancing the natural environment

Havant Council Five Year Housing Land Supply Update (2024)

3.3.2 The latest Havant Council Five Year Housing Land Supply Update (2024) indicates that the Council do not have a five-year housing land supply. The supply for the five years between 2023/4 and 2027/8 is sufficient for 1,874 homes. Without a buffer the supply amounts to 2.1 years.

3.3.3 Havant's 2023 Housing Delivery Test (HDT) measurement (December 2024) was 74%, which means that a 20% buffer should be applied in accordance with Paragraphs 78 (b) and 79 (b) of the NPPF. With a 20% buffer added, the five-year requirement is 5,352 dwellings and the five-year housing land supply falls to 1.8 years.

Denvilles-Emsworth Masterplan Document (December 2017)

3.3.4 The Denvilles-Emsworth Masterplan Document (December 2017) was produced at the early stage of the former Local Plan review prior to the plan being withdrawn.

Borough Design Guide

- 3.3.5 The 2011 Borough Design Guide supplements Local Plan Policy CS16 and sets out design standards for development in the borough. Given its date and current NPPF guidance, it holds very little weight.

Housing SPD

- 3.3.6 The 2011 Housing SPD seeks to provide an appropriate type, size and tenure of homes within the borough and is aligned with Core Strategy Policy CS9.

Havant Borough Council Housing Needs Analysis (October 2023)

- 3.3.7 This document sets out identified need in Havant in relation to market and affordable housing. Tables 4.1, 4.9 and 5.1.

Havant Borough Council Developer Guide (April 2025)

- 3.3.8 This document is guidance only and not an adopted Supplementary Planning Document. It sets out information about developer contributions in Havant Borough. It includes detail on the council's Community Infrastructure Levy (CIL) and identifies circumstances under which contributions through Section 106 (S106) planning obligations and Section 278 highway agreements will be sought.

Partnership for South Hampshire (PfSH) Spatial Position Statement (December 2023)

- 3.3.9 The statement aims to address strategic development matters across the Partnership for South Hampshire area, including an attempt to identify where unmet housing need might be located. The difficulty of providing a definitive comparison between housing need and supply within the area was acknowledged, with the extent of unmet need in some authorities only being confirmed on plan adoption. The level of unmet need is also likely to have deepened with the December 2024 changes to the method of calculating housing need.
- 3.3.10 Southleigh is identified as a broad area of search for sustainable strategic-scale development in **Policy SPS8: Strategic Principles for new broad areas of search for growth**.

Winchester Local Plan

- 3.3.11 Table H2 of Winchester District Proposed Submission Draft Local Plan includes for 1,900 homes for unmet need in neighbouring authorities. This aligns with the text accompanying Policy 5 of Havant's emerging draft plan, which clarifies that Winchester City Council's Proposed Submission Plan - currently at Main Modifications stage - includes an 'unmet needs allowance' of 495 dwellings. The Havant plan also states that 70% of –this would be apportioned to Havant Borough.

***Sustainability Appraisal of the Regulation 18 Draft Local Plan
(February 2025)***

- 3.3.12 Appendix C of the Appraisal sets out the sustainability appraisal assessment for **Site BL05 Southleigh Broad Location** which has informed the draft Allocation 1 of the emerging Local Plan 2025.

4.0 Accordance with Development Plan and Other Material Considerations

4.1 Introduction

- 4.1.1 This chapter explains how the proposed development complies with the relevant policies of the development plan and other material considerations.

4.2 Principle of Development

- 4.2.1 The need for the identification and development of sites to provide new homes in Havant Council is clearly set out in the Policy section of this statement. Within that context, the principle of development on the Southleigh site is considered here.
- 4.2.2 Development on the site has been proposed through **Policy 9 New Homes for Sustainable Communities** and **Allocation AL1: Southleigh** in the Regulation 18 draft Local Plan 'Building a Better Future' 2025 (the emerging Local Plan). The draft allocation dates back to the previous Local Plan Review, which reached examination stage but was withdrawn due to issues raised by the Inspectors. No fundamental difficulties were found with the draft Southleigh Allocation. The site identified as '*BL05 Southleigh Broad Location*' has also been subject to a recent sustainability appraisal to inform the draft Local Plan allocation (Appendix C, Sustainability Appraisal of the Regulation 18 Draft Local Plan February 2025).
- 4.2.3 **Allocation AL1: Southleigh** sets requirements for the development of the allocation. These are reproduced below for ease of reference, as they will be referred to in most subsections of this chapter.

Development of about 2,100 dwellings will be permitted where proposals:

a) Provide a site-wide high quality coherent strategy for ecology, landscaping, green space, drainage and lighting with a fully integrated mitigation/compensation/enhancement package. This should include, but is not limited to:

- i. Maintenance and enhancement of green corridor linking north-south between Southleigh Forest environs and A27 and south to Warblington undeveloped coast.*
- ii. Retention of extensive areas of semi-natural habitat, especially wood pasture in north.*
- iii. Retention and enhancement of habitat linkages through site and with surrounding landscape.*
- iv. Sensitive lighting strategy to ensure unlit habitat corridors.*
- v. Native-led landscaping, taking into account local distinctiveness and conservation priorities.*
- vi. Embedded biodiversity enhancements within new structures.*

b) Shows areas at risk of flooding are avoided for development, and all floor levels, access routes, drainage systems and flood mitigation measures are designed with an allowance for climate change.

c) Provide a comprehensive access and movement strategy focussed 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 (see also Policy 4 in relation to the land safeguarded for transport infrastructure outside the site itself).

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 railway from Emsworth Road/A27 Warblington junction into the site**
- **connections to the A259 via the underpass and 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 Plan (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.

d) Provide a local centre.

e) Provide a primary school.

f) Explore the opportunity to provide specialist accommodation for older people.

4.2.4 The adopted Havant Allocations Plan Policy AL2 defines the land between Havant and Emsworth as “*Undeveloped Gap between Settlements*”, where development is limited to small scale household development. The most important adopted plan policies for the determination of this application - which relate to the location and volume of residential development - are, however, out of date, as the Council cannot demonstrate a five-year housing land supply (Footnote 8, NPPF, 2024). Consequently, a presumption in favour of sustainable development, as set out in the NPPF and in the adopted Havant Allocations Plan Policy AL1 Presumption in Favour of Sustainable Development, must be applied.

4.2.5 The site does not fall within any of the site categories set out in Footnote 7 to paragraph 11 d (i) of the NPPF, so this means that paragraph 11d(ii) applies. Policies within the NPPF are to be used to weigh the scheme benefits against any adverse impacts. Particular regard is to be had to policies which direct development to sustainable locations, make effective use of land, secure well-designed places and provide affordable homes.

4.2.6 In accordance with the NPPF (2024) and associated National Planning Policy Guidance, the site has, therefore, already been subject to a considerable round of testing with regards to the principle of development, focusing on whether it amounts to sustainable development.

- 4.2.7 The remainder of this chapter addresses, in more detail, how the site meets the allocation requirements set out in the emerging Local Plan, complies with relevant plan policies and aligns with other policies in the NPPF and those of other material considerations. The Scheme Benefits, against which any identified adverse impacts are to be weighed, are set out in Chapter 5.0.

4.3 Homes

- 4.3.1 The application will deliver up to 1,800 new homes, the majority of the 2,100 required by the draft allocation and will make a significant contribution to the delivery of the Havant housing requirement – accounting for 25% of the 7,197 Housing Requirement as set out in emerging Local Plan Policy 5 Amount of Housing and Policy 9 New Homes for Sustainable Communities. As required by emerging Local Plan Policy 13, the delivery of homes has been maximised. These homes are likely to be delivered before the end of the plan period in 2043.
- 4.3.2 The Council is only able to meet 40% of its identified housing need through sites within the borough, whilst Government policy is aiming to significantly boost the supply of homes (paragraph 61, NPPF) to address a nation-wide housing crisis. This limited supply and chronic demand means that delivery of the Southleigh site is of critical importance.
- 4.3.3 The Council cannot demonstrate a five-year housing land supply. As set out in more detail in paragraphs 3.3.2-3.3.3, the latest Havant Council Five Year Housing Land Supply Update (2024) indicates that it can only demonstrate sufficient supply for 1.8 years: which amounts to 1,874 dwellings in comparison with a required 5,352 dwellings. Consequently, if planning permission was secured for the Southleigh proposal in a timely manner, it would add approximately 1,800 homes to the existing 1,874 supply. This would be a substantial contribution, which would almost double the Council's current five-year supply.
- 4.3.4 Emerging Local Plan Policies 14 High Quality Homes, Policy 32 Affordable Housing and Policy 33: Housing Mix, Core Strategy Policy CS9 and Housing SPD (2011) seek to ensure an appropriate range of dwelling types and sizes to meet identified local housing need and foster balanced, sustainable and integrated communities. The mix of homes for the proposed development will be informed by housing evidence and market needs.
- 4.3.5 A significant proportion of the homes provided by the development will be affordable homes. This aligns with the Council's affordable housing requirements as set out in emerging Local Plan Policy 32 and adopted Core Strategy Policy CS9. This accords with the mix, set out in criteria (b) of Policy 32, of at least 42.5% social rent homes; at least 20% affordable rent homes; and affordable home ownership products making up the remaining requirement.
- 4.3.6 Emerging plan Policy 14 High Quality Homes sets out the requirements for the provision of homes built to M4(2) and M4 (3) standards. Discussions have been held with Council officers, and the level of provision will reflect identified requirements.
- 4.3.7 Draft Allocation 1 Southleigh specifies that opportunities to provide specialist accommodation for older people is to be explored. Draft Policy 34 provides guidance on the location and delivery requirements of this type of accommodation

in terms of: suitability of the location; amenity impacts on neighbours, provision of suitable accessible outdoor space and outlook and adequate parking for cars, cycles and mobility scooters and wheelchairs. There is evidence which demonstrates that extra care provision is not required for this site and, therefore, this has not been included as part of the proposals.

- 4.3.8 Section 5 of the NPPF relates to delivering a sufficient supply of homes. Paragraph 61 identifies that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The Southleigh Scheme fully aligns with these requirements.

4.4 Infrastructure

- 4.4.1 Without prejudice, this application will deliver the following infrastructure, which will be subject to negotiation and agreement during the course of the application:

- A site for, and financial contribution towards, a 3FE primary school, as required by criteria (e) of emerging Local Plan Policy Allocation 1.
- A local centre with retail and community use provision (falling within Use Classes E(a), (E(b), Sui Generis, (E(c)(i), E(c)(ii), E (c)(iii), E(d), E(e), E(f), E(g)(i) F2(a & b), as required by criteria d) of emerging Local Plan Policy Allocation 1.
- Sustainable transport options including: a mobility hub; a bus route; new roads and accesses; improvements to existing pedestrian and cycle routes; new cycle and pedestrian routes; and connections to the site boundaries to ensure the delivery of future connections on neighbouring land are not prejudiced, as required by criteria (c) of emerging Local Plan Policy Allocation 1.
- Formal areas of play – including 1 Neap and 3 LEAPs.
- Retention and enhancement of high-quality green infrastructure, including a north-south green corridor and retention of semi-natural habitat including mature woodland in the north of the site in accordance with criteria (a) of emerging Local Plan Policy Allocation 1
- SUDS infrastructure, including attenuation basins and swales in accordance with criteria (b) of emerging Local Plan Policy Allocation 1

- 4.4.2 The required infrastructure and supporting facilities for the proposed development will be secured with conditions and a s106 agreement. Identified requirements will be subject to negotiation between Bloor Homes and the Council as the application progresses. This aligns with emerging Local Plan and adopted Core Strategy Policies CS19 Effective Provision of Infrastructure and CS21 Developer Requirements and Policy 4: Infrastructure and Environmental Mitigation to Support Development and paragraphs 7 and 77 of the NPPF.

4.5 Design and Landscaping

- 4.5.1 A Strategic Design Guide, Design and Access Statement (DAS), Landscape Character Assessment (LCA) and Landscape and Visual Impact Assessment (LVIA) (Chapter 8, Environmental Statement) together with a Concept Masterplan and Land-Use and Green and Blue Infrastructure Parameters Plans have been submitted with this application. These set out the high-quality landscape assessment and design ethos which has informed the proposals.
- 4.5.2 The design concept principles for the development are set out within Section 8 of the DAS (pages 84-93). The principles stem from three key design themes: for the development to be distinctive, green and connected – and a design concept of green corridors, a main street linking to a hierarchy of other routes and a sequence of public spaces. The principles are that the development is distinctive; that active travel is prioritised; and that the development design will be landscape led.
- 4.5.3 The design has been informed by a comprehensive appraisal, which considered the topographical contours for the location and limited views into the site. This ensures that development parcels have been sited to best fit with the existing mature landscape features. Existing extensive areas of semi-natural habitat, principally wood pasture in the north of the Site in line with criteria (a) of emerging Local Plan Policy Allocation 1 are proposed to be retained and enhanced. There has also been sensitivity to the need to respect the character of existing development within Havant and Emsworth and the protected landscapes to the north and south of the site: Chichester Harbour AONB to the south and the South Downs National Park to the north as set out in emerging Local Plan Policy 29: Designated Landscapes and Core Strategy Policy CS12 Chichester Harbour Area of Outstanding Natural Beauty (AONB). The South Downs National Park is protected by policies in the NPPF but was not included in the adopted Core Strategy. The proposed development provides active travel routes within the open spaces, along the primary street and also links to destination points within and near the Site, including the existing pedestrian and cycle network.
- 4.5.4 The Concept Masterplan demonstrates a sensitive landscape design approach to retain and reinforce the existing green and blue infrastructure on the site. This is then utilised as a framework for the proposed development, with each area of development having its own distinct character function and structure. A series of spaces is also provided to promote a sense of place, particularly at Southleigh Park. A sensitively designed landscape is included between the site and Emsworth, emphasising the sense of separation between them. The design of the built form will generally comprise 2-2.5-storey dwellings, with some 3 and 4-storey apartments or commercial blocks around the local centre and at key nodal points role but with reduced building heights near the boundaries and existing built features.
- 4.5.5 As set out in the density strategy contained within the Design and Access Statement (Section 9.10, Design and Access Statement), the new neighbourhood will achieve an average density of 40 dwellings per hectare (dph) across the Site. This will amount to an efficient use of land, whilst also reflecting local character to assist in blending the proposal into the wider context.
- 4.5.6 There will be higher densities concentrated in the central area of the southern portion of the Site and lower densities towards the Site's peripheries. Two storey

dwelling will be located along the western site boundary to respect the privacy and amenity of neighbouring properties. Increased building heights of three and four storeys will be sensitively introduced to enhance legibility and provide visual interest along the main street and to define key elements such as central green corridors and development blocks adjacent to the Local Centre and school site. Buildings within the mixed-use Local Centre will be up to four storeys in height, creating a distinctive character within the overall scheme. The movement network has been designed to allow for choice and ease of movement across the site and links between, and into, Havant and Emsworth, with a strong emphasis on active travel. New pedestrian and cycle routes are integrated to enable future connection with existing routes, including the public right of way across Emsworth Park into Emsworth. Whilst further details will be provided at the Reserved Matters stage, the proposed active travel network will provide for the creation of a walkable and cyclable new community.

- 4.5.7 The proposals are of demonstrably high-quality design, reflecting native-led landscaping which takes local distinctiveness and conservation priorities into account and ensures substantial retention of extensive areas of semi-natural habitat. This is in accordance with emerging and adopted local plan policies Allocation 1 requirements, Policy 8, Policy 9, Policy 12: High Quality Design, Policy 13: Housing Density, Policy 14: High Quality New Homes, Core Strategy Policy CS16 High Quality Design; Emsworth Neighbourhood Plan Policies D1 - D7 (relating to high quality design of homes and the public realm within Emsworth) and requirements of Section 12 of the NPPF, notably Paragraph 135. They have also been informed by reference to the Borough Design Guide and the 2017 published Denvilles-Emsworth Masterplan Document (2017).

4.6 Sustainable Movement

- 4.6.1 The development will “*deliver a comprehensive access and movement strategy focussed on sustainable transport options* in accordance” with criteria (c) of emerging Local Plan Policy Allocation 1 Southleigh, criteria (n) of Policy 4 Infrastructure and Environmental Mitigation to Support Development, Policy 47 Accessibility, Transport and Parking and with regard to Core Strategy Policies CS20 Transport and Access Strategy, DM11 Planning for More Sustainable Travel and DM12 Mitigating the Impacts of Travel. Details of the site accesses and approach to sustainable movement are set out on the Land Use Parameter Plan 1 and within the Transport Assessment, Travel Plan and Chapter 5 of the Environmental Statement in accordance with emerging Local Plan Policy Allocation 1 (c) (vii).
- 4.6.2 The site’s main vehicular access will be via Southleigh Road, which runs east-west across the site, with additional connections to Eastleigh Road and Bartons Road.
- 4.6.3 The movement strategy follows the Vision and Validate approach. This aligns with a national policy switch (Circular 1/22) away from a worst-case scenario predict and provide approach to a vision and validate approach. The vision is based around sustainable development and seeking to reduce the traffic impacts of development, take a people first approach and embed active travel. The validate element involves monitoring travel and implementing sustainable measures to address any transport problems.

- 4.6.4 For Southleigh, the need for car-based journeys will be reduced through a range of sustainable measures. This aligns with the requirements of emerging Local Plan policies Allocation 1, Policy 4 and Policy 47 and Core Strategy Policies CS20, DM11 and DM12 and NPPF Paragraphs 115-118.
- 4.6.5 All areas will be highly accessible by walking and cycling with safe routes and segregated greenways. The proposed network of pedestrian, cycle and public transport routes will connect into existing footpaths and cycleways where possible. It will be highly permeable, providing for movements north to south and east to west through the site and to the wider community.
- 4.6.6 Priority will be given to active travel movements through the creation of a largely traffic-free, comprehensive, connected, and a direct network of routes for safe walking and cycling. There will be segregated walking and cycle routes alongside primary street corridors to compliment the network of traffic-free routes.
- 4.6.7 The primary street corridor will allow for a bus route through the site, with bus stops suitably located throughout the development. All dwellings will be located within 400m of a bus stop as part of the accessible public transport provision. There will be bus priority provision at the Normandy Way access to promote bus use over general car use giving the potential for quicker bus journey times and better timetable reliability.
- 4.6.8 There will be a 20mph speed limit throughout the development with accompanying design features including traffic calming bends and public realm design to ensure vehicles keep to the limit. Safe and controlled pedestrian and cycle crossing facilities will be implemented across Southleigh Road and Eastleigh Road to ensure these existing roads do not sever the accessibility of the Site.
- 4.6.9 There is the potential to deliver pedestrian points of access along each of the site boundaries linking into the existing built-up area of Havant, the remainder of the Allocation, Emsworth Park, Stride Community Park and the currently inaccessible parkland of Southleigh Park House in the north east of the site.
- 4.6.10 Existing Public Rights of Way within the site will be retained and improved as required by the emerging Local Plan Policy (c)(xi). There will be a 20mph zone throughout the development and connections to existing active travel routes. Connections will be provided to the site boundaries to ensure the delivery of future connections on neighbouring land within the Southleigh Allocation are not prejudiced. All the development parcels will be within proximity to the spine road or bus corridor. The proposed Mobility Hub will be centrally located within District Centre. The Bus corridor will be designed in accordance with Stagecoach Best Practice potentially with a bus gate at the Normandy Way access point.
- 4.6.11 As shown on the land use parameters plan, a bus route will run along the site's primary street. It will serve the site and provide a sustainable route into Havant town centre, potentially forming part of future South East Hampshire Rapid Transport extension from Havant town centre in accordance with emerging Local Plan Policy Allocation 1 criteria (c) (xii).
- 4.6.12 With reference to with emerging Local Plan Policy Allocation 1 (c) (viii) connections to the site boundaries will be delivered to ensure the delivery of future connections on neighbouring land are not prejudiced with regard to connection to the south of the A27 and railway line by sustainable modes.

4.6.13 Other Sustainable Measures could include:

- Bike/e-bike hire, car club vehicles, e-scooters, bus stops etc.
- Sustainable travel incentives (e.g. travel vouchers)
- Extension of Havant bus services 30/31 and 39 to route through site (15-minute frequency)
- Increase frequency of bus service 27
- Traditional Off-Site Junction Improvements - Horndean Road / Southleigh Road
- Signalisation scheme & Pedestrian / Cycle Improvements - Horndean Road / Bartons Road
- Signalisation scheme & Pedestrian / Cycle Improvements
- Petersfield Road/Bartons Road cycle scheme – possible approach widening
- Warblington Interchange Northern Roundabout (adjacent to the A27)

4.6.14 The Environmental Statement (Chapter 5) sets out that once the proposed development is operational, it is forecast that the proposed development will have a negligible to moderate effect on highway links within the study area and will offer permanent beneficial effects to the local highway network. The delivery of new crossing points across Southleigh Road and Eastleigh Road, along with pedestrian / cycle infrastructure improvements at adjacent junctions and along key links will reduce severance and reduce delays for active travel users. The new dedicated public transport services routing through the proposed development will reduce car dependency for the development site and subsequently provide an environmental benefit as part of the development proposals.

4.7 Green Space and Ecology

4.7.1 A Baseline Ecological Assessment, Biodiversity Net Gain Information, an Arboricultural Assessment and Shadow Habitat Regulations Assessment have been submitted with this application and are contained within Appendix 9 of the Environmental Statement. Along with Parameter Plan 2 Green and Blue Infrastructure, the DAS and Strategic Design Guide, these set out a site-wide assessment and high-quality and coherent strategy for ecology and green space in accordance with the requirements of emerging Local Plan Allocation 1 Criteria (a).

4.7.2 The proposed development will enhance biodiversity and achieve a measurable net gain of over 10% on the site through on-site habitat creation and enhancement measures, in accordance with emerging Local Plan Policy 19. As the application is in outline, provisional calculations are set out in Appendix 9.3 of the Environmental Statement. These demonstrate that - should planning consent be granted - the proposals would comply with the statutory minimum requirements for 10% biodiversity net gain as a condition of planning permission in England under the Environment Act 2021 and Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended), as well as with the NPPF and local planning policy. Full details of the arrangements for the delivery

of at least 10% BNG will be set out in a Biodiversity Gain Plan and Habitat Management and Monitoring Plan for Havant Borough Council's approval.

- 4.7.3 The proposals will incorporate a multi-functional Green Infrastructure comprising more than 50% of the site, involving woodland, open space, play areas, public rights of way (PROW), community growing space and green corridors in accordance with Core Strategy Policies CS13 and DM8. Existing woodland and hedgerows will be retained and enhanced; surface water drainage features will enhance biodiversity. Green infrastructure and habitat enhancement will focus on an enhanced community parkland in the north east section of the site and semi-natural habitat buffers to the A27 corridor and the eastern boundary and West Brook.
- 4.7.4 Existing landscape features will be retained, aligning with the requirements of emerging Local Plan Allocation 1 requirements (a) (i)-(iii), (v) and (vi). Lighting will be addressed at the Reserved Matters stage.
- i. Maintenance and enhancement of the section of the Southleigh Forest to Warblington green corridor that lies within the site.
 - ii. Retention of extensive areas of semi-natural habitat, especially wood pasture in north.
 - iii. Retention and enhancement of habitat linkages through the site and with the surrounding landscape.
 - v. Native-led landscaping, taking into account local distinctiveness and conservation priorities.
 - vi. Embedded biodiversity enhancements within new structures
- 4.7.5 The development will protect and enhance the local ecological network in accordance with emerging Local Plan Policy 21 and Core Strategy Policy DM8. Trees and Woodland will be protected in accordance with emerging Local Plan Policy 31: Trees, Hedgerows and Woodland, Core Strategy Policy DM8 and NPPF Paragraph 136
- 4.7.6 As detailed in Chapter 9 of the Environmental Statement, the proposed development will not have a significant adverse effect on a protected species or habitat. All of the identified impacts of the proposed development on the natural environment can be mitigated in accordance with emerging Local Plan Policy 21, Core Strategy Policy DM8 and paragraphs 193-195 of the NPPF. The Ecological Impact Assessment undertaken to inform the ES (Chapter 9) has predicted that, subject to the implementation of impact avoidance and mitigation measures, the proposed development will not have any undue adverse effects on Important Ecological Features and is capable of conforming to all applicable nature conservation-related legislation and policy.
- 4.7.7 Effects on bats will be avoided by design: extensive areas of unlit semi-natural habitat will be maintained within the parkland and there will be buffers of over 50 metres and 100 metres respectively along the southern part of the eastern boundary and the A27 corridor.

- 4.7.8 Further mitigation will be provided through the development of a suitably sensitive external lighting strategy at the Reserved Matters stage. Regarding internationally protected sites, effects arising from increased recreational pressure on the Chichester and Langstone Harbours SPA and Ramsar site and the underlying SSSI designations will be avoided and mitigated through a proportionate contribution to the Bird Aware Solent Strategy in accordance with the extant strategic mitigation framework.
- 4.7.9 The site is designated as a Solent Wader and Brent Goose Strategy Site within emerging Local Plan Policy 25: Solent Wader and Brent Goose Strategy Sites and Core Strategy Policy DM23. It is also in close proximity to the Primary Support Areas in the Solent Wader and Brent Goose Strategy (SWBGS) and lies within 1.2km of Chichester & Langstone Harbours Special Protection Area (SPA) 1.2km (south) and Chichester & Langstone Harbours Ramsar: both include brent geese in their designation. No brent geese were recorded during wintering bird surveys, which were undertaken as part of the ecological baseline surveys for the proposal. The southern half of the site was also previously surveyed to inform the SWBGS and resultantly categorised as a 'negative records only' area. Consequently, the site is not considered to provide important supporting habitat to the SPA and Ramsar site in respect of these species and the proposed development is acceptable in this regard.
- 4.7.10 Nutrient neutrality will be achieved in accordance with the extant strategic mitigation framework in respect of water quality effects arising from the wastewater generated by new residents upon the Chichester and Langstone Harbours SPA and Ramsar site, the Solent Maritime SAC, and the underlying SSSI designations. This accords with emerging Local Plan Policy 23: Water Quality Effects on International Sites and Paragraphs 182 and 187 of the NPPF.
- 4.7.11 The parkland of Southleigh Park House, together with other associated wooded habitat in the north-eastern part of the site, is the main area of ecological importance, including for its suitability as a foraging resource for rare woodland bat species, particularly Bechstein's bat. Both are retained as part of the Green Infrastructure. The parkland will be a community park and enhanced through a suite of positive habitat interventions and the adoption of ongoing conservation-led management. Provision of a semi-natural habitat corridor, exceeding 50m in minimum width, along the full length of the site's eastern boundary will provide for the dispersal of bat species and other fauna.

4.8 Climate Change (Including Flood Risk)

- 4.8.1 The proposed development will be resilient to the challenges of climate change in accordance with emerging Local Plan Policy 8 Health and Climate Change; Policy 15 Low Carbon Development - which sets standards for space heating and energy consumption energy efficiency standards on residential and non-residential development; Policy 16: Preventing Overheating; Policy 17: Sustainable Construction Methods, Materials and Waste and Policy 18: Water Efficiency. 8, 15-18, Core Strategy Policies CS11, and CS15, and Chapter 14 of the NPPF.
- 4.8.2 As set out in the DAS and Strategic Design Code, the proposed development will embed climate change mitigation and sustainability principles from the outset applying measures for energy efficiency, low carbon technologies, sustainable transport, water management, and biodiversity enhancement.

- 4.8.3 A 'Fabric First' strategy will underpin the design, focusing on high levels of insulation, airtight construction, and optimised building orientation to maximise winter solar gain and reduce overheating in summer. High thermal mass materials will help regulate indoor temperatures, lowering reliance on mechanical heating and cooling. Roof, wall, and floor insulation will exceed current Building Regulations, while airtightness will be carefully managed to minimise uncontrolled heat loss. Renewable and low-carbon technologies will be integral to the energy strategy. All dwellings will incorporate photovoltaic (PV) panels, supported by air source heat pumps for heating and hot water. Wastewater heat recovery systems will capture and reuse heat from showers, and Mechanical Ventilation with Heat Recovery (MVHR) may be used where acoustic or air quality constraints limit natural ventilation. The combination of passive design, efficient systems, and renewable generation will ensure the homes are Zero Carbon Ready, with the potential to operate as a zero-carbon community as the national grid decarbonises.
- 4.8.4 The focus on Active-Travel first facilitated by a comprehensive network of safe pedestrian and cycle routes will minimise transport-related emissions. All homes will have private electric vehicle charging points, ensuring future readiness for low-carbon transport.
- 4.8.5 Water efficiency will be achieved through compliance with the higher water use standard of 110 litres per person per day, with the potential for additional measures to be considered at the detailed design stage.
- 4.8.6 Biodiversity net gain (BNG) will be delivered through native planting, habitat creation, and improved ecological connectivity. Measures will include tree planting, hedgerow reinforcement, wetland features, and provision for species such as bats, birds, and hedgehogs. The integration of SuDS within green spaces will further enhance biodiversity while delivering climate adaptation benefits. Where possible, locally sourced materials will be used to reduce embodied carbon in construction, and construction practices will be managed to minimise emissions.
- 4.8.7 Additionally, Bloor Homes is signed up to the Homes for Nature Initiative (HfNI). This is a voluntary additional commitment to BNG and aims to incorporate additional features to protect and foster wildlife. It can include the provision of bird nesting bricks and boxes, hedgehog highways but also additional features such as bat roosts, insect bricks and hibernacula along with sustainable urban drainage and pollinator friendly landscaping.
- 4.8.8 The majority of the site lies within Flood Zone 1, with a low risk of flooding. The north-western corner crosses over the floodplain of the River Ise through Flood Zone 3 'High Probability' and Flood Zone 2 'Medium Probability'. There is also a narrow corridor of Flood Zone 3 'High Probability' associated with the ordinary watercourse that flows through the centre of the site.
- 4.8.9 A Flood Risk Assessment has been undertaken (FRA) (Stantec). It identified that all of the 'More Vulnerable' and 'Less Vulnerable' development will be located within Flood Zone 1 and predominately within 'very low' surface water flood risk areas. The mitigation strategy includes finished floor levels (FFLs) of all residential and associated infrastructure to be raised above the 1% AEP (1 in 100 year) plus climate change flood level.
- 4.8.10 The surface water drainage proposals for the site will utilise SuDS on-site attenuation and discharge at the existing QBAR greenfield run off rate of 3.0 l/s/ha

via connections to the existing watercourse network ultimately conveying to either West Brook or Nore Farm Stream. Attenuation will involve a network of attenuation basins in the north west, south and south east of the site and along Eastleigh Road. This will reduce current discharge rates and will reduce the risk of flooding arising from the proposed development.

- 4.8.11 The FRA demonstrates that the development is safe, does not increase flood risk or detrimentally affect third parties. The proposed drainage strategy will therefore meet the requirements of emerging Local Plan Policies Allocation 1 Criteria (b), Policy 26: Flood Risk and Policy 27 Drainage, Core Strategy Policy CS15 and Paragraphs 181 and 182 of the NPPF.
- 4.8.12 Overall, the combination of design measures, infrastructure provision, and environmental enhancements will create a high quality, sustainable development that responds positively to climate change challenges and supports the long-term health and wellbeing of its community.

4.9 Healthy Communities

- 4.9.1 The proposed development will promote a healthy new community in accordance with emerging Local Plan Policy 8 Health and Climate Change and Paragraphs 8 (b), 96, 103 and 198-199 of the NPPF.
- 4.9.2 This will be achieved through:
- Climate change-resilient built development;
 - Opportunities for active travel created by new and improved pedestrian and cycle routes;
 - A new bus route;
 - Primary school, local centre and mobility hub accessible by active travel;
 - Opportunities for safe access to informal play, leisure and recreation through access to multi-functional green infrastructure across the site. This will include parks, local squares and the currently inaccessible parkland of Southleigh Park House;
 - Provision of retail and other community uses within the Local Centre to meet local needs and provide opportunities for social interaction;
 - Walking and cycle routes in the former Southleigh Park House parkland in which will promote access to the countryside.
- 4.9.3 Additionally, air quality, noise and contaminated land studies have been undertaken as part of the ES and demonstrate no unmitigable adverse effects.

4.10 Heritage

- 4.10.1 The proposed development will be sensitively integrated with existing heritage assets.

- 4.10.2 Southleigh Park House, Lodge and Clock Tower is Grade II Listed and lies immediately to the north east of the site. There are an additional two Grade II Listed buildings (1 and 2 Eastleigh Road) on site and several non-designated heritage assets identified within the Historic Environment Records: Woodbine Cottage, Southleigh Farmstead and Home Farm Barn). The Heritage Assessment (HEBDA, Appendix 10 of the Environmental Statement) indicates that the settings of both Southleigh Park House and Southleigh Farmstead will be enhanced by the scheme proposals.
- 4.10.3 With regard to Archaeology, site evaluation involving walkovers and identification of the need for any intrusive investigations is proposed post site clearance to ensure the protection of archaeological features.
- 4.10.4 The proposal therefore accords with Policies 12 and 30 of the emerging Local Plan, Core Strategy Policies CS11 and DM20, Policy H1 of the Emsworth Neighbourhood Plan and Paragraphs 202-211 of the NPPF.

4.11 Minerals Safeguarding

- 4.11.1 The site is identified as a Mineral Safeguarding Area under Policy 15 of the adopted Hampshire Minerals and Waste Plan (2013) and the emerging partial update, Hampshire Minerals and Waste Local Plan (July 2024). Both policies make provision for development on such sites if the merits of the development outweigh the safeguarding of the mineral.
- 4.11.2 The proposed development, forming the majority of the Southleigh Allocation, forms a critical part of the emerging strategy for the delivery of housing in Havant to 2046 and in the longer term within a borough which is significantly constrained in terms of land which is suitable for development. As demonstrated in this Chapter, development on the site amounts to sustainable development. Consequently, the merits of development outweigh the safeguarding of the mineral in line with Policy 15 of both the adopted and emerging plans.
- 4.11.3 The extent to which the Council cannot demonstrate a five-year housing land supply or meet identified housing need for the emerging plan period within its boundaries both provide very strong reasons in this regard.

4.12 Conclusion

- 4.12.1 This chapter has demonstrated that the proposed scheme complies with the development plan and other material considerations. It aligns with the policies of the emerging Local Plan; relevant policies of the adopted Local Plan which still hold some weight; and the policies of the NPPF and other material considerations. It has demonstrated that all of the identified adverse impacts can be appropriately mitigated. As such it will not have a significant effect on areas or assets of particular importance as set out in Footnote 7 of the NPPF. It amounts to well designed and effective use of land in a sustainable location. It will provide homes, including affordable homes, and make an important contribution to meeting overall housing need in Havant.

5.0 The Presumption in Favour of Sustainable Development

5.1 Introduction

5.1.1 Owing to the current lack of 5-year housing land supply in the borough, NPPF paragraph 11d is engaged. The NPPF requires the adverse impacts of development to be weighed against the scheme benefits to determine whether a scheme should be approved. The scheme impacts have been considered in Chapter 4.0, and it has been demonstrated that there are no residual adverse scheme impacts which cannot be mitigated against.

5.1.2 This chapter summarises the scheme benefits.

5.2 Scheme Benefits

Homes

5.2.1 The proposed development will contribute up to 1,800 homes towards the Council's five-year housing land supply and make a significant contribution to meeting housing need in Havant to 2043. Delivery is particularly pressing due to a lack of identified sites to meet need within the Borough and the Council only being able to identify a housing land supply of around 2 years. If consented, it would almost double the Council's 1.8 year supply (20% buffer applied) from 1,874 dwellings to approximately 3,674 dwellings. Havant has not been able to identify sufficient land to meet its total need to 2043, the emerging Local Plan only identifying land to provide 7197 out of a total 17,840.

5.2.2 The proposed development will make a significant contribution to the provision of affordable homes in the borough. It is the intention to deliver a policy compliant level of affordable housing, subject to viability. It is noted that the Council's affordable housing requirement may change as part of the preparation of the emerging local plan and that the infrastructure costs associated with the proposed development will also be a consideration to be factored in.

5.2.3 The proposed development will provide a mix of homes to meet the needs of different community groups, including for families and affordable homes. As set out in paragraph 4.324 of the emerging Havant Local Plan and evidenced in Section 5 of the local plan evidence base document 'Housing Needs Analysis' (October 2023), there is a large need for affordable housing in the Borough.

5.2.4 The proposed homes will be efficiently delivered and to a high standard of construction. Bloor Homes has been recognised by the Home Builders Federation as a 5 star-rated home builder for the seven years. This achievement reflects a gold standard within the industry and a commitment to quality. Bloor Homes has a proven track record of delivering large-scale mixed-use developments across the country, including within East Hampshire District and other districts within Hampshire.

- 5.2.5 Given the extent of the Council's five-year housing land supply deficit, the constraints within the borough which limit the extent to which the Council will be able to meet its longer term development needs and the large need for affordable homes, these benefits should be afforded substantial weight when applying the planning balance for decision making purposes.

Design

- 5.2.6 The development will retain much of the existing semi-natural habitat, including wood pasture in the north.
- 5.2.7 The development will include a comprehensive multi-functional green infrastructure network which amounts to around 50% of the site.
- 5.2.8 The development will be well-connected, providing a walkable and cyclable neighbourhood with new footpaths and cycle routes, improvements to existing walking and cycling routes, co-location of facilities, access to existing facilities in Havant and Emsworth and access to the countryside.
- 5.2.9 The design of the development is closely aligned with the intentions of the NPPF. It is in a sustainable location, will make an effective use of land and secure a well-designed place that is resilient to climate change. When assessing the scheme benefits, this should, therefore, be afforded substantial weight.

Transport

- 5.2.10 The proposed connectivity and access strategy will produce a walkable neighbourhood with the potential for connections from the site across the remainder of the allocation and into both neighbouring settlements: Havant and Emsworth. The development has also been designed to ensure that future connections through land which is outside of the control of the developer have not been prejudiced.
- 5.2.11 A centrally located mobility hub will connect the site via public transport to neighbouring locations, including Havant and there will be a dedicated bus route into the site from Havant, with Havant bus services 30/31 and 39 will be extended to route through site (15-minute frequency). Additionally, the frequency of bus service 27 will be increased. Bus stops will also be provided at appropriate locations across the site.
- 5.2.12 There will be opportunities for bike and e-bike hire, car club vehicles and e-scooters.
- 5.2.13 Sustainable travel incentives will be provided, for example, travel vouchers, to embed and encourage active travel from the outset.
- 5.2.14 Off-Site Junction Improvements will support active travel due to safety improvements which prioritise vulnerable road users. These improvements include; signalisation scheme & pedestrian /cycle Improvements at Horndean Road /Bartons Road, Petersfield Road/Bartons Road and Warblington Interchange Northern Roundabout (adjacent to the A27).

- 5.2.15 These benefits will contribute to the provision of a sustainable and well-designed development and should be attributed some weight in the decision-making process.

Community Provision

- 5.2.16 The development will provide a 3FE primary school and Early Years provision.
- 5.2.17 The proposed new local centre will include local shops and other community facilities along with opportunities for social interaction to meet the needs of the new community.
- 5.2.18 The development will provide local opportunities for growing food through allotments and a community orchard.
- 5.2.19 This will make a significant contribution towards securing a well-designed place and should be afforded some weight in the planning balance.

Employment

- 5.2.20 During construction, and afterwards, the site will provide training and employment opportunities for the local population, increase expenditure in the local economy and provide a labour force located close to existing areas of employment.
- 5.2.21 It is estimated that a development of around 1,800 homes would support the employment of 6,255 people, including 76 apprentices, graduates or trainees and generate open space, community sport and leisure spending of £1,620,000 per annum.
- 5.2.22 These economic benefits to the local economy should be attributed some weight in the decision-making process.

Outdoor Leisure

- 5.2.23 New and improved footpaths and cycleways will provide good opportunities for exercise and recreation, including the former parkland to Southleigh Park House in the north east of the site.
- 5.2.24 The development will include a number of equipped areas of play conveniently located around the site to encourage use by residents, with a range of equipment for different community groups and ages. Formal play space will involve 1 NEAP and 3 LEAPs plus additional recreational space.
- 5.2.25 These benefits will contribute to the provision of a sustainable and well-designed development and should be attributed some weight in the decision-making process.

Climate Change and Environmental Sustainability

- 5.2.26 The site will be sustainably drained through the use of SuDs, including attenuation basins and swales.
- 5.2.27 Mature trees, hedgerows and woodland within the site, and on the site boundary, will be retained and incorporated into the design of the development.
- 5.2.28 Biodiversity on site will be enhanced. The development is capable of achieving a biodiversity net gain of over 10%.
- 5.2.29 There will be no gas supplied to the development and all new homes will meet the Future Homes Standard, therefore being carbon ready as the national grid decarbonises. The new homes will be highly insulated and include low and zero-carbon technologies, which could include Photovoltaic collectors and Air Source Heat Pumps to reduce carbon emissions from the site.
- 5.2.30 All new homes will have Electric Vehicle (EV) charging points and secure cycle storage. The Local centre will also have EV charging provision and Car Club parking.
- 5.2.31 These benefits will contribute to the provision of a sustainable and well-designed development. Given the importance of climate change resilience, they should be attributed substantial weight in the decision-making process.

5.3 Conclusion

- 5.3.1 The scheme benefits, as set out above, are extensive and should be afforded much weight. Mostly notably, substantial weight should be afforded to the contribution of the scheme towards the sustainable delivery of new homes within the borough, for which there is a pressing need and a particular shortage of suitable sites.
- 5.3.2 The Southleigh site is of critical importance to Havant, as its emerging Local Plan makes it clear that it cannot meet its anticipated housing requirement within its boundary.
- 5.3.3 In addition to providing a significant contribution to meeting housing need, the scheme will also be sustainably located and well-designed, making efficient use of land and securing much needed affordable homes.
- 5.3.4 The range of benefits set out within this section are required to be weighed against any adverse impacts of development. It has, however, been demonstrated that there are no adverse impacts, which cannot be mitigated. Consequently, this demonstrates that the scheme amounts to sustainable development and should be positively determined without delay.

6.0 Conclusions

- 6.1.1 The Southleigh planning application will deliver approximately 1,800 homes, a new 3-form primary school, a mixed-use local centre, mobility hub, 52.5 hectares of Green Infrastructure, including a community park, local squares and other recreational facilities and sustainable urban drainage. This will be a walkable neighbourhood with new pedestrian and cycle routes, enhanced public transport routes and off-site highway improvements to facilitate safe and efficient travel with the needs of pedestrians and cyclists as a priority.
- 6.1.2 The site forms part of Allocation 1: Southleigh in the emerging Havant Local Plan (May 2025). It has been the subject of public consultation since 2016, when it was proposed as a draft residential allocation in the draft Local Plan public consultation. It was also the subject of a Masterplan adopted by the Council (Denvilles-Emsworth Masterplan Document, 2017). Consequently, the proposals have been subject to public scrutiny, tested at Examination and well worked out to address key issues raised by stakeholders.
- 6.1.3 The proposed development accords with relevant policies within the adopted and emerging development plan: the supporting documents submitted to support the application demonstrate that all the identified adverse effects can be mitigated. The proposed development will also amount to sustainable development when assessed against policies within the NPPF (2024) and with particular regard to the sustainability of its location, effective use of land, masterplanning and provision of affordable homes. This is particularly pertinent given the current lack of a five-year housing land supply within the borough which renders the locational strategy within the adopted Local Plan out of date and engages paragraph 11 (d) of the NPPF.
- 6.1.4 The proposed development will make a significant contribution to meeting Havant's housing needs. The application will deliver approximately 1,800 new homes before the end of the plan period (2043), the majority of the 2,100 required by the draft allocation. This will account for 25% of the Council's 7,197 Housing Requirement, as identified in the emerging Local Plan.
- 6.1.5 The Council is only able to meet 40% of its identified housing need through sites within the borough whilst Government policy is aiming to significantly boost the supply of homes (paragraph 61, NPPF) to address a nation-wide housing crisis. This limited supply and chronic demand means that delivery of the Southleigh site is of critical importance. As a 5* house builder, Bloor Homes are well placed to deliver this scheme.
- 6.1.6 Other scheme benefits will include: high quality Green Infrastructure, including the provision of a community park in the parkland to Southleigh Park House; the provision of community facilities including a new primary school, a mixed-use local centre and mobility hub; a strong connectivity and movement strategy, which will facilitate active travel, access to opportunities for outdoor recreation, including at the community park.
- 6.1.7 No unmitigable adverse impacts have been identified which would weigh against the identified benefits of the proposal.
- 6.1.8 Consequently, the proposed development should be approved without delay.



WHITE PEAK Planning

White Peak Planning
Lynnfield House
249 Church Street
Altrincham
WA14 4DZ

T: 0845 410 0117
E: info@whitepeakplanning.co.uk
W: www.whitepeakplanning.co.uk